PART I

# FEDERAL REGISTER

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## TITLE 7—AGRICULTURE

### Chapter I—Agricultural Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

PART 52—PROCESSED FRUITS, VEGETABLES AND OTHER PRODUCTS (INSPECTION, CERTIFICATION AND STANDARDS)

SUBPART—UNITED STATES STANDARDS FOR GRADES OF DRIED FIGS

In F. R. Doc. 55-9498, beginning on page 8681 of the issue for Saturday, November 26, 1955, the following corrections have been made:

1. In Table IV B of § 52.1027, and in the parenthetical heading of this table, insert a semi-colon after the word "Whole;" and insert a comma after the word "Sliced,"

2. In § 52.1033, change the second grouping of words under the heading of "Defects" to read:

Damaged by scars or disease, sunburn, mechanical injury,[1] visible sugaring, other similar defects.

Dated: December 7, 1955.

[SEAL] FRANK E. BLOOD,
*Acting Deputy Administrator Marketing Services.*

[F. R. Doc. 55-9967; Filed, Dec. 9, 1955; 8:50 a. m.]

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### Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Navel Orange Reg. 65]

PART 914—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

LIMITATION OF HANDLING

§ 914.365 *Navel Orange Regulation 65*—(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 14, as amended (7 CFR Part 914; 19 F. R. 2941) regulating the handling of navel oranges grown in Arizona and designated part of California, effective September 22, 1953, under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and upon the basis of the recommendation and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The Navel Orange Administrative Committee held an open meeting on December 8, 1955, after giving due notice thereof, to consider supply and market conditions for navel oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein was promptly submitted to the Department after such meeting was held; the provisions of this section, including its effec-

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*This issue is divided into two parts, Part II of which contains a republication of Parts 600 and 601 of Title 14, Chapter II, of the Code of Federal Regulations.*

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FEDERAL REGISTER

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**(For use during 1955)**

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**General Index ($1.25)**

All of the Cumulative Pocket Supplements and revised books of the Code of Federal Regulations (as of January 1, 1955) are now available with the exception of Titles 1–3

Order from Superintendent of Documents, Government Printing Office, Washington 25, D. C.

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tive time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such navel oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject thereto which cannot be completed on or before the effective date hereof.

(b) *Order* (1) The quantity of navel oranges grown in Arizona and designated part of California which may be

handled during the period beginning at 12:01 a. m., P. s. t., December 11, 1955, and ending at 12:01 a. m., P. s. t., December 18, 1955, is hereby fixed as follows:

(i) District 1. 554,400 cartons;

(ii) District 2: 10,384 cartons;

(iii) District 3: Unlimited movement;

(iv) District 4: Unlimited movement.

(2) Navel oranges handled pursuant to the provisions of this section shall be subject to any size restrictions applicable thereto which have heretofore been issued on the handling of such oranges and which are effective during the period specified herein.

(3) As used in this section, "handled," "District 1," "District 2," "District 3," and "District 4" have the same meaning as when used in said amended marketing agreement and order; and "carton" means the standard one-half orange, grapefruit, or lemon box set forth as standard container number 58 in section 828.83, as amended, of the Agricultural Code of California.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: December 9, 1955.

[SEAL] S. R. SMITH,
*Director Fruit and Vegetable Division, Agricultural Marketing Service.*

[F. R. Doc. 55-10033; Filed, Dec. 9, 1955; 11:33 a. m.]

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[Lemon Reg. 619]

PART 953—LEMONS GROWN IN CALIFORNIA AND ARIZONA

LIMITATIONS OF SHIPMENTS

§ 953.726 *Lemon Regulation 619*—(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 53, as amended (7 CFR Part 953; 20 F. R. 2913) regulating the handling of lemons grown in the State of California or in the State of Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.) and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of the quantity of such lemons which may be handled, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of lemons, grown in the State of California or in the State of Arizona, are currently subject to regulation pursuant to said amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein was promptly submitted to the Department after an open meeting of the Lemon Administrative Committee on December 7, 1955, such meeting was held, after giving due notice thereof to consider recommendations for regulation, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter specified; and compliance with this section will not require any special preparation on the part of persons subject thereto which cannot be completed by the effective time thereof.

(b) *Order* (1) The quantity of lemons grown in the State of California or in the State of Arizona which may be handled during the period beginning at 12:01 a. m., P. s. t., December 11, 1955, and ending at 12:01 a. m., P. s. t., December 18, 1955, is hereby fixed as follows:

(i) District 1. Unlimited movement;

(ii) District 2: 148,800 cartons;

(iii) District 3: Unlimited movement.

(2) As used in this section, "handled," "District 1," "District 2," and "District 3" have the same meaning as when used in the said amended marketing agreement and order; and "carton" means the standard one-half orange, grapefruit or lemon box set forth as standard container number 58 in section 828.83, as amended, of the Agricultural Code of California.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: December 8, 1955.

[SEAL] S. R. SMITH,
*Director, Fruit and Vegetable Division, Agricultural Marketing Service.*

[F. R. Doc. 55-10009; Filed, Dec. 9, 1955; 8:53 a. m.]

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[Avocado Order 9, Amdt. 2]

PART 969—AVOCADOS GROWN IN SOUTH FLORIDA

CONTAINER REGULATION

*Findings.* 1. Pursuant to the marketing agreement, as amended, and Order No. 69, as amended (7 CFR Part 969; 20 F. R. 4177), regulating the handling of avocados grown in South Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq., 68 Stat. 906, 1047), and upon the basis of the recommendation and information submitted by the Avocado Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the relaxation of the limitation, as hereinafter provided, on the handling of such avocados will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient; and this amendment relieves restrictions on the handling of avocados grown in South Florida, in that it increases, by one, the number of sizes of containers in which avocados may be handled during the period hereinafter specified.

*Order as amended.* The provisions in paragraph (b) of § 969.309 (Avocado Order 9, as amended; 20 F. R. 5627, 6571) are hereby further amended so as to permit, during the period beginning at 12:01 a. m., e. s. t., December 12, 1955, and ending at 12:01 a. m., e. s. t., January 16, 1956, the handling of avocados in any container with inside dimensions 17½ by 11½ by 8⅔ inches. Otherwise, the provisions of said Order No. 9, as amended, shall remain and continue in full force and effect.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: December 8, 1955.

[SEAL] S. R. SMITH,
*Director Fruit and Vegetable Division, Agricultural Marketing Service.*

[F. R. Doc. 55-10010; Filed, Dec. 9, 1955; 8:53 a. m.]

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PART 989—RAISINS PRODUCED FROM RAISIN VARIETY GRAPES GROWN IN CALIFORNIA

MODIFICATION OF MINIMUM GRADE STANDARDS FOR PACKED MUSCAT RAISINS

Pursuant to the Marketing Agreement No. 109, as amended, and Order No. 89, as amended (20 F. R. 6435) regulating the handling of raisins produced from raisin variety grapes grown in California, hereinafter referred to as the "order," effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.) hereinafter referred to as the "act," and upon the basis of information supplied by the Raisin Administrative Committee established under the order, and other available information, it is hereby found that to modify the minimum grade standards for packed Muscat raisins other than Layer Muscats as hereinafter provided will tend to effectuate the declared policy of the act.

There have been presented for inspection packed Soda Dipped Seeded (Valencia) Muscat raisins and packed Unseeded Loose Muscat raisins which have not had their capstems removed. These are packed raisins as defined in the order. The existing minimum grade standards provided in § 989.59, (a) (1) (i) of the order for packed Muscat raisins other than Layer Muscats are not entirely satisfactory for use in connection with the aforesaid Valencia and Loose Muscat raisins. It is necessary, of course, that appropriate minimum grade standards be prescribed for any raisins which may be presented for inspection under the order. Therefore, the present standards should be modified, insofar as they relate to packed Muscat raisins other than Layer Muscats, so that they include appropriate requirements for all of such raisins, including the Seeded Valencia Muscat raisins and Unseeded Loose Muscat raisins which have not had their capstems removed.

Accordingly, it is hereby ordered that the requirements contained in § 989.59 (a) (1) (i) of the order that all packed raisins except Layer Muscats and Dante Currants at least meet the minimum grade standards prescribed in "U. S. Grade C" as defined in "effective United States Standards for Grades of Processed Raisins," are modified in accordance with the authorization contained in § 989.59 (b) of the order as follows:

a. The minimum grade standards for all packed Muscat raisins other than Layer Muscats shall be those of "U. S. Grade C" of the grades of Muscat raisins contained in the aforesaid effective standards (now in § 52.1847, 20 F R. 5760) except that: (1) In the case of Soda Dipped Seeded (Valencia) raisins, all the requirements applicable to Soda Dipped Unseeded (Valencia) raisins shall apply, other than the moisture and seed tolerance requirements which shall be those of Seeded Muscat raisins; and (2) in the case of Unseeded, Uncapstemmed, Loose, Muscat raisins, the limitation with respect to capstems shall not apply when the capstems remain attached to the berries, but in no event shall the total loose capstems exceed 20 per 16 ounces.

b. Otherwise, the minimum grade standards prescribed in § 989.59 (a) (1) as heretofore modified (20 F R. 7808) continue in effect as presently effective.

It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice and postpone the effective date of this document later than the date of its publication in the FEDERAL REGISTER (see section 4 of the Administrative Procedure Act; 5 U. S. C. 1001 et seq.) because the existing minimum grade standards for packed Muscat raisins other than Layer Muscats are restricting the marketing of such raisins; it is necessary that such standards be modified immediately so that normal marketing of such raisins may proceed; handlers require no time for preparation to comply with the changed regulation; and, in the circumstances, good cause exists for making the provisions of this document effective at the indicated time.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Issued this 7th day of December 1955, to become effective upon publication in the FEDERAL REGISTER.

[SEAL] S. R. SMITH,
*Director*
*Fruit and Vegetable Division.*

[F. R. Doc. 55-9969; Filed, Dec. 9, 1955; 8:51 a. m.]

# TITLE 5—ADMINISTRATIVE PERSONNEL

## Chapter I—Civil Service Commission

### PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

ENTIRE EXECUTIVE CIVIL SERVICE
DEPARTMENT OF THE NAVY

Effective upon publication in the FEDERAL REGISTER, paragraphs (g) and (s) of § 6.101 and paragraph (a) (5) of § 6.106 are amended as set out below.

§ 6.101 *Entire executive civil service.* * * *

(g) Any position in which the appointee will receive compensation aggregating not more than $1,100 a year, the duties of which are part-time or intermittent, but such appointments shall not be for job employment. In Washington, D. C., such appointments shall be subject to the prior approval of the Commission.

* * * * *

(s) Temporary, part-time or intermittent positions of student assistant when the appointees are to assist scientific, professional, or technical employees. Persons employed under this provision shall be bona fide students at high schools or accredited colleges or universities pursuing courses related to the field in which employed. No person shall be employed under this provision (1) in a position of a routine clerical type; or (2) in excess of 130 working days a year; or (3) at a total compensation exceeding $1,270 during such a period of one year.

§ 6.106 *Department of the Navy*—(a) *General.* * * *

(5) Student trainees in naval shipyards, whose salaries shall not aggregate more than $1,100 a year. Only bona fide students engaged in the study of naval architecture shall be eligible for appointment under this subparagraph. Employment under this subparagraph shall not exceed 90 working days a year.

(R. S. 1753, sec. 2, 22 Stat. 403; 5 U. S. C. 631, 633; E. O. 10440, 18 F. R. 1823, 3 CFR, 1953 Supp.)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
*Executive Assistant.*

[F. R. Doc. 55-9943; Filed, Dec. 9, 1955; 8:48 a. m.]

### PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

DEPARTMENT OF THE INTERIOR

Effective upon publication in the FEDERAL REGISTER, paragraph (c) (6) is added to § 6.310 as set out below.

§ 6.310 *Department of the Interior* * * *

(c) *Fish and Wildlife Service.* * * *

(6) Not to exceed June 1, 1956, one Assistant Director for Field Operations.

(R. S. 1753, sec. 2, 22 Stat. 403; 5 U. S. C. 631, 633; E. O. 10440, 18 F. R. 1823, 3 CFR, 1953 Supp.)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
*Executive Assistant.*

[F. R. Doc. 55-9942; Filed, Dec. 9, 1955; 8:47 a. m.]

# TITLE 12—BANKS AND BANKING

## Chapter III—Federal Deposit Insurance Corporation

### PART 329—PAYMENT OF DEPOSITS AND INTEREST THEREON BY INSURED NONMEMBER BANKS

MISCELLANEOUS AMENDMENTS

*Correction*

In F R. Document 55-9776 appearing in the issue for Tuesday, December 6, 1955, on page 8949, the chapter heading should read as set forth above.

# TITLE 25—INDIANS

## Chapter I—Bureau of Indian Affairs, Department of the Interior

Subchapter T—Patents in Fee, Competency Certificates, Sales and Reinvestment of Proceeds

### PART 241—ISSUANCE OF PATENTS IN FEE, CERTIFICATES OF COMPETENCY, SALE OF CERTAIN INDIAN LANDS, AND REINVESTMENT OF PROCEEDS

MISCELLANEOUS AMENDMENTS

Sections 241.1, 241.2, 241.24, 241.26, and 241.49 are amended to read as follows:

§ 241.1 *Application for patent in fee.* Any Indian 21 years of age or over may apply for a patent in fee for land, the title to which is held in trust for said Indian by the United States. The application shall be made on a form approved by the Commissioner of Indian Affairs and shall be completed and filed with the Superintendent or other officer in charge of the Indian agency or other local facility having administrative jurisdiction over the land.

§ 241.2 *Issuance of patents in fee.* (a) The Secretary of the Interior may, in his discretion, and pursuant to the acts of February 8, 1887, as amended (24 Stat. 388, as amended; 25 U. S. C. 349) June 25, 1910, as amended (36 Stat. 855, as amended; 25 U. S. C. 372);

and May 14, 1948 (62 Stat. 236; 25 U. S. C. 483), and pursuant to other authorizing acts, issue patents in fee to Indians applying therefor in accordance with § 241.1. A patent in fee will not be issued pursuant to this paragraph unless it appears that the applicant is competent and capable of managing his or her own affairs. Prior to the issuance of a patent in fee pursuant to this paragraph the land shall be appraised at its fair market value. If an application is denied, the applicant shall be so notified in writing.

(b) The Secretary will, pursuant to the act of March 1, 1907 (34 Stat. 1015, 1034), issue a patent in fee to any adult mixed-blood Indian owning land within the White Earth Reservation in the State of Minnesota upon application being made by such Indian, and without regard to the applicant's competency and ability to manage his or her own affairs.

(c) Whenever the Secretary determines that land, or any interest therein, held in trust for an Indian by the United States, has been acquired through inheritance or devise by (1) a non-Indian or (2) an alien Indian or an Indian who has become an alien subsequent to the time of such acquisition, the Secretary may issue a patent in fee for the land or interest therein to such non-Indian or alien Indian, without regard to such person's competency and ability to manage his or her own affairs, and regardless of whether such person has applied for a patent in fee.

§ 241.24 *Appraisal, advertisement, consideration.* (a) Prior to making or approving a sale, exchange or gift of trust or restricted land, an appraisal shall be made indicating the fair market value of such land.

(b) Except as provided in paragraph (c) of this section, proposed sales of land shall be advertised for at least 30 days prior to the proposed date for opening bids on such land, unless a shorter period is otherwise authorized by the Secretary of the Interior. At the request of the owner, the advertisement may afford to the tribe occupying the reservation where the land is located, to members of such tribe, or to any reasonably defined class of Indians, a right to meet the high bid.

(c) The following types of conveyances need not be advertised and may be negotiated: (1) A sale to another Indian, an Indian tribe, the United States or an agency thereof, or a state or local government or agency thereof; (2) a conveyance to a member of the Indian's immediate family pursuant to the provisions of paragraph (d) of this section; (3) a sale to a non-Indian, when the Secretary determines that it is impractical to advertise; (4) an exchange; (5) temporary easements for rights of way not to exceed fifty years. Except as provided in paragraph (d) of this section, the consideration for a negotiated sale shall be not less than the appraised value of the land. The consideration for an exchange shall be either land, or a combination of land and money or other thing of value, the fair market value of which is not less than the appraised value of the trust or restricted land. Sales between Indians, either of whom is an employee of the United States Government, are governed by the provisions of § 276.5 of this chapter.

(d) An Indian owner of trust or restricted land may, with the approval of the Secretary, convey land to a member of his or her immediate family for a consideration less than that prescribed in paragraph (c) of this section or for no consideration. For purposes of this section, "immediate family" is defined as the Indian's spouse, brothers and sisters, lineal ancestors of Indian blood, and lineal descendants.

§ 241.26 *Number of bids.* No bidder will be permitted to include more than one item in any single bid. If a bidder desires to bid on more than one item, he must bid a separate amount for each item.

§ 241.49 *Procedure for removing restrictions.* An Indian may apply for the removal of restrictions from land acquired by purchase, exchange or gift, and devised and inherited interests therein, held under an instrument of conveyance which recites that the land shall not be sold or alienated without the consent or approval of the Superintendent, the Commissioner of Indian Affairs, or the Secretary of the Interior. An application for the removal of restrictions from such land shall be filed with the superintendent or other officer in charge of the Indian agency or other local facility having administrative jurisdiction over the land. The application shall set forth the experience the applicant has had in the transaction of his business affairs and the reasons why a removal of restrictions is desired. If it appears that the applicant is competent and capable of managing his affairs or that the removal of restrictions is otherwise in the best interests of the applicant, an order removing restrictions against alienation of the land may be issued. Prior to the issuance of such an order the land shall be appraised at its fair market value.

(R. S. 161; 5 U. S. C. 22)

DOUGLAS MCKAY,
*Secretary of the Interior.*

DECEMBER 5, 1955.

[F. R. Doc. 55-9935; Filed, Dec. 9, 1955; 8:46 a. m.]

# TITLE 26—INTERNAL REVENUE, 1954

## Chapter I—Internal Revenue Service, Department of the Treasury

### Subchapter A—Income Tax

[T. D. 6154]

### PART 1—INCOME TAX: TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1953

On October 28, 1955, notice of proposed rule making regarding the regulations under Pub. Law 74, 84th Congress, approved June 15, 1955, was published in the FEDERAL REGISTER (20 F. R. 8120). After consideration of such relevant suggestions as were presented by interested persons regarding the proposals, the following regulations are hereby adopted:


Sec.
1.9000-1 Provisions of P. L. 74.
1.9000-2 Effect of repeal in general.
1.9000-3 Requirement of statement showing increase in tax liability.
1.9000-4 Form and content of statement.
1.9000-5 Effect of filing statement.
1.9000-6 Provisions for the waiver of interest.
1.9000-7 Provisions for estimated tax.
1.9000-8 Extension of time for making certain payments.


AUTHORITY: §§ 1.9000-1 to 1.9000-8 issued under sec. 7805, 68A Stat. 917, Pub. Law 74, 84th Cong.; 26 U. S. C. 7805.

§ 1.9000-1 *Statutory provisions.* Public Law 74, 84th Congress, approved June 15, 1955, provides as follows:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

SECTION 1. *Repeal of sections 452 and 462*—(a) *Prepaid income.* Section 452 of the Internal Revenue Code of 1954 is hereby repealed.

(b) Reserves for estimated expenses, etc. Section 462 of the Internal Revenue Code of 1954 is hereby repealed.

SEC. 2. *Technical amendments.* The following provisions of the Internal Revenue Code of 1954 are hereby amended as follows:

(1) Subsection (c) of section 381 is amended by striking out paragraph (7) (relating to carryover of prepaid income in certain corporate acquisitions).

(2) The table of sections for subpart B of part II of subchapter E of chapter 1 (relating to taxable year for which items of gross income included) is amended by striking out

"Sec. 452. Prepaid income."

(3) The table of sections for subpart C of such part II (relating to taxable year for which deductions are taken) is amended by striking out—

"Sec. 462. Reserves for estimated expenses, etc."

SEC. 3. *Effective date.* The amendments made by this act shall apply with respect to taxable years beginning after December 31, 1953, and ending after August 16, 1954.

SEC. 4. *Saving provisions*—(a) *Filing of statement.* If—

(1) the amount of any tax required to be paid for any taxable year ending on or before the date of the enactment of this act is increased by reason of the enactment of this act, and

(2) the last date prescribed for payment of such tax (or any installment thereof) is before December 15, 1955,

then the taxpayer shall, on or before December 15, 1955, file a statement which shows the increase in the amount of such tax required to be paid by reason of the enactment of this act.

(b) *Form and effect of statement*—(1) *Form of statement, etc.* The statement required by subsection (a) shall be filed at the place fixed for filing the return. Such statement shall be in such form, and shall include such information necessary or appropriate to show the increase in the amount of the tax required to be paid for the taxable year by reason of the enactment of this act, as the Secretary of the Treasury or his delegate shall by regulations prescribe.

(2) *Treatment as amount shown on return.* The amount shown on a statement filed under subsection (a) as the increase in the amount of the tax required to be paid for the taxable year by reason of the enactment of this act shall, for all purposes of

the internal revenue laws, be treated as tax shown on the return. Notwithstanding the preceding sentence, that portion of the amount of increase in tax for any taxable year which is attributable to a decrease (by reason of the enactment of this act) in the net operating loss for a succeeding taxable year shall not be treated as tax shown on the return.

(3) *Waiver of interest in case of payment on or before December 15, 1955.* If the taxpayer, on or before December 15, 1955, files the statement referred to in subsection (a) and pays in full that portion of the amount shown thereon for which the last date prescribed for payment is before December 15, 1955, then for purposes of computing interest (other than interest on overpayments) such portion shall be treated as having been paid on the last date prescribed for payment. This paragraph shall not apply if the amount shown on the statement as the increase in the amount of the tax required to be paid for the taxable year by reason of the enactment of this act is greater than the actual increase unless the taxpayer establishes, to the satisfaction of the Secretary of the Treasury or his delegate, that his computation of the greater amount was based upon a reasonable interpretation and application of sections 452 and 462 of the Internal Revenue Code of 1954, as those sections existed before the enactment of this act.

(c) *Special rules*—(1) *Interest for period before enactment.* Interest shall not be imposed on the amount of any increase in tax resulting from the enactment of this act for any period before the day after the date of the enactment of this act.

(2) *Estimated tax.* Any addition to the tax under section 294 (d) of the Internal Revenue Code of 1939 shall be computed as if this act had not been enacted. In the case of any installment for which the last date prescribed for payment is before December 15, 1955, any addition to the tax under section 6654 of the Internal Revenue Code of 1954 shall be computed as if this act had not been enacted.

(3) *Treatment of certain payments which taxpayer is required to make.* If—

(A) The taxpayer is required to make a payment (or an additional payment) to another person by reason of the enactment of this act, and

(B) The Internal Revenue Code of 1954 prescribes a period, which expires after the close of the taxable year, within which the taxpayer must make such payment (or additional payment) if the amount thereof is to be taken into account (as a deduction or otherwise) in computing taxable income for such taxable year,

then, subject to such regulations as the Secretary of the Treasury or his delegate may prescribe, if such payment (or additional payment) is made on or before December 15, 1955, it shall be treated as having been made within the period prescribed by such Code.

(4) *Treatment of certain dividends.* Subject to such regulations as the Secretary of the Treasury or his delegate may prescribe, for purposes of section 561 (a) (1) of the Internal Revenue Code of 1954, dividends paid after the 15th day of the third month following the close of the taxable year and on or before December 15, 1955, may be treated as having been paid on the last day of the taxable year, but only to the extent (A) that such dividends are attributable to an increase in taxable income for the taxable year resulting from the enactment of this act, and (B) elected by the taxpayer.

(5) *Determination of date prescribed.* For purposes of this section, the determination of the last date prescribed for payment or for filing a return shall be made without regard to any extension of time therefor and without regard to any provision of this section.

(6) *Regulations.* For requirement that the Secretary of the Treasury or his delegate shall prescribe all rules and regulations as may be necessary by reason of the enactment of this act, see section 7805 (a) of the Internal Revenue Code of 1954.

§ 1.9000–2 *Effect of repeal in general.* (a) Section 452 (relating to prepaid income) and section 462 (relating to reserves for estimated expenses) of the Internal Revenue Code of 1954 were repealed by Public Law 74, 84th Congress, with respect to all years subject to such Code. The effect of the repeal will generally be to increase the tax liability of taxpayers who elected to adopt the methods of accounting provided by sections 452 and 462. References to sections of law in §§ 1.9000–2 to 1.9000–8, inclusive, are references to the Internal Revenue Code of 1954 unless otherwise specified.

(b) Public Law 74 provides that if the amount of any tax is increased by the repeal of sections 452 and 462 and if the last date prescribed for the payment of such tax (or any installment thereof) is before December 15, 1955, and if the amount of such tax is increased by the repeal of sections 452 and 462, then the taxpayer shall on or before such date file a statement as prescribed in § 1.9000–3. The last date prescribed for payment for this purpose shall be determined without regard to any extensions of time and without regard to the provisions of Public Law 74.

§ 1.9000–3 *Requirement of statement showing increase in tax liability*—(a) *Returns filed before June 15, 1955.* Where a return reflecting an election under section 452 or 462 was filed before June 15, 1955, the taxpayer must file on or before December 15, 1955, a statement on Form 2175 showing the increase in tax liability resulting from the repeal of sections 452 and 462. The provisions of this paragraph may be illustrated by the following example:

*Example.* Corporation X filed its income tax return for the calendar year 1954 on March 15, 1955, and elected under section 6152 to pay the unpaid amount of the tax shown thereon in two equal installments. Such installment payments are due on March 15, 1955, and June 15, 1955, respectively. The corporation elected to compute its tax for such taxable year under the methods of accounting provided by sections 452 and 462. Corporation X's tax liability is increased by reason of the enactment of Public Law 74, and since the last date prescribed for paying its tax expires before December 15, 1955, it is required to submit the prescribed statement on or before December 15, 1955, showing its increase in tax liability.

(b) *Returns filed on or after June 15, 1955.* A taxpayer filing a return on or after June 15, 1955, for a taxable year ending on or before such date, may elect to apply the accounting methods provided in sections 452 and 462. The election may be exercised by either of the following methods:

(1) By computing the tax liability shown on such return as though the provisions of sections 452 and 462 had not been repealed. In such a case, the taxpayer must file on or before December 15, 1955, a statement on Form 2175 showing the increase in tax liability resulting from the repeal of sections 452 and 462.

(2) By computing his tax liability without regard to sections 452 and 462. In this case, Form 2175 must be filed with the return. However, taxable income and the tax liability computed with the application of sections 452 and 462 shall be shown on lines 8 and 14, respectively, of the form in lieu of the amounts otherwise called for on those lines.

If a taxpayer does not make an election to have the provisions of sections 452 and 462 apply, the savings provisions of section 4 of Public Law 74 are not applicable.

(c) *Taxable years ending after June 15, 1955.* A taxpayer having a taxable year ending after June 15, 1955, may not elect to apply the methods of accounting prescribed in sections 452 and 462 in computing taxable income for such taxable year. Such a taxpayer must file his return and pay the tax as if such sections had not been enacted.

(d) *Other situations requiring statements.* (1) A person who made an election under section 452 or 462 but whose tax liability was not increased by reason of the enactment of Public Law 74, is nevertheless required to file a statement on Form 2175 if his gross income is increased or his deductions are decreased as the result of the repeal of sections 452 and 462. A partnership which makes an election under such sections must file such a statement. In addition, a partner, stockholder, distributee, etc. (whether or not such person made an election under section 452 or 462) shall file a statement showing any increase in his tax liability resulting from the effects of the repeal on the gross income or deductions of any person mentioned in the previous sentences of this subparagraph.

(2) A statement shall also be filed for a taxable year, other than a year to which an election under section 452 or 462 is applicable, if the repeal of such sections increases the tax liability of such year. Thus, a statement must be filed for any taxable year to which a net operating loss is carried from a year to which an election under section 452 or 462 is applicable, provided that the repeal of such sections affects the amount of the tax liability for the year to which such loss is carried. A separate statement must also be filed for a year in which there is a net operating loss which is changed by reason of the repeal of sections 452 and 462. Where there is a short taxable year involved, a taxpayer may have two taxable years to which elections under sections 452 and 462 are applicable and, in such a case, a statement, on Form 2175, must be filed for each such year.

§ 1.9000–4 *Form and content of statement*—(a) *Information to be shown.* The statement shall be filed on Form 2175 which may be obtained from district directors of internal revenue. It shall be filed with the district director for the district in which the return was filed. The statement shall be prepared in accordance with the instructions con-

tained thereon and shall show the following information:

(1) The name and address of the taxpayer,

(2) The amounts of each type of income deferred under section 452,

(3) The amount of the addition to each reserve deducted under section 462,

(4) The taxable income and the tax liability of the taxpayer computed with the application of sections 452 and 462,

(5) The taxable income and the tax liability of the taxpayer computed without the application of sections 452 and 462,

(6) The details of the recomputation of taxable income and tax liability, including any changes in other items of income, deductions, and credits resulting from the repeal of sections 452 and 462, and

(7) If self-employment tax is increased, the computations and information required on page 3 of Schedule C, Form 1040.

(b) *Procedure for recomputing tax liability.* In determining the taxable income and the tax liability computed without the application of sections 452 and 462, such items as vacation pay and prepaid subscription income shall be reported under the law and regulations applicable to the taxable year as if such sections had not been enacted. The tax liability for the year shall be recomputed by restoring to taxable income the amount of income deferred under section 452 and the amount of the deduction taken under section 462. Other deductions or credits affected by such changes in taxable income shall be adjusted. For example, if the deduction for contributions allowed for the taxable year was limited under section 170 (b), the amount of such deduction shall be recomputed, giving effect to the increase in adjusted gross income or taxable income, as the case may be, by reason of the adjustments required by the repeal of sections 452 and 462.

§ 1.9000–5 *Effect of filing statement*—(a) *Years other than years affected by a net operating loss carryback.* If the taxpayer files a timely statement in accordance with the provisions of § 1.9000–3, the amount of the increase in tax shown on such statement for a taxable year shall, except as provided in paragraph (b), be considered for all purposes of the Internal Revenue Code, as tax shown on the return for such year. In general, such increase shall be assessed and collected in the same manner as if it had been tax shown on the return as originally filed. The provisions of this paragraph may be illustrated by the following example:

*Example.* A taxpayer filed his return showing a tax liability computed under the methods of accounting provided by sections 452 and 462 as $1,000 and filed the statement in accordance with § 1.9000–3 showing an increase in tax liability of $200. The tax computed as though sections 452 and 462 had not been enacted is $1,200, and the difference of $200 is the increase in the tax attributable to the repeal of sections 452 and 462. This increase is considered to be tax shown on the return for such taxable year. Additions to the tax for fraud or negligence under section 6653 will be determined by reference to $1,200 (that is, $1,000 plus $200) as the tax shown on the return.

(b) *Years affected by a net operating loss carry-back.* In the case of a year which is affected by a net operating loss carryback from a year to which an election under section 452 or 462 applies, that portion of the amount of increase in tax shown on the statement for the year to which the loss is carried back which is attributable to a decrease in such net operating loss shall not be treated as tax shown on the return.

§ 1.9000–6 *Provisions for the waiver of interest*—(a) *In general.* If the statement is filed in accordance with § 1.9000–3 and if that portion of the increase in tax which is due before December 15, 1955, (without regard to any extension of time for payment and without regard to the provisions of §§ 1.9000–2 to 1.9000–8, inclusive) is paid in full on or before such date, then no interest shall be due with respect to that amount. The provisions of this paragraph may be illustrated by the following example:

*Example.* Corporation M's return for the calendar year 1954 was filed on March 15, 1955, and the tax liability shown thereon was paid in equal installments on March 15, 1955, and June 15, 1955. M filed a statement on December 15, 1955, showing the increase in its tax liability resulting from the repeal of sections 452 and 462 and paid at that time the increase in tax shown thereon. No interest will be imposed with respect to the amount of such payment.

Interest shall be computed under the applicable provisions of the internal revenue laws on any portion of the increase in tax shown on the statement which is due after December 15, 1955, and which is not paid when due.

(b) *Limitation on application of waiver.* The provisions of paragraph (a) of this section shall not apply to any portion of the increase in tax shown on the statement if such increase reflects an amount in excess of that attributable solely to the repeal of sections 452 and 462, i. e., is attributable in whole or in part to excessive or unwarranted deferrals or accruals under section 452 or 462, as the case may be, in computing the tax liability with the application of such sections. Nothwithstanding the preceding sentence, paragraph (a) of this section shall be applicable if the taxpayer can show that the tax liability as computed with the application of sections 452 and 462 is based upon a reasonable interpretation and application of such sections as they existed prior to repeal. If the taxpayer complied with the provisions of the regulations under sections 452 and 462 in computing the tax liability with the application of such sections, he will be regarded as having reasonably interpreted and applied sections 452 and 462. In this regard, it is not essential that the taxpayer submit with his return the detailed information required by such regulations in support of the deduction claimed under section 462, but such information shall be supplied at the request of the Commissioner.

(c) *Interest for periods prior to June 16, 1955.* No interest shall be imposed with respect to any increase in tax resulting solely from the repeal of sections 452 and 462 for any period prior to June 16, 1955 (the day after the date of the enactment of Public Law 74). The preceding sentence does not apply to that part of any increase in tax which is due to the improper application of sections 452 and 462. The provisions of this paragraph shall not apply to interest imposed under section 3779 of the 1939 Code. (See paragraph (d) of this section.)

(d) *Amounts deferred by corporations expecting carrybacks.* Interest shall be imposed at the rate of 6 percent on so much of the amount of tax deferred under section 3779 of the Internal Revenue Code of 1939 as is not satisfied within the meaning of section 3779 (i) (1), notwithstanding the fact that a greater amount would have been satisfied, had sections 452 and 462 not been repealed. Interest will be imposed at such rate until the amount not so satisfied is paid.

§ 1.9000–7 *Provisions for estimated tax*—(a) *Additions to tax under section 294 (d) of the 1939 Code.* Any addition to the tax under section 294 (d) (relating to estimated tax) of the Internal Revenue Code of 1939 shall be computed as if the tax for the year for which the estimate was made were computed with sections 452 and 462 still applicable to such taxable year. For the purpose of the preceding sentence, it is not necessary for the taxpayer actually to have made an election under section 452 or 462; it is only necessary for the taxpayer to have taken such sections into account in estimating its tax liability for the year. Thus, if in determining the amount of estimated tax, the taxpayer computed his estimated tax liability by applying those sections, that portion of any additions to tax under section 294 (d) resulting from the repeal of sections 452 and 462 shall be disregarded.

(b) *Additions to tax under section 6654.* In the case of an underpayment of estimated tax, any additions to the tax under section 6654, with respect to installments due before December 15, 1955, shall be computed without regard to any increase in tax resulting from the repeal of sections 452 and 462. Any additions to the tax with respect to installments due on or after December 15, 1955, shall be imposed in accordance with the applicable provisions of the Internal Revenue Code, and as though sections 452 and 462 had not been enacted. Thus, a taxpayer whose declaration of estimated tax was based upon an estimate of his taxable income for the year of the estimate which was determined by taking sections 452 and 462 into account, must file an amended declaration on or before the due date of the next installment of estimated tax due on or after December 15, 1955. Such amended declaration shall reflect an estimate of the tax without the application of such sections. If the taxpayer bases his estimate on the tax for the preceding taxable year under section 6654 (d) (1) (A), an amended declaration must be filed on or before the due date of the next installment due on or after December 15, 1955, if the tax for the preceding taxable year is increased as the result of the repeal of sections 452

and 462. Similarly, if the taxpayer bases his estimate on the tax computed under section 6654 (d) (1) (B), he must file an amended declaration on or before the due date of the next installment due on or after December 15, 1955, taking into account the repeal of sections 452 and 462 with respect to the preceding taxable year. Any increase in estimated tax shown on an amended declaration filed in accordance with this paragraph must be paid in accordance with section 6153 (c)

(c) *Estimated tax of corporations.* Corporations required to file a declaration of estimated tax under section 6016 for taxable years ending on and after December 31, 1955, shall estimate their tax liability for such year as if sections 452 and 462 had not been enacted. Thus, if the corporation bases its estimated tax liability under section 6655 (d) (1) or (2) on its operations for the preceding taxable year, the effect of the repeal of sections 452 and 462 with respect to such year must be taken into account.

§ 1.9000-8 *Extension of time for making certain payments*—(a) *Time for payment specified in Code.* (1) If the treatment of any payment (including its allowance as a deduction or otherwise) is dependent upon the making of a payment within a period of time specified in the Internal Revenue Code the period within which the payment is to be made is extended where the amount to be paid is increased by reason of the repeal of sections 452 and 462: *Provided,* That:

(i) The taxpayer, because of a preexisting obligation, is required to make a payment or an additional payment to another person by reason of such repeal,

(ii) The deductibility of the payment or additional payment is contingent upon its being made within a period prescribed by the Code, which period expires after the close of the taxable year; and

(iii) The payment or additional payment is made on or before December 15, 1955.

If the foregoing conditions are met, the payment or additional payment will be treated as having been made within the time specified in the Internal Revenue Code, and, subject to any other conditions in the Code, it shall be deductible for the year to which it relates. The provisions of this paragraph may be illustrated by the following examples:

*Example 1.* Section 267 (relating to losses, expenses and interest between related taxpayers) applies to amounts accrued by taxpayer A for salary payable to B. For the calendar year 1954, A is obligated to pay B a salary equal to 5 percent of A's taxable income for the taxable year. The amount accrued as salary payable to B for 1954 is $5,000 with the taxable income reflecting the application of section 462. As a result of the repeal of section 462 the salary payable to B for 1954 is increased to $6,000. The additional $1,000 is paid to B on December 15, 1955. In recomputing A's tax liability for 1954 the additional deduction of $1,000 for salary payable to B will be treated as having been made within two and one-half months after the close of the taxable year and will be deductible in that year.

*Example 2.* On March 1, 1955, Corporation X, a calendar year taxpayer using the accrual method of accounting, makes a payment described in section 404 (a) (6) (relating to contributions to an employees' trust) of $10,000 which is accrued for 1954 and is determined on the basis of the amount of taxable income for that year. The taxpayer filed its return on March 15, 1955. By reason of the repeal of section 462, X's taxable income is increased so that it is required to make an additional contribution of $2,000 to the employees' trust. The additional payment is made on December 15, 1955. For purposes of recomputing X's tax liability for 1954, this additional payment is deemed to have been made on the last day of 1954.

(2) The time for inclusion in the taxable income of the payee of any additional payment of the type described in subparagraph (1) above, shall be determined without regard to section 4 (c) (3) of Public Law 74 and §§ 1.9000-2 to 1.9000-8, inclusive.

(b) *Dividends paid under section 561.* Under section 4 (c) (4) of Public Law 74, the period during which distributions may be recognized as dividends paid under section 561 for a taxable year to which section 452 or 462 apply may be extended under the conditions set forth below.

(1) *Accumulated earnings tax or personal holding company tax.* In the case of the accumulated earnings tax or the personal holding company tax, if—

(i) The income of a corporation is increased for a taxable year by reason of the repeal of sections 452 and 462 so that it would become liable for the tax (or an increase in the tax) imposed on accumulated earnings or personal holding companies unless additional dividends are distributed;

(ii) The corporation distributes dividends to its stockholders after the 15th day of the 3d month following the close of its taxable year and on or before December 15, 1955, which dividends are attributable to an increase in its accumulated taxable income or undistributed personal holding company income, as the case may be, resulting from the repeal of sections 452 and 462, and

(iii) The corporation elects in its statement, submitted under § 1.9000-3, to have the provisions of section 4 (c) (4), of Public Law 74 apply—

then such dividends shall be treated as having been paid on the last day of the taxable year to which the statement applies.

(2) *Regulated investment companies.* In the case of a regulated investment company taxable under section 852, if—

(i) The taxable income of the regulated investment company is increased by reason of the repeal of sections 452 and 462 (without regard to any deduction for dividends paid as provided for in this subparagraph)

(ii) The company distributes dividends to its stockholders after the 15th day of the 3rd month following the close of its taxable year and on or before December 15, 1955, which dividends are attributable to an increase in its investment company income resulting from the repeal of sections 452 and 462; and

(iii) The company elects in its statement, submitted under § 1.9000-3, to have the provisions of section 4 (c) (4) of Public Law 74 apply—

then such dividends are to be treated as having been paid on the last day of the taxable year to which the statement applies. The dividends paid are to be determined under this subparagraph without regard to the provisions of section 855.

(3) *Related provisions.* An election made under subparagraph (1) or (2) of this paragraph is irrevocable. The time for inclusion in the taxable income of the distributees of any distributions of the type described in subparagraph (1) or (2) of this paragraph shall be determined without regard to section 4 (c) (4) of Public Law 74 and §§ 1.9000-2 to 1.9000-8, inclusive.

[SEAL] RUSSELL C. HARRINGTON,
*Commissioner of Internal Revenue.*

Approved: December 8, 1955.

H. CHAPMAN ROSE,
*Acting Secretary of the Treasury.*

[F. R. Doc. 55-9981; Filed, Dec. 8, 1955; 12:30 p. m.]

# TITLE 28—JUDICIAL ADMINISTRATION

## Chapter I—Department of Justice

[Order 107-55]

### PART 21—WITNESS FEES

TRAVEL EXPENSES AND SUBSISTENCE OF FEDERAL OFFICERS AND EMPLOYEES APPEARING AS WITNESSES FOR THE GOVERNMENT

By virtue of the authority vested in me by section 1823 (a) of title 28 of the United States Code, as amended by section 3 of the act of July 28, 1955, 69 Stat. 394, section 30 of the act of June 6, 1900, 31 Stat. 332 (48 U. S. C. 25) and section 11-3-9 of the Alaska Compiled Laws Annotated (1949) I hereby amend § 21.1 of Chapter I of Title 28 of the Code of Federal Regulations (including the headnote thereof) as amended, to read as follows:

§ 21.1 *Officers and employees of the United States summoned as witnesses.* Officers and employees of the United States summoned as witnesses for the Government in cases before United States courts (including such courts in the Territories and possessions of the United States) or United States commissioners shall be entitled (a) to necessary expenses incident to travel by common carrier, or, if travel is made by privately owned automobile, to mileage at the rate of ten cents a mile, and (b) to a per diem allowance at the rate of $12 in lieu of subsistence within the continental United States, and at the maximum rates prescribed by the Bureau of the Budget pursuant to the Travel Expense Act of 1949, as amended (5 U. S. C. 836) outside the continental United States. Such per diem allowances shall be paid in accordance with the provisions of the Standardized Government Travel Regulations.

(28 U. S. C. 1823)

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

HERBERT BROWNELL, Jr.,
*Attorney General.*

DECEMBER 2, 1955.

[F. R. Doc. 55-9937; Filed, Dec. 9, 1955; 8:46 a. m.]

# TITLE 32—NATIONAL DEFENSE

## Chapter I—Office of the Secretary of Defense

### Subchapter G—Defense Contract Financing

### PART 84—PAYMENTS ON INCENTIVE-TYPE AND PRICE REDETERMINATION-TYPE CONTRACTS

Sec.
84.1 Purpose.
84.2 Policy and action.
84.3 Refunds and adjustments.
84.4 Contract administration.

AUTHORITY: §§ 84.1 to 84.4 issued under sec. 202, 61 Stat. 500, as amended, 62 Stat. 21, sec. 638, 66 Stat. 537; 5 U. S. C. 171a, 41 U. S. C. 151-162.

NOTE: This part supersedes and cancels notice published at 20 F. R. 7098, subject: "Payments on Incentive-Type and Price-Revision-Type Contracts".

§ 84.1 *Purpose.* It is the purpose of this part to assure payment of amounts fairly due for items delivered and accepted under incentive-type and price redetermination-type contracts, to reduce the need for refunds by contractors under such contracts, to facilitate timely adjustment of provisional billing prices and prompt completion of final pricing under these types of contracts, and to reaffirm the policy on progress payments.

§ 84.2 *Policy and action.* (a) To accomplish the purpose of this part, all new contracts of the incentive-type and price redetermination-type, all definitive contracts of the incentive- or price redetermination-type replacing or superseding letter contracts, all amendments providing an incentive- or price redetermination-clause in contracts not previously containing such a clause, and all amendments to contracts of the incentive- or price redetermination-type providing for new or additional procurement, entered into on or after December 5, 1955, shall contain one or the other of the provisions set out in subparagraph (1) or (2) of this paragraph.

(1) In incentive-type contracts:

Notwithstanding any provision of this contract authorizing greater payment, the total of all amounts billed and paid or payable under this contract for items delivered to (or services performed for) and accepted by the Government (including amounts applied to liquidate progress payments) until final price revision has been made shall not exceed the sum of the following items as reported by the Contractor from time to time as hereinafter provided; (i) the total contract price of all items delivered to (or services performed for) and accepted by the Government for which final prices have been established, and (ii) the total amount of costs (estimated to the extent necessary) that have been reasonably incurred for and are properly allocable solely to items delivered to (or services performed for) and accepted by the Government for which final prices have not been established, and (iii) the total amount of the established target profit allocable by direct proportion to items delivered to (or services performed for) and accepted by the Government for which final prices have not been established—increased or decreased in accordance with the incentive profit formula of this contract when the amount of costs stated in subdivision (ii) of this subparagraph, differs from the applicable target costs. Within 45 days after the end of each quarter of the Contractor's fiscal year, beginning for the quarter in which a delivery is first made (or services are first performed for and accepted by the Government) under this contract, and as of the end of each quarter, the Contractor shall submit a statement setting forth the respective amounts of each of the three numbered items next above, together with the total amount of all billings for items delivered to (or services performed for) and accepted by the Government (including amounts applied to liquidate progress payments) under this contract as of the end of each quarter. If on any quarterly statement these total billings exceed the sum of the three numbered items above, this gross excess shall, after deduction of the total refunds (cash or credit memoranda) theretofore made, be paid immediately by the Contractor to the Government or credited against existing unpaid billings covered by such statement; provided that if any portion of such gross excess has been applied to the liquidation of progress payments, such amount may be added or restored to the unliquidated progress payment account, to the extent consistent with the progress payment clause of this contract, instead of making direct refund thereof.

(2) In price revision- or redetermination-type contracts, not of the incentive type:

Notwithstanding any provision of this contract authorizing greater payment, the total of all amounts billed and paid or payable under this contract for items delivered to (or services performed for) and accepted by the Government (including amounts applied to liquidate progress payments), until final price revision has been made to the full extent permitted by this contract, shall not exceed the sum of the following items as reported by the Contractor from time to time as hereinafter provided; (i) the total contract price of all items delivered to (or services performed for) and accepted by the Government for which final prices have been established, and (ii) the total amount of costs (estimated to the extent necessary) that have been reasonably incurred for and are properly allocable solely to items delivered to (or services performed for) and accepted by the Government for which final prices have not been established, and (iii) the total amount of interim profit used in establishing the initial contract price and allocable by direct proportion to items delivered to (or services performed for) and accepted by the Government for which final prices have not been established. Within 45 days after the end of each quarter of the Contractor's fiscal year, beginning for the quarter in which a delivery is first made (or services are first performed for and accepted by the Government) under this contract, and as of the end of each quarter, the Contractor shall submit a statement setting forth the respective amounts of each of the three numbered items next above, together with the total amount of all billings for items delivered to (or services performed for) and accepted by the Government (including amounts applied to liquidate progress payments) under this contract as of the end of each quarter. If on any quarterly statement these total billings exceed the sum of the three numbered items above, this gross excess shall, after deduction of the total refunds (cash or credit memoranda) theretofore made, be paid immediately by the Contractor to the Government or credited against existing unpaid billings covered by such statement; provided that if any portion of such gross excess has been applied to the liquidation of progress payments, such amount may be added or restored to the unliquidated progress payment account, to the extent consistent with the progress payment clause of this contract, instead of making direct refund thereof.

(b) In connection with amendments providing for new procurement, and amendments providing an incentive- or price redetermination-clause in contracts not previously containing such a clause, paragraph (a) of this section shall be made applicable to the entire contract.

(c) Where the contracting officer has discretion to control payments through withholding provisions under an existing contract of the incentive- or price redetermination-type not containing the above provisions, the contract shall be administered hereafter, to the maximum extent permitted by such withholding provisions, so that on and after January 1, 1956 the total aggregate payments will be limited in the manner provided in paragraph (a) of this section.

(d) In the case of outstanding contracts of the incentive-type or price redetermination-type, where payments cannot be limited within a reasonable time as provided in this section, the contracting officer shall take prompt action to obtain by mutual agreement amendments of such contract incorporating the above provisions of paragraph (a) of this section.

(e) Ordinarily, unless the contracting officer has good cause to doubt or question the accuracy of statements furnished in accordance with paragraph (a), of this section, such statements will be relied upon and prompt payments under the contract will continue to be made pending any post-audit or post-review that may be necessary to protect the interests of the Government.

§ 84.3 *Refunds and adjustments.* (a) (1) It is essential in all cases that the amount of any indebtedness of contractors to the Government be ascertained promptly, and that the amount of each contractors' indebtedness to the Government be collected expeditiously.

(2) Government personnel will take prompt action so that amendments and supplemental agreements, where appropriate, will be prepared expeditiously and executed without delay.

(b) For use in expediting and controlling adjustments and refunds, current inventory and control lists shall be established and maintained with regard to all incentive-type and price redetermination-type contracts. Aggressive and continuing efforts shall be made to eliminate any unnecessary delays.

(c) All incentive-type and price redetermination-type contracts shall be reviewed systematically and periodically to obtain voluntary interim billing price adjustments and prompt refunds as appropriate. The making of voluntary

refunds in anticipation of retroactive price reductions shall be systematically encouraged. No proposed voluntary refund shall be refused or delayed, and all such refunds shall be tendered and accepted without prejudice to final pricing. In connection with voluntary refunds, minimum refunds proposed by contractors in connection with final pricing proposals, and refunds incident to quarterly statements, contractors shall not be required to furnish concurrent itemization of adjustments to be made on past billings, nor to furnish adjusted bills concurrently. Such adjustments as may be essential in connection with refunds will be accomplished by appropriate Government personnel, with such information as may be essential from contractors after refunds are made, and the making, acceptance and deposit of refunds will not be delayed pending the making of any necessary accounting adjustments. When reductions in billing prices are proposed by contractors, they will be made effective immediately without prejudice to further adjustment, and billings voluntarily reduced by contractors shall if otherwise proper be paid at the reduced amounts without awaiting contract amendments.

§ 84.4 *Contract administration.* The contracting officer will exercise every effort to bring about prompt redetermination of prices and setting of firm target prices by vigilant and timely attention to the contract administration aspects of each contract, and nothing contained herein will diminish his responsibilities.

REUBEN B. ROBERTSON, Jr.,
*Deputy Secretary of Defense.*

DECEMBER 6, 1955.

[F. R. Doc. 55-9931; Filed, Dec. 9, 1955; 8:45 a. m.]

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PART 149—PAYMENTS ON INCENTIVE-TYPE AND PRICE-REVISION-TYPE CONTRACTS

SUPERSEDURE OF PART

CROSS REFERENCE: For supersedure of Part 149, see Part 84 of this chapter, *supra.*

# TITLE 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

## Chapter I—Veterans Administration

CHANGE OF ORGANIZATION TITLES

Effective December 12, 1955, wherever in VA Regulations and other issues one of the official titles listed below occurs, there is hereby substituted the new official title set opposite thereto:

| Old | New |
|---|---|
| DEPARTMENT OF INSURANCE | |
| Deputy Administrator for Insurance | Chief Insurance Director. |
| Assistant Deputy Administrator for Insurance | Deputy Chief Insurance Director. |
| Assistant Deputy Administrator (Underwriting) | Director, Underwriting Service. |
| Assistant Deputy Administrator (Insurance Accounts). | Director, Insurance Accounts Service. |
| Assistant Deputy Administrator (Insurance Claims) | Director, Insurance Claims Service. |
| DEPARTMENT OF VETERANS BENEFITS | |
| Deputy Administrator for Veterans Benefits | Chief Benefits Director. |
| Assistant Deputy Administrator for Veterans Benefits. | Deputy Chief Benefits Director. |
| Assistant Deputy Administrator (Compensation and Pension). | Director, Compensation and Pension Service. |
| Assistant Deputy Administrator (Vocational Rehabilitation and Education). | Director, Vocational Rehabilitation and Education Service. |
| Assistant Deputy Administrator (Loan Guaranty) | Director, Loan Guaranty Service. |
| Assistant Deputy Administrator for Administration | Director, Administration Service. |
| Assistant Deputy Administrator (Field) | Director, Field Service. |

On and after said date the indicated new official titles shall be used in all official correspondence.

[SEAL]

JOHN S. PATTERSON,
*Acting Administrator*

[F. R. Doc. 55-10008; Filed, Dec. 9, 1955; 8:53 a. m.]

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# TITLE 33—NAVIGATION AND NAVIGABLE WATERS

## Chapter II—Corps of Engineers, Department of the Army

PART 203—BRIDGE REGULATIONS

MISCELLANEOUS AMENDMENTS

1. Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U. S. C. 499) § 203.325 governing the operation of drawbridges across the Potomac River at Washington, D. C., is hereby amended deleting certain provisions which are no longer necessary and providing for operation of the draws on six (6) hours' advance notice, except during the prescribed closed periods, changing paragraphs (b), (h) and (k) to read as follows:

§ 203.325 *Potomac River at Washington, D. C., drawbridges.* * * *

(b) *Advance notice is required for openings of the draws.* Any vessel which will require an opening of the draws of the respective bridges shall give to the designated representative of the owners of or agencies controlling the bridges at least six (6) hours' advance notice of the time the opening will be required. The notice shall contain the name of the vessel and the expected time of its arrival at the bridges. Upon receipt of such notice the designated representative shall arrange for draw tenders to be in attendance at the bridges at the time specified in the notice and for the attendance of draw tenders for a reasonable time thereafter, if necessitated by a minor delay in arrival of the vessel. In the event the vessel will be unduly delayed further notification shall be given to the designated representative. The actual opening of the bridges for the passage of the vessel will be accomplished only after exchange of the prescribed signals: *Provided,* That no openings shall be made during closed periods as specified in paragraph (h) of this section: *Provided further,* That when an approaching train is actually on the railroad bridge block, or a mail train is in motion toward the bridge in sight or hearing of the draw tender, the draw of the railroad bridge need not be opened until the train has passed and the drawspan is cleared: *And provided further,* That in time of floods or other emergencies the District Engineer, Corps of Engineers, may order that the drawspans on all bridges covered by this section be manned for immediate openings for the duration of the emergency.

* * * * *

(h) *Closed periods.* Between 6:45 and 9:15 a. m., and between 3:45 and 6:30 p. m., daily, the bridges shall not be opened for the passage of a vessel: *Provided,* That any vessel passing one of the drawbridges before a closed period begins will be entitled to passage through all remaining bridges in the direction of travel without delay: *Provided further,* That in time of flood or other emergency the closed periods may be suspended or modified by the District Engineer, Corps of Engineers.

* * * * *

(k) *Habitual users.* Any vessel desiring to pass any of the bridges as often as once a day for 10 days in any 30-day period will be regarded as an habitual user of the waterway within the meaning of this paragraph. Such vessels should be so constructed that stacks, masts, and flagstaffs may be lowered to permit their passage under the closed bridge. The draws shall not be required to open to permit the passage of vessels habitually using the waterway which have stacks, masts, or flagstaffs exceeding a height of 16.8 feet above the water line, and which, in the opinion of the District Engineer, can through structural modifications, be made capable of clearing the closed bridges.

[Regs., November 25, 1955, 823.01 (Potomac River)-ENGWO] (Sec. 5, 28 Stat. 362; 33 U. S. C. 499)

2. Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U. S. C. 499), § 203.446 is hereby amended by changing paragraph (c) to read as follows:

§ 203.446 *New River and New River Sound (Intracoastal Waterway), Fort Lauderdale, Fla., bridges.* * * *

(c) *Southeast Sixth Avenue (Federal Highway) Bridge across New River* During the period November 15 to May 15, both dates inclusive, the owner of or agency controlling this bridge will not

be required to open the drawspan between the hours of 7:00 a. m. and 6:00 p. m., except on the hour or half-hour as scheduled when the bridge shall be opened to allow all accumulated vessels to pass: *Provided,* That between the hours of 4:00 p. m. and 4:30 p. m., the drawspan shall be opened at any time for passage of east-bound sight-seeing boats. Openings are scheduled on the hour and half-hour as follows:

| | |
|---|---|
| 7:00 a. m. | 1:30 p. m. |
| 8:00 a. m. | 2:00 p. m. |
| 9:00 a. m. | 2:30 p. m. |
| 9:30 a. m. | 3:00 p. m. |
| 10:00 a. m. | 3:30 p. m. |
| 10:30 a. m. | 4:00 p. m. |
| 11:00 a. m. | 4:30 p. m. |
| 11:30 a. m. | 5:00 p. m. |
| 12:00 Noon | 6:00 p. m. |
| 1:00 p. m. | |

[Correction, Regs. October 12, 1955, 823.01-ENGWO] (Sec. 5, 28 Stat. 362; 33 U. S. C. 499)

3. Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U. S. C. 499), § 203.775 governing the operation of drawbridges across Grays Harbor and tributary waters (Chehalis, Wishkah and Hoquian Rivers), Washington, is amended by revising paragraph (o) and revoking paragraph (p); and § 203.810 governing the operation of drawbridges across navigable waters of the United States in the State of Washington, where constant attendance of draw tenders is not required, is hereby amended by adding subparagraphs (5), (6), and (7) to paragraph (f), as follows:

§ 203.775 *Grays Harbor and tributaries, Wash.; bridges.* * * *

(o) State Highway bridge over Chehalis River at Aberdeen: Two short blasts of whistle followed quickly by one long blast.

(p) Northern Pacific Railway bridge over Chehalis River at Junction City. [Revoked.]

§ 203.810 *Navigable waters in the State of Washington; bridges where constant attendance of draw tenders is not required.* * * *

(f) The bridges to which this section applies, and the regulations applicable in each case are as follows:

* * * * *

(5) Wishkah River; City of Aberdeen bridge at Heron Street and State Department of Highways bridge at Wishkah Street, Aberdeen. Between 9:00 p. m. and 5:00 a. m., at least 8 hours' advance notice required: *Provided,* That the District Engineer, Corps of Engineers, may require the constant attendance of draw tenders during seasonal activity in the logging and fishing industries.

(6) Hoquian River; State Department of Highways bridge at Simpson Street, Hoquian. Between 9:00 p. m. and 5:00 a. m., at least 8 hours' advance notice required.

(7) Chehalis River; State Department of Highways and Union Pacific Railroad Company bridges at South Montesano. Between 9:00 p. m. and 5:00 a. m., at least 8 hours' advance notice required: *Provided,* That during freshlets a draw tender shall be kept in constant attendance upon the order of the District Engineer, Corps of Engineers.

[Regs., November 23, 1955, 823.01-ENGWO] (Sec. 5, 28 Stat. 362; 33 U. S. C. 499)

[SEAL] JOHN A. KLEIN,
*Major General, U. S. Army,*
*The Adjutant General.*

[F. R. Doc. 55-9932; Filed, Dec. 9, 1955; 8:45 a. m.]

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## PART 208—FLOOD CONTROL REGULATIONS

### FRIANT DAM AND RESERVOIR (MILLERTON LAKE) SAN JOAQUIN RIVER, CALIFORNIA

Pursuant to the provisions of Section 7 of the act of Congress approved 22 December 1944 (58 Stat. 890, 33 U. S. C. 709), § 208.85 is hereby prescribed to govern the use and operation of Friant Dam and Reservoir on San Joaquin River, California, for flood control purposes:

§ 208.85 *Friant Dam and Reservoir (Millerton Lake).* The Bureau of Reclamation shall operate Friant Dam and Reservoir in the interest of Flood control as follows:

(a) Releases from Friant Dam shall be restricted to quantities which will not cause downstream flows to exceed, insofar as possible, any of the following criteria: (1) 8,000 cubic feet per second between Friant and Skeggs Bridge, which is computed as the sum of the flow at U. S. G. S. gaging station "San Joaquin River below Friant," the flow at U. S. G. S. gaging station "Little Dry Creek near Friant" and the flow into Little Dry Creek from Big Dry Creek Reservoir; (2) 10,000 cubic feet per second at U. S. G. S. gaging station "San Joaquin River near Mendota".

(b) Storage space in Friant Reservoir shall be kept available for flood control purposes in accordance with the Flood Control Storage Reservation Diagram currently in force, except when storage of flood water is necessary in order to limit releases as prescribed in paragraph (a) of this section. Any water temporarily stored in the flood control space indicated by the Flood Control Storage Reservation Diagram currently in force shall be released as rapidly as can be safely accomplished without causing downstream flows to exceed the criteria prescribed in paragraph (a) of this section. The Flood Control Storage Reservation Diagram in force as of the promulgation of this section is that dated November 8, 1955, File No. SJ-8-26-10, and is on file in the office of The Chief of Engineers, Department of the Army, Washington, D. C., and in the office of the Commission of Reclamation, Washington, D. C. Revisions of the Flood Control Storage Reservation Diagram may be developed from time to time as necessary by the Corps of Engineers and the Bureau of Reclamation. Each such revision shall be effective upon the date specified in the approval thereof by the Chief of Engineers and the Commissioner of Reclamation and from that date until replaced shall be the Flood Control Storage Reservation Diagram currently in force for purposes of this section. Copies of the Flood Control Storage Reservation Diagram currently in force shall be kept on file in and may be obtained from the office of the District Engineer, Corps of Engineers, and the Regional Director, Bureau of Reclamation, in charge of the locality.

(c) In the event that the reservoir level rises above elevation 578 at the dam (top of spillway gates), subsequent operation of the dam shall be such as to cause downstream flows and stages to exceed as little as possible the criteria prescribed in paragraph (a) of this section and in no event to cause the maximum subsequent release from the reservoir to exceed the estimated maximum flow that would have occurred subsequently under the conditions which existed prior to the construction of the dam.

(d) Nothing in the regulations of this section shall be construed to require dangerously rapid changes in magnitudes of releases, or that releases be made at rates or in a manner that would be inconsistent with requirements for protecting the dam and reservoir from major damage.

(e) The Bureau of Reclamation shall procure such current basic hydrologic data, and make such current determinations of required flood control storage reservation from the Flood Control Storage Reservation Diagram currently in force and current calculations of permissible releases from the reservoir as are required to accomplish the flood-control objectives prescribed in this section.

(f) The operation of Friant Dam and Reservoir shall be coordinated with that of Big Dry Creek Reservoir Project on Big Dry Creek, California, so as jointly to restrict downstream flows in San Joaquin River to the quantities prescribed in paragraph (a) of this section as follows:

(1) The operators of the two projects shall exchange data as to present or anticipated releases from Big Dry Creek Project into Little Dry Creek (a downstream tributary of San Joaquin River) and current stages at downstream control gages on San Joaquin River;

(2) due consideration shall be given to any releases from Big Dry Creek Project as part of the flow of Little Dry Creek in the calculation of permissible releases from Friant Reservoir;

(3) in the event that such consideration would adversely affect the ability of Friant Dam to restrict downstream flows in San Joaquin River to prescribed levels, the representative of the Bureau of Reclamation in immediate charge of operation of Friant Dam shall notify the District Engineer, Corps of Engineers, Department of the Army, in charge of the locality, of this fact, and said District Engineer shall then, after due consideration of conditions at both projects, issue such instructions as he may deem necessary.

(g) The Bureau of Reclamation shall keep the District Engineer, Corps of Engineers, Department of the Army, in charge of the locality, currently advised of reservoir release, reservoir storage, and such other operating data as the

District Engineer may request, and also of those basic operating criteria which effect the schedule of operation. Also, the Bureau of Reclamation shall keep the State Engineer, acting for the Department of Public Works of the State of California, currently advised of reservoir releases.

(h) The flood control regulations of this section are subject to temporary modification by the District Engineer, Corps of Engineers, if found necessary in time of emergency. Requests for and action on such modifications may be made by any available means of communication and the action taken by the District Engineer shall be confirmed in writing under date of the same day to the office of the Regional Director of the Bureau of Reclamation in charge of the operations.

[Regs., November 8, 1955, ENGWE] (Sec. 7, 58 Stat. 890; 33 U. S. C. 709)

[SEAL] JOHN A. KLEIN,
*Major General, U. S. Army,*
*The Adjutant General.*

[F. R. Doc. 55-9933; Filed, Dec. 9, 1955; 8:45 a. m.]

# PROPOSED RULE MAKING

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

### Food and Drug Administration

### [ 21 CFR Part 120 ]

TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

NOTICE OF FILING OF PETITION FOR ESTABLISHMENT OF TOLERANCE FOR RESIDUES OF *p*-CHLOROPHENYL *p*-CHLOROBENZENESULFONATE

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408 (d) (1) 68 Stat. 512; 21 U. S. C. 346a (d) (1)), the following notice is issued:

A petition has been filed by Dow Chemical Company, Midland, Michigan, proposing the establishment of a tolerance of 2 parts per million for residues of *p*-chlorophenyl *p*-chlorobenzenesulfonate in or on the following raw agricultural commodities: Apples, peaches, and pears and a tolerance of 3 parts per million in or on the following raw agricultural commodities: Citrus and plums (fresh prunes)

An analytical method proposed in the petition for determining residues of *p*-chlorophenyl *p*-chlorobenzenesulfonate is the method reported in "Determination of *p*-Chlorophenyl *p*-Chlorobenzenesulfonate in Spray Residues on Fresh Fruits," by A. H. Kutschinski and E. N. Luce; Analytical Chemistry, Vol. 24, page 1188, July 1952.

Dated: December 5, 1955.

[SEAL] GEO. P. LARRICK,
*Commissioner of Food and Drugs.*

[F. R. Doc. 55-9934; Filed, Dec. 9, 1955; 8:45 a. m.]

## CIVIL AERONAUTICS BOARD

### [ 14 CFR Part 225 ]

[Economic Regs. Draft Release 79]

TARIFFS OF CERTAIN CERTIFICATED AIRLINES; TRADE AGREEMENTS

NOTICE OF PROPOSED RULE MAKING

DECEMBER 7, 1955.

Notice is hereby given that the Civil Aeronautics Board has under consideration the amendment and renewal of Part 225 of the Economic Regulations authorizing certain classes of carriers to exchange air transportation for services or goods for advertising purposes, and granting a limited exemption from section 403 (b) of the Civil Aeronautics Act.

Part 225 is scheduled to expire on January 1, 1956, and all trade agreements made thereunder will terminate upon that date. The Conference of Local Service Airlines has petitioned the Board for renewal of Part 225 and a one-year extension of its life. The Conference has further petitioned that this regulation be amended in several respects. Resort Airlines, Inc., has also petitioned the Board to amend this regulation so as to include "certificated cruise carriers"

In response to these petitions, the Board has decided to promulgate the notice of proposed rule making set forth below.

The principal features of the proposed regulation are explained in the Explanatory Statement and the proposed new Part 225 is set forth below.

Interested persons may participate in the proposed rule making through submission of written data, views or arguments pertaining thereto, in triplicate, addressed to the Secretary, Civil Aeronautics Board, Washington 25, D. C. All relevant matter in communications received on or before December 22, 1955, will be considered by the Board before taking final action on the proposed rule.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interpret or apply secs. 403, 404, 52 Stat. 992, 993, 49 U. S. C. 483, 484)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
*Secretary.*

*Explanatory statement.* As presently drafted, Part 225 provides that all trade agreements entered into thereunder shall expire on the terminal date of the regulation. It appears that this provision has impaired the ability of airlines to negotiate such agreements as the expiration date of Part 225 approaches. Accordingly, the proposed renewal regulation, in extending the authority for an additional year, permits trade agreements negotiated during 1956 to remain in force for a specified period not to exceed one year from the effective date of the agreement concerned. Thus, the authority contained in the revised Part 225 will persist until the end of 1957.

The present limitation on the aggregate value of the trade agreements which may be entered into by any one carrier is increased from $25,000 to $50,00 a year.

Part 225 also presently provides that any person supplying advertising to an airline pursuant to a trade agreement shall furnish the airline with a list of the individuals eligible to receive such transportation. Experience has shown that the failure of the regulation to specify a procedure whereby changes in the identity of such eligible personnel can be made has unnecessarily excluded new persons designated by the supplier. Consequently, the proposed regulation permits the supplier to amend its list of eligible personnel upon 10 days written notice to the airline.

The proposed regulation also amends the definition of the term "airline" to include certificated cruise carriers. While the Board does not believe that the privilege of exchanging transportation for advertising should be extended to all classes of air carriers, it appears that this particular class of carrier must assume a disproportionately heavy burden in advertising and promoting its unique type of service. The average ticket sold by Resort represents a much greater expenditure on the part of the passenger than does the average ticket sold by either Hawaiian or local service carriers. Furthermore, Resort must compete in selling its all-expense tours with numerous tour conducting agencies as well as with other airlines offering such tours. Finally, all the operations of this carrier, which does not enjoy subsidy support, are in a developmental or experimental stage. In view of these unusual circumstances, it appears reasonable to extend the scope of Part 225 so as to include the class of certificated carriers—of which Resort is presently the only member.

It should be noted, however, that the proposed regulation expressly provides that carriers certificated to furnish air transportation only in connection with the sale of all-expense tours or cruises will not be permitted to exchange their services for advertising equal in value to the entire price of the tour. Thus, such carriers are required to limit themselves to an exchange of the value of the transportation portion of the total value of the tour or cruise and collect in cash the difference in value.

The proposed regulation also amends the definition of "services or goods for advertising purposes" in order to include the type of advertising services normally performed by an advertising agency. It further amends this definition to include

the services of any person acting as an advertising agent or broker.

Finally, the proposed regulation adds a new definition of the term "air transportation" and makes certain other minor changes for the purpose of limiting exchanges of transportation for advertising to the value of the transportation services provided over a carrier's own authorized routes. Moreover, a carrier selling a joint rate ticket can only exchange the portion of such through transportation services performed over its own routes, valued at its individual local tariff rates therefor, and must collect the difference in value between the local and joint rates in cash.

The carriers concerned have all requested the amendments hereby proposed, which liberalize the present provisions of Part 225. Consequently, the Board intends to dispense with the normal 30 day waiting period upon their adoption.

PART 225—TARIFFS OF CERTAIN CERTIFICATED AIRLINES: TRADE AGREEMENTS

§ 225.1 *Definitions.* For the purposes of this part:

(a) "Airline" means:

(1) Any air carrier furnishing local or feeder type transportation (other than by helicopter) within the continental limits of the United States, consisting of the carriage of persons, property, and mail under a certificate of public convenience and necessity issued by the Board.

(2) Any air carrier furnishing air transportation, between points within the Territory of Hawaii, consisting of the carriage of persons, property, and mail under a certificate of public convenience and necessity issued by the Board.

(3) Any air carrier furnishing air transportation pursuant to a certificate of public convenience and necessity issued by the Board which limits the holder to the performance of all-expense tours or cruises.

(b) "Trade agreement" shall mean an agreement whereby air transportation is to be exchanged for services or goods for advertising purposes, and which agreement conforms to the requirements of § 225.5.

(c) "Services or goods for advertising purposes" means newspaper or magazine display advertising, radio and television advertising, bus and streetcar advertising and other forms of media advertising, billboards and other outdoor advertising and advertising promotional displays. It also includes the services normally performed by an advertising agency and the services of such agency or any other person acting as an advertising agent or broker. It shall not include feature or news stories, public relations expense or other forms of advertising that are not clearly identifiable as paid advertisements of the carrier.

(d) "Air transportation" means air transportation provided by an airline over its own authorized routes under applicable individual or joint tariffs on file with the Board.

§ 225.2 *Filing of notice of trade agreement.* Any airline may at any time prior to December 17, 1956, file with the Board a notice of its intention to furnish air transportation in exchange for services or goods for advertising purposes. Every such notice shall be accompanied by an executed counterpart of a written agreement, containing all the terms of the agreement between the parties thereto, duly entered into by such air carrier with the supplier, and by an affidavit by the chief financial officer or other responsible officer of the local service airline having knowledge of the transaction in the form required by § 225.4. Every such notice shall be filed at least 14 days prior to the effective date specified in the trade agreement. Within the meaning of this part, air transportation shall be deemed to be furnished when the passenger is actually carried.

§ 225.3 *Contents of notice of trade agreement.* Every notice filed with the Board pursuant to § 225.2 shall be conspicuously entitled "Notice Concerning Exchange of Air Transportation for Services or Goods", and shall contain the following information:

(a) The names and addresses of the contracting parties;

(b) A description of the services or goods and the amount and value thereof to be received by the airline pursuant to the trade agreement, together with a statement of the basis upon which such value was computed—all of which shall be set forth in such detail as to enable the Board to verify such value;

(c) The total value of the air transportation to be furnished under all trade agreements previously filed with the Board under this part;

(d) Such other information as will enable the Board to determine whether the trade agreement was solicited by the airline or the supplier and has been entered into for the purpose of enabling the airline to obtain advertising which it could not afford if it were required to pay cash but for which it would have been willing to pay cash; and

(e) A description of the arrangements and provisions which have been made by the airline to ensure that air transportation will not be furnished to anyone except the individuals identified or described in the agreement.

§ 225.4 *Affidavit by chief financial or other responsible officer of airline.* Every affidavit filed with the Board pursuant to § 225.2 shall state that the officer whose signature appears thereon is familiar with the circumstances and that in his opinion and to the best of his knowledge and belief: (a) The trade agreement which it accompanies will be financially advantageous to the airline; (b) the services or goods to be received have an actual value to the airline equal to or in excess of the value of the air transportation to be furnished under the contract; and (c) the information contained in the notice is complete and correct.

§ 225.5 *Provisions of agreements.* Each trade agreement entered into by an airline hereunder shall provide:

(a) That it shall become effective on a specified day, preceding January 1, 1957.

(b) That goods or services are to be supplied to the airline and the airline is to be required to furnish air transportation to the supplier during a specified period of time which shall not extend more than one year from the effective date of the trade agreement.

(c) That the airline shall not be obligated to furnish any air transportation under a trade agreement unless such transportation is requested and furnished within the period specified therein. Any such agreement may provide, however, that in the event the agreement is terminated by the Board pursuant to § 225.7, the airline shall pay in cash (except to the extent the order of the Board terminating such agreement may permit all or any part, as specified in the order, of such excess to be paid in air transportation) any excess value of goods or services received thereunder prior to such termination over the value of the air transportation it has furnished under the agreement prior thereto.

(d) That in the event the air carrier at the time of expiration of the period during which goods or services are to be supplied to it, or at the time of termination of the agreement pursuant to § 225.7, has furnished air transportation having a value in excess of the value of the services or goods which it has received prior to such termination or the end of such period, such excess shall become payable, within not more than 90 days after such expiration or termination, to the airline in cash, goods, or services, or any combination thereof, as the parties may agree either in the original agreement or upon such expiration or termination (except to the extent any order of the Board terminating the agreement may require that all or any part, as specified in the order, of such excess shall be payable only in cash or within a different period);

(e) That, except to the extent provided in paragraph (d) of this section and the last sentence of paragraph (c) of this section, the agreement shall immediately be terminated if at any time the Board shall issue an order to that effect pursuant to § 225.7;

(f) That the air transportation to be furnished pursuant to the agreement shall be used only by the supplier, his employees and their immediate families;

(g) That such air transportation shall not be transferable and shall be used only by the individuals identified or described in the agreement;

(h) That the published individual tariff rates, fares, and charges of the airline applicable at the time air transportation is furnished shall be used in determining the value of such transportation;

(i) That such agreement will be terminated by the air carrier immediately upon its discovery that air transportation issued under the agreement has been used by an individual not identified or described in the agreement, any excess in values resulting from transactions under the agreement prior to such terminating to be settled as provided in paragraph (d) of this section and the last sentence of paragraph (c) of this section;

(j) That the total value of air transportation furnished pursuant to the

agreement shall not exceed a fixed amount stated therein;

(k) That the supplier will furnish to the Board such complete and accurate information as it or the airline shall reasonably request concerning the prices for, the value of, and the nature of the services or goods for advertising purposes only supplied or to be supplied to the airline, and the prices which it would customarily charge to others for similar services or goods; and

(l) That in the event the air carrier is operating pursuant to a certificate of public convenience and necessity which limits the holder to the performance of all-expense tours or cruises, it shall exchange air transportation for services or goods for advertising purposes only with respect to the value of the transportation portion of such tours or cruises and shall collect in cash the difference between such value and the total price of the tour or cruise.

§ 225.6 *Limitation on total value of trade agreements.* The total value of trade agreements entered into by any single airline in accordance with the provisions of this part shall not exceed $50,000 in the aggregate each year.

§ 225.7 *Suspension or termination of trade agreements by the Board.* If at any time after the filing of a trade agreement in accordance with § 225.2 the Board shall have doubt that the transaction is in the public interest, the Board may serve upon the airline an order directing it to show cause why such trade agreement should not be terminated. Upon service of such order performance of the agreement shall, unless otherwise provided in the order, immediately be suspended, and shall not thereafter be commenced or resumed unless and until the Board shall, after hearing upon such order, or other final determination of the matter, permit performance of the trade agreement to be commenced or resumed.

§ 225.8 *Exemption from tariff and other requirements.* With respect to air transportation furnished in accordance with the provisions of this part, every airline shall, in connection with the making or performance of trade agreements, be exempt from the provisions of Part 221 of this subchapter and any other regulations hereafter adopted by the Board insofar as any such regulation shall require tariffs to show classifications, rules, regulations, practices, and services, and from the provisions of section 403 (b) of the act only insofar as such provisions would otherwise require that such airline shall not charge or demand or collect or receive a greater or different compensation for the air transportation which it is to furnish pursuant to a trade agreement, or for any service in connection therewith, than the rates, fares and charges specified in its currently effective tariffs.

§ 225.9 *Furnishing of transportation.* (a) Prior to the effective date of any trade agreement entered into under this part, the supplier shall furnish the airline with a list of the individuals who are to use the air transportation to be furnished; provided that changes in the identity of the individuals who are to use the air transportation or other revisions in the list may be made by the supplier after the effective date of the agreement upon ten days written notice to the airline;

(b) The airline shall issue to each of the individuals listed an identification card which clearly identifies the individual and states thereon that he is entitled to use transportation furnished pursuant to the named trade agreement during a stated period;

(c) Tickets covering transportation furnished under a trade agreement shall (1) be issued upon the demand of the supplier only· (2) be clearly marked "Non-Transferable"· and (3) be used only by an individual who has previously been issued an identification card described in paragraph (b) of this section; and

(d) The airline shall make such other arrangements and provisions as are necessary to ensure that air transportation furnished will not be used by anyone except the individuals identified or described in the agreement;

(e) No transportation shall be furnished under a trade agreement except in accordance with a ticket issued therefor.

§ 225.10 *Accounts and records.* (a) Each airline availing itself of the provisions of this part shall maintain a record of each trade agreement entered into, which record shall be filed in such manner as to be accessible and convenient for examination, and shall contain the following information: (1) The date received and the amount of goods or services supplied; (2) the names and addresses of individuals to whom identification cards were issued under the trade agreement; and (3) the date furnished and the amount of the air transportation furnished under the trade agreement. All correspondence or memorandums relating to trade agreements shall be retained and made a part of the carrier's records;

and

(b) In accounting for and reporting financial and traffic data in accordance with Part 241 of this subchapter (the Board's Economic Regulations)

(1) Advertising received in accordance with a trade agreement shall be billed and recorded in the carrier's expense accounts at the going market rate.

(2) Air transportation services provided in accordance with a trade agreement shall be billed and recorded in the carrier's accounts in accordance with its published tariffs. Such amounts shall be carried in the normal revenue account.

(3) Upon termination of a trade agreement, a reduction shall be made in the carrier's expense accounts to the extent, if any, that the value of advertising services received shall exceed the value of transportation services performed in return therefor, unless such balance is settled in cash, goods, or services of equivalent value.

§ 225.11 *Value of air transportation.* For the purposes of this part, the published tariff rates applicable at the time air transportation is furnished pursuant to a trade agreement shall be used in determining the value thereof.

§ 225.12 *Value of advertising goods and services.* For the purpose of this part, advertising goods and services shall be valued at the going market price at the time such goods or services are furnished.

[F. R. Doc. 55-9990; Filed, Dec. 9, 1955; 8:52 a. m.]

# NOTICES

## DEPARTMENT OF THE INTERIOR

### Bureau of Reclamation

[No. 35]

RIVERTON PROJECT, WYOMING

PUBLIC NOTICE OF ANNUAL WATER RENTAL CHARGES

NOVEMBER 23, 1955.

1. *Water rental.* Irrigation water will be furnished upon a rental basis during the irrigation season of 1956 and thereafter, until further notice, to the irrigable lands described in Public Notice No. 28 for the North Pavillion areas, and Public Notice No. 30 for the North Portal area, Riverton Project, Wyoming.

2. *Charges and terms of payment.* A minimum water rental charge shall be payable for irrigable lands described in Public Notices Nos. 28 and 30, whether water is used or not. Such minimum charge need not be paid in any year for any acreage which the Riverton Project Manager certifies to be temporarily nonirrigable during such year due to seepage, land subsidence, shallow or impermeable soils, or excessive amounts of salts. Payment of the minimum water rental charge will entitle the water user to two acre-feet of water per irrigable acre. The minimum charge shall be payable in advance on January 1 of each year, and no water will be furnished until such charge is paid in full. Charges for water furnished in excess of two acre-feet per irrigable acre shall be payable on January 1 for water furnished during the preceding year.

(a) The minimum water rental charge for lands in the North Pavillion area described in Public Notice No. 28 shall be $2.50 per irrigable acre. Water in addition to two acre-feet per irrigable

acre, if available, shall be furnished at the rate of $1.25 per acre-foot.

(b) The minimum water rental charge for lands in the North Portal area described in Public Notice No. 30, shall be $2.50 per irrigable acre. Water in addition to two acre-feet per irrigable acre, if available, shall be furnished at the rate of $1.25 per acre-foot.

3. *Water for other lands.* Irrigation water, when available, will also be furnished at the rates described in Paragraph 2, to other lands in the North Pavillion and North Portal areas upon the filing each year of a temporary water rental application covering such other lands. The approval of a water rental application for these lands shall not be deemed to constitute an action leading to a continuing right to receive water in subsequent years. The application for water on other lands can be made at any time during the irrigation year. At the time of application, the water rental charge is due without application of the discounts or penalties prescribed in Paragraph 5, and on water will be delivered until all charges have been paid in full.

4. *Abnormal precipitation.* In the event the recorded total precipitation at Pavillion from January 1 to September 30 varies from the 37-year average of 7.76 inches (1919–55) by more than one inch, the 2.0 acre-foot per irrigable acre water allowance for the minimum water charge will be adjusted. If the 9-month total precipitation is less than 6.76 inches, the water allowance for the minimum water charge will be increased by 0.2 foot for each inch that precipitation during this period is below the average of 7.76 inches. If the actual precipitation exceeds the average for the 9-month period by more than one inch, the water allowances wlil be reduced by 0.1 foot for each inch of such excess above the average of 7.76 inches.

5. *Discounts and penalties.* If payment of the minimum charge is made on or before December 31, a discount of 5 percent of such charge will be allowed. If payment of the charge for additional water is made on or before December 31 of the year in which used, a discount of 5 percent of such charge will be allowed. If payment of the minimum charge is not made by April 1 of each year, and if payment for additional water furnished to any lands is not made by April 1, subsequent to the year in which such additional water is delivered, there shall be added on the following day a penalty of one-half of one percent of the amount unpaid, and the same penalty shall be added on the first day of each calendar month thereafter so long as such default shall continue, and no water will be delivered until all charges and penalties have been paid in full.

6. *Place of payment.* Payment of water rental charges shall be made at the Bureau of Reclamation Office in Riverton, Wyoming, or mailed to the Bureau of Reclamation, Riverton, Wyoming.

7. *Public Notices Nos. 28 and 30, supplemented.* This notice supersedes Public Notice No. 34 and supplements Subparagraphs 24 (b) and 24 (c) of Public Notice No. 28, and Subparagraphs 25 (b) and 25 (c) of Public Notice No. 30, Riverton Project.

L. W. BARTSCH,
*Acting Regional Director.*

[F. R. Doc. 55-9936; Filed, Dec. 9, 1955; 8:46 a. m.]

# DEPARTMENT OF COMMERCE

## Federal Maritime Board

UNITED KINGDOM/UNITED STATES PACIFIC FREIGHT ASSOCIATION AND NIPPON YUSEN KAISHA

NOTICE OF AGREEMENT FILED FOR APPROVAL

Notice is hereby given that the following described agreement has been filed with the Board for approval pursuant to section 15 of the Shipping Act, 1916, as amended; 39 Stat. 733, 46 U. S. C. 814.

Agreement No. 3357-A, between the member lines of the United Kingdom/United States Pacific Freight Association and Nippon Yusen Kaisha, provides for the participation of Nippon as an associate member of that association. Nippon agrees to maintain the rates and adhere to the conditions fixed by the association on traffic from the United Kingdom to U. S. Pacific Coast ports, and to make no changes in such rates and conditions without the consent of the member lines of the Association.

Interested parties may inspect this agreement and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D. C., and may submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

By order of the Federal Maritime Board.

Dated: December 7, 1955.

[SEAL] A. J. WILLIAMS,
*Secretary.*

[F. R. Doc. 55-9968; Filed, Dec. 9, 1955; 8:50 a. m.]

# FEDERAL POWER COMMISSION

[Docket No. G-3908 etc.]

LIVEZEY GAS CORP. ET AL.

NOTICE OF FINDINGS AND ORDER

DECEMBER 6, 1955.

In the matters of Livezey Gas Corporation, Docket No. G-3908; Oil Participations, Inc., Docket Nos. G-4363 and G-4364; Doham Gas Company, Docket No. G-4883; Brady Gas Company, Docket No. G-6011; Fez Gas Company, Docket No. G-6012; Sweetland Land and Mineral Company, Docket Nos. G-6013, G-6015 and G-6017; Delhi-Taylor Oil Corporation (formerly Delhi Oil Corporation), Docket No. G-6306; Delta Gulf Drililng Company, Docket No. G-6331.

Notice is hereby given that on November 30, 1955, the Federal Power Commission issued its findings and order adopted November 23, 1955, in the above-entitled matters, issuing certificates of public convenience and necessity and dismissing application in part in Docket No. G-6306.

[SEAL] LEON M. FUQUAY,
*Secretary.*

[F. R. Doc. 55-9938; Filed, Dec. 9, 1955; 8:47 a. m.]

[Docket No. G-6483, etc.]

ARKLA OIL CO. ET AL.

NOTICE OF FINDINGS AND ORDERS

DECEMBER 6, 1955.

In the matters of Arkla Oil Company, a Partnership, Docket No. G-6483; E. A. Culbertson & Wallace W. Irwin, Docket Nos. G-6716 and G-6717; W. N. Price, Docket No. G-6744; W. N. Price, L. M. Price and G. Kelley Stout, Docket No. G-6745; Felmont Oil Corporation (formerly Case-Pomeroy Oil Corporation), Docket No. G-6939; Billy Bridewell and R. H. Hedge, Docket No. G-8420; Dorothy V. Richie et al., Docket Nos. G-8770 and G-8775; W. H. Helmerich, III, et al., Docket No. G-8786; Mary Norvel Castro (Trustee), Docket No. G-8798; Dealmax Oil Company, Docket No. G-8800; Sourbourne Oil and Gas Company, Docket No. G-9135.

Notice is hereby given that on November 30, 1955, the Federal Power Commission issued its findings and orders adopted November 23, 1955, issuing certificates of public convenience and necessity in the above-entitled matters.

[SEAL] LEON M. FUQUAY,
*Secretary.*

[F. R. Doc. 55-9939; Filed, Dec. 9, 1955; 8:47 a. m.]

[Docket No. G-2306, etc.]

AMERICAN LOUISIANA PIPE LINE CO. ET AL.

NOTICE OF APPLICATIONS AND ORDER FURTHER CONSOLIDATING PROCEEDINGS AND PROVIDING FOR HEARING

In the matters of American Louisiana Pipe Line Company, Docket No. G-2306; Texas Gas Transmission Corporation, Docket No. G-2311; Michigan Wisconsin Pipe Line Company, Docket No. G-2327; Michigan Consolidated Gas Company, Docket No. G-2328; Lincoln Natural Gas Company, Inc., Docket No. G-9270; Illinois Power Company, Docket No. G-9293; City of Aledo, Illinois, Docket No. G-9620; Ohio Valley Gas Corporation, Docket No. G-9697.

The City of Aledo, Illinois, by its application filed on November 7, 1955, seeks an order pursuant to section 7 (a) of the Natural Gas Act directing Michigan Wisconsin Pipe Line Company to establish physical connection of its facilities with facilities proposed to be constructed by Applicant, and to sell and deliver to Applicant its natural gas requirements for the City of Aledo, Illinois. Applicant will construct the facilities necessary to connect its proposed distribution system with the facilities of Michigan Wisconsin Pipe Line Company at an estimated cost of $7,600, and estimates its fifth year peak day requirements to be 2,380 Mcf. The total estimated cost of the proposed

natural gas system, including the transmission facilities, is $400,000.

Ohio Valley Gas Corporation by its application filed on November 25, 1955, seeks an order pursuant to section 7 (a) of the Natural Gas Act directing American Louisiana Pipe Line Company to establish physical connection of its facilities with the facilities proposed to be constructed by Applicant, and to sell and deliver to Applicant its natural gas requirements for the City of Portland, Indiana, and environs. Applicant will construct the facilities necessary to connect the City of Portland, Indiana, with American Louisiana Pipe Line Company at an estimated cost of $100,000. Applicant estimates its fifth year peak-day requirements at 3,000 Mcf.

The applications are on file and open for public inspection.

Pursuant to notice issued on October 31, 1955, the proceedings in Docket Nos. G-2306, G-2311, G-2327, G-2328, G-9270, and G-9293 were consolidated for hearing and the hearing in such proceedings set to commence on December 7, 1955, at 10:00 a. m., e. s. t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington 25, D. C.

The matters involved and the issues presented by the applications filed by the City of Aledo, Illinois, Docket No. G-9620, and Ohio Valley Gas Corporation, Docket No. G-9697, are related to the matters and issues presented in the proceedings in Docket Nos. G-2306, G-2311, G-2327, G-2328, G-9270, and G-9293 and those related matters should be heard on a consolidated record.

The Commission finds:

(1) Good cause exists for waiving the notice requirements with respect to the applications filed in Docket Nos. G-9620 and G-9697 and to provide for hearing thereon upon less than fifteen days notice.

(2) The public interest requires that the hearing in proceedings upon the applications filed in Docket Nos. G-9620 and G-9697 be held concurrently with the hearing in proceedings in Docket Nos. G-2306, G-2311, G-2327, G-2328, G-9270 and G-9293, heretofore consolidated, and as a part thereof.

The Commission orders:

(A) The proceedings in Docket Nos. G-2306, G-2311, G-2327, G-2328, G-9270, G-9293, G-9620 and G-9697 be and the same hereby are consolidated for hearing.

(B) The hearing in Docket Nos. G-9620 and G-9697 be held concurrently with, and as a part of the hearing in Docket Nos. G-2306, G-2311, G-2327, G-2328, G-9270 and G-9293 now set to commence on December 7, 1955, at 10:00 a. m., e. s. t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D. C.

Adopted: December 5, 1955.

Issued: December 6, 1955.

By the Commission.

[SEAL] LEON M. FUQUAY, *Secretary.*

[F. R. Doc. 55-9945; Filed, Dec. 9, 1955; 8:48 a. m.]

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[Docket No. E-6652]

DUKE POWER CO.

NOTICE OF APPLICATION FOR ORDER AUTHORIZING ISSUANCE OF STOCK

DECEMBER 5, 1955.

Take notice that on November 25, 1955, an application was filed with the Federal Power Commission pursuant to section 204 of the Federal Power Act by Duke Power Company (Applicant) a corporation organized under the laws of the State of New Jersey and doing business in the States of North Carolina and South Carolina, with its principal business office at Charlotte, North Carolina, seeking an order authorizing the issuance of 4,593,480 shares of Common Stock without par value. Applicant proposes to reduce the stated value of issued and outstanding shares of Common Stock, without par value, to $17.50 per share and to issue one additional share of Common Stock, without par value, to have a stated value of $17.50 per share for each share issued and outstanding. The additional Common Stock will be issued pro rata to the holders of the outstanding Common Stock of Applicant; all as more fully appears in the application on file with the Commission.

Any person desiring to be heard or to make any protest with reference to said application should on or before the 16th day of December 1955, file with the Federal Power Commission, Washington 25, D. C., a petition or protest in accordance with the Commission's rules of practice and procedure. The application is on file and available for public inspection.

[SEAL] LEON M. FUQUAY, *Secretary.*

[F. R. Doc. 55-9946; Filed, Dec. 9, 1955; 8:48 a. m.]

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[Docket No. G-8432]

CITY OF VANCEBURG, KENTUCKY

NOTICE OF APPLICATION FOR ORDER TO INITIATE SERVICE

DECEMBER 6, 1955.

Take notice that the City of Vanceburg, Kentucky (Applicant) filed on February 2, 1955, and supplemented on March 23, 1955, an application, pursuant to section 7 (a) of the Natural Gas Act, for an order directing Central Kentucky Natural Gas Company (Central) a Columbia Gas System subsidiary, to initiate service to Applicant for distribution of gas in and near the City of Vanceburg.

Applicant has also requested a certificate of public convenience and necessity.

Applicant proposes to build approximately 6.3 miles of 6-inch line from Central's 20-inch line in Lewis County, Kentucky, and a distribution system in the city.

The area to be served has an estimated population of 2,000. Applicant has estimated its annual and peak day gas requirements as follows:

| | First year | Third year | Sixth year |
|---|---|---|---|
| Annual requirements | 25,256 | 55,803 | 71,720 |
| Peak day requirements | 234 | 519 | 667 |

The estimated capital cost of Applicant's proposed transmission facilities is $200,017, which it proposes to finance by issuance of 4 percent, 30-year revenue bonds.

Central filed an answer to the application on March 3, 1955, stating that service to Vanceburg would not impair its ability to serve its existing customers, and requesting the Commission to grant whatever relief it deems in the public interest.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before December 23, 1955.

[SEAL] LEON M. FUQUAY, *Secretary.*

[F. R. Doc. 55-9947; Filed, Dec. 9, 1955; 8:49 a. m.]

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[Docket No. G-9067]

COLORADO-WYOMING GAS CO.

NOTICE OF APPLICATION AND DATE OF HEARING

DECEMBER 6, 1955.

Take notice that Colorado-Wyoming Gas Company, Applicant, a Delaware corporation, whose address is Continental Oil Building, Denver 2, Colorado, filed on June 23, 1955, an application for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act, authorizing Applicant to render service and to construct facilities as hereinafter described, subject to the jurisdiction of the Commission, all as more fully represented in the application which is on file with the Commission and open for public inspection.

Applicant proposes to install and operate 5 new farm taps along its pipeline system for the sale of gas for resale to Public Service Company of Colorado, and 2 new farm taps for the sale of gas for resale to Greely Gas Company, together with the necessary metering and regulating facilities, all in the State of Colorado.

Applicant also proposes to relocate an existing farm tap now serving a group of customers at Cheyenne, Wyoming.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations, and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Comission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on December 29, 1955, at 9:30 a. m., e. s. t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the isues presented by such application: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of section 1.30 (c) (1) or (c) (2) of the

Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or to be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before December 26, 1955. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

[SEAL] LEON M. FUQUAY, *Secretary.*

[F. R. Doc. 55-9948; Filed, Dec. 9, 1955; 8:49 a. m.]

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[Docket No. G-9457]

CITIES SERVICE GAS CO.

NOTICE OF APPLICATION AND DATE OF HEARING

DECEMBER 6, 1955.

Take notice that Cities Service Gas Company, a Delaware corporation (Applicant) with a principal office in Oklahoma City, Oklahoma, filed on October 10, 1955, an application for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act, authorizing Applicant to acquire, construct and operate natural gas facilities and to render service as hereinafter described, subject to the jurisdiction of the Commission, all as more fully represented in the application which is on file with the Commission and open for public inspection.

Applicant proposes (a) to acquire, own and operate approximately 22.5 miles of 16" and 10" gas pipeline beginning at a point in the NE ¼ Section 18, Township 13 South, Range 20 East, Douglas County, Kansas, thence in a northwesterly direction to a point in the SW ¼ Section 8, Township 11 South, Range 17 East, Jefferson County, Kansas. (b) to construct approximately 7.5 miles of 10" gas pipeline beginning at a point in the SW ¼ Section 8, Township 11 South, Range 17 East, Jefferson County, Kansas, thence westerly to a point in the NE¼ of Section 13, Township 11 South, Range 15 East, Shawnee County, Kansas.

The application recites that facilities sought to be acquired and operated herein and in part constructed as hereinabove described constitute a portion of a former crude oil transmission pipeline to be devoted to gas service for the first time by this project. The total cost of such acquisition and construction is approximately $343,826. Applicant estimates that a new line to Topeka, Kansas, located on approximately the same route as the facilities herein would cost in excess of One Million Dollars; that Applicant can acquire and construct said facilities, at the present time, at approximately one-third of such cost, such project is economically feasible.



This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on January 11, 1956 at 9:30 a. m., e. s. t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by such application: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of section 1.30 (c) (1) or (c) (2) of the Commission's rules of practice and procedure.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before December 30, 1955. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

[SEAL] LEON M. FUQUAY, *Secretary.*

[F. R. Doc. 55-9949; Filed, Dec. 9, 1955; 8:49 a. m.]

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## SECURITIES AND EXCHANGE COMMISSION

[File No. 22-1785]

RHEINISCH - WESTFÄLISCHES ELEKTRIZITÄTSWERK AKTIENGESELLSCHAFT

NOTICE OF APPLICATION FOR EXEMPTION

DECEMBER 6, 1955.

Notice is hereby given that Rheinisch-Westfälisches Elektrizitätswerk Aktiengesellschaft ("RWE"), a corporation organized and existing under the laws of Germany, has filed an application pursuant to section 304 (d) of the Trust Indenture Act of 1939 for an order exempting from the provisions of section 310 (a) (3) and 310 (b) (4) of the act, the 5¼ percent Debt Adjustment Bonds, Series A, due January 1, 1978, 4½ percent Debt Adjustment Bonds, Series B, due January 1, 1978, and 4½ percent Debt Adjustment Bonds, Series C, due January 1, 1978, to be issued by RWE under an Indenture to be dated as of January 1, 1953, between RWE and The First National City Bank of New York and Treuhand-Vereinigung Aktiengesellschaft, as Trustees, in connection with RWE's offer of settlement to be made pursuant to Annex II of the London Agreement on German External Debts of February 27, 1953, between the Govenment of the Federal Republic of Germany, the United States of America and other countries.

Section 304 (d) of the act permits the Commission, on application by the issuer and after opportunity for hearing thereon, to enter an order exempting from any one or more provisions of the act, any security proposed to be issued by a person organized and existing under the laws of a foreign government if and to the extent it finds that compliance with such provision or provisions is not necessary in the public interest and for the protection of investors.

The application states, with respect to the request for exemption from section 310 (a) (3) to permit certain acts to be performed by the Co-Trustee, as follows:

(1) RWE has outstanding four issues of bonds which have been in default for many years. The London Agreement provides, among other things, for the consensual settlement of foreign currency obligations of German corporate debtors by the refunding and extension of such obligations. RWE is, however, liable only for the repayment of bonds which may be validated pursuant to the Validation Law for German Foreign Currency Bonds of August 25, 1952. The terms of the offer negotiated by RWE for its outstanding obligations provide for the issuance by RWE of the above described three series of its Debt Adjustment Bonds, due January 1, 1978, in exchange for its outstanding validated bonds.

(2) The mortgages securing the new bonds will be registered in favor of the German Co-Trustee and certain acts with respect to the release of property, the reduction of the registered amount of liens and the disposition of release moneys are performed only by the Co-Trustee subject, however, to ultimate control by the American institutional trustee. Section 310 (a) (3) of the Trust Indenture Act of 1939 requires that the rights, powers, duties and obligations be conferred upon the American institutional trustee alone or jointly with the Co-Trustee unless under the laws of any jurisdiction in which acts are to be performed the institutional Trustee is incompetent or unqualified to act.

(3) While no contention is made that the American Institutional Trustee is incompetent or unqualified to act it is contended that the vesting of title and related powers in the Co-Trustee is essential to the orderly settlement and payment of the obligations; the rights in the security of both the holders of the new bonds and the old bonds are rights in German property, created under German mortgage law and to a large extent dependent upon the interpretation of the German Implementation Law and such right in the security should be adjudicated only by German courts. In this connection it is urged that the vesting of these functions in the American institutional trustee may result in litigation in this country by non-depositing bond holders who seek to establish some special rights in the security.

(4) While the procedure proposed necessarily results in certain acts being performable by the Co-Trustee, the protection intended to be accorded to the

bondholders by the Trust Indenture Act of 1939 is in no way impaired. All of the acts which are performable only by the Co-Trustee are in each case, subject to ultimate control by the Trustee if such control is exercised within 30 days after notice is received of the proposed action.

The application states with respect to the request for exemption from section 310 (b) (4), to permit the Co-Trustee to serve notwithstanding an affiliation with underwriters for the issuer, as follows:

(1) Dr. Hermann Richter, chairman of the Aufsichtsrat of the Co-Trustee, is also chairman of the Aufsichtsrat of Rhein-Main Bank Aktiengesellschaft which within the last three years has acted as an underwriter for the issuer.

(2) Although the relationship between the Co-Trustee and Rhein-Main Bank Aktiengesellschaft may fall within the provisions of section 310 (b) (4) of the act, it is neither necessary nor desirable in the public interest or for the protection of investors to hold that the Co-Trustee should be disqualified by reason of such relationship.

(3) The Aufsichtsrat of a German corporation has substantially different functions from that of the Board of Directors of a United States corporation. Under section 95 of the German Stock Corporation Law (Aktiengesetz) the duties and rights of members of the Aufsichtsrat of German corporations are extremely limited and the delegation of management powers to the Aufsichtsrat are specifically prohibited.

(4) Disqualification of the proposed Co-Trustee will make it practically impossible to obtain as Co-Trustee any organization satisfactory to the Company which has adequate experience in dealing with foreign loans, since all the available institutions (with the possible exception of one institution which is unacceptable to the Company for other reasons) which would come under consideration for such appointment have relationships with underwriters of the issuer involving ownership or control which are at least as serious as that relating to the proposed Co-Trustee.

For a more detailed statement of the matters of fact and law asserted, all persons are referred to such application which is now on file in the offices of the Commission in Washington, D. C.

Notice is further given that an order granting the application, in whole or in part and upon such conditions as the Commission may deem necessary or appropriate, may be issued by the Commission at any time after December 21, 1955, unless prior thereto a hearing is ordered by the Commission. Any interested person may, not later than December 19, 1955, at 5:30 p. m., e. s. t., submit to the Commission in writing his views or any additional facts bearing upon this application or the desirability of a hearing thereon, or request the Commission in writing that a hearing be held thereon. Any such communication or request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C., and should state briefly the nature of the interest of the person submitting such information or requesting a hearing, the reasons for such request, and the issues of fact or law raised by the application which he desires to controvert.

By the Commission.

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

[F. R. Doc. 55-9940; Filed, Dec. 9, 1955; 8:47 a. m.]

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[File No. 70-3426]

DELAWARE POWER & LIGHT CO.

ORDER AUTHORIZING ISSUANCE AND SALE OF BONDS AND PREFERRED STOCK

DECEMBER 6, 1955.

Delaware Power & Light Company ("the Company") a registered holding company and a public utility company, has filed a declaration and amendments thereto pursuant to sections 6 and 7 of the Public Utility Holding Company Act of 1935 ("the act") and Rule U-50 thereunder regarding the following proposed transactions:

The Company proposes to issue and sell, pursuant to the competitive bidding requirements of Rule U-50, $10,000,000 principal amount of its First Mortgage and Collateral Trust Bonds __ percent Series due 1985 ("1985 Series Bonds") and 50,000 shares of its __ percent Preferred Stock, Cumulative, par value $100 per share ("New Preferred Stock")

The 1985 Series Bonds will be issued under and secured by the Mortgage and Deed of Trust of Delaware Power & Light Company to The New York Trust Company, Trustee, dated as of October 1, 1943, and indentures supplemental thereto, including a proposed Eighteenth Supplemental Indenture to be dated as of December 1, 1955. The rights and preferences of the 1985 Series Bonds will be substantially identical with those of the five presently outstanding series of First Mortgage and Collateral Trust Bonds except with respect to the interest rate, redemption prices, and maturity date thereof. The invitation for bids will specify that the amount to be received by the Company shall not be less than one hundred percent nor more than 102.75 percent of the principal amount thereof, and that the interest rate shall be a multiple of one-eighth of one percent.

The rights and preferences of the New Preferred Stock will be substantially identical with those of the presently outstanding 4 percent, 3.70 percent, 4.28 percent and 4.56 percent Preferred Stocks except with respect to the dividend rate and redemption prices thereof. The invitation for bids will specify that the amount to be received by the Company shall not be less than $100 per share, nor more than $102.75 per share (plus accrued dividends) and that the dividend rate shall be a multiple of 4-hundredths of one percent (0.04 percent)

The net proceeds from the sale of said bonds and preferred stock will be applied toward the cost of the construction program of the Company and its two subsidiaries, including the retirement of bank loans incurred prior to the sale.

The Company estimates that the fees, commissions and expenses to be incurred by it in connection herewith will aggregate $80,000 allocated between bonds and preferred stock as follows:

| | Bonds | Preferred |
|---|---|---|
| Securities and Exchange Commission filing fees | $1,035 | $525 |
| Issuance taxes | 11,000 | 5,500 |
| Legal services | 5,500 | 2,500 |
| Accounting services | 3,000 | 1,750 |
| Financial advisor | 3,000 | 2,000 |
| Fees and expenses of trustee | 7,000 | |
| Printing | 12,000 | 6,000 |
| Printing and engraving of bonds and preferred stock | 8,100 | 1,100 |
| Listing fees | 2,200 | 1,000 |
| Miscellaneous | 4,075 | 2,625 |
| Total | 57,000 | 23,000 |

In addition, the legal fees of counsel for the underwriters, to be paid by the successful bidders, are estimated at $6,000 in the case of the bonds and $3,500 in the case of the preferred stock, plus expenses not exceeding $75 in each case.

The Public Service Commission of Delaware has issued an order approving the issuance of said securities.

Due notice having been given of the filing of said declaration, and a hearing not having been requested of or ordered by the Commission, and the Commission finding with respect to the proposed transactions that the applicable provisions of the Act and the Rules thereunder are satisfied and that no adverse findings are necessary, and deeming it appropriate in the public interest and in the interest of investors and consumers that the declaration as amended be permitted to become effective forthwith:

*It is ordered,* Pursuant to Rule U-23 and the applicable provisions of the act, that said declaration as amended be, and it hereby is, permitted to become effective forthwith, subject to the conditions prescribed in Rules U-50 and U-24.

By the Commission.

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

[F. R. Doc. 55-9941; Filed, Dec. 9, 1955; 8:47 a. m.]

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# UNITED STATES TARIFF COMMISSION

[Investigation 40]

WOMEN'S AND CHILDREN'S LEATHER HANDBAGS AND POCKETBOOKS

NOTICE OF INVESTIGATION

*Investigation instituted.* Upon application of the National Authority for the Ladies' Handbag Industry, 347 Fifth Ave., New York 16, N. Y., received November 17, 1955, the United States Tariff Commission, on the 21st day of November, 1955, under the authority of section 7 of the Trade Agreements Extension Act of 1951, as amended, and section 332 of the Tariff Act of 1930 instituted an investigation to determine whether women's and children's hand-

bags and pocketbooks[1] wholly or in chief value of leather, including reptile leather, provided for in Paragraph 1531, Tariff Act of 1930, are, as a result in whole or in part of the duty or other customs treatment reflecting the concessions granted thereon under the General Agreement on Tariffs and Trade and the related exclusive trade agreement with Cuba, being imported into the United States in such increased quantities, either actual or relative, as to cause or threaten serious injury to the domestic industry producing like or directly competitive products.

*Inspection of application.* The application filed in this case is available for public inspection at the office of the Secretary, United States Tariff Commission, Eighth and E Streets, NW., Washington, D. C., and in the New York office of the Tariff Commission, located in Room 437 of the Custom House, where it may be read and copied by persons interested.

I certify that the above investigation was instituted by the Tariff Commission on the 21st day of November 1955.

Issued: December 7, 1955.

[SEAL] DONN N. BENT, *Secretary.*

[F. R. Doc. 55-9950; Filed, Dec. 9, 1955; 8:49 a. m.]

[1] The term "women's and children's handbags and pocket books" includes shoulder bags, clutch bags, and similar articles customarily carried on or about the person, but does not include shopping bags, luggage, coin purses, change purses, billfolds, bill cases, bill rolls, bill purses, bank-note cases, currency cases, money cases, card cases, license cases, pass cases, passport cases, letter cases, and similar articles.

## INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

DECEMBER 7, 1955.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the General Rules of Practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 31399: *Pig iron—Alabama Points to Illinois Territory.* Filed by R. E. Boyle, Jr., Agent, for interested rail carriers. Rates on pig iron and related articles, carloads from Alabama City, Attalla, Gadsden, and Birmingham, Ala., also points taking same rates as proposed from Birmingham to specified points in Illinois, also to Dubuque and Keokuk, Iowa, St. Louis, Mo., and Madison, Wis.

Grounds for relief: Circuitous routes.

Tariff: Supplement 38 to Agent Spaninger's I. C. C. 1420.

FSA No. 31400: *Acetic acid—Kingsport, Tenn., to Calvert, Ky.* Filed by R. E. Boyle, Jr., Agent, for interested rail carriers. Rates on acid, acetic, glacial or liquid, tank-car loads from Kingsport, Tenn., to Calvert, Ky.

Grounds for relief: Circuitous routes.

Tariff: Supplement 255 to Agent Spaninger's I. C. C. 1062.

FSA No. 31401. *Oyster shells—Houston, Tex., to Central Territory.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on oyster shells, carloads from Houston, Tex., to specified points in Indiana, Michigan, Ohio, Pennsylvania and West Virginia.

Grounds for relief: Maintenance of prescribed rates made with relation to rates from Morgan City, La., and circuitous routes.

Tariff: Agent Kratzmeir's tariff I. C. C. No. 4180.

FSA No. 31402: *Sulphuric acid—Shreveport, La., to Albany, Ga.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on sulphuric acid, tank-car loads from Shreveport, La., to Albany, Ga.

Grounds for relief: Short-line distance formula.

Tariff: Supplement 110 to Agent Kratzmeir's I. C. C. 4087.

FSA No. 31403: *Fuller's earth—Roddenbery, Ga., to Southern and Official Territories.* Filed by R. E. Boyle, Jr., Agent, for interested rail carriers. Rates on Fuller's earth, carloads from Roddenbery, Ga., to specified points in Alabama, Georgia, Indiana, Kentucky, Louisiana, Mississippi, North Carolina, Ohio, South Carolina, Tennessee, Virginia and West Virginia.

Grounds for relief: Circuitous routes.

Tariff: Supplement 4 to Agent Spaninger's I. C. C. 1491.

FSA No. 31404: *Motor-rail-motor rates in the Southwest—Substituted Service.* Filed by J. D. Hughett, Agent, for the St. Louis-San Francisco Railway Company, St. Louis-San Francisco and Texas Railway Company and Frisco Transportation Company and other interested motor carriers. Rates on freight in loaded highway trailers, also empty trailers, on railroad flat cars between Memphis, Tenn., on one hand, and Tulsa and Oklahoma City, Okla., and Dallas, Tex., on the other.

Grounds for relief: Competition with motor carriers.

Tariff: Supplement 4 to Southwestern Motor Freight Bureau, Inc., I. C. C. No. 66.

FSA No. 31405: *Gravel—Alabama Points to Canton, Ohio.* Filed by R. E. Boyle, Jr., Agent, for interested rail carriers. Rates on gravel, in open-top cars, carloads from Elmore, Jemison, Montgomery, and Prattville Jct., Ala., to Canton, Ohio.

Grounds for relief: Short-line distance formula and circuity.

Tariff: Supplement 36 to Agent Spaninger's I. C. C. 1469.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary.*

[F. R. Doc. 55-9944; Filed, Dec. 9, 1955; 8:48 a. m.]

## DEPARTMENT OF JUSTICE

### Office of Alien Property

SALVATORE DOVI ET AL.

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of the publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

*Claimant, Claim No., Property, and Location*

Salvatore Dovi, 516 East 13th Street, New York 9, New York, $60 in the Treasury of the United States.

Luigi Dovi, Cordoba, Argentina, $60 in the Treasury of the United States.

Carmela Dovi, Saint Stefano di Camastra, Italy, $60 in the Treasury of the United States.

Rosina Dovi, Cordoba, Argentina, $60 in the Treasury of the United States.

Anna Dovi, Cordoba, Argentina, $60 in the Treasury of the United States. Claim No. 34357.

Executed at Washington, D. C., on December 5, 1955.

For the Attorney General.

[SEAL] PAUL V. MYRON, *Deputy Director, Office of Alien Property.*

[F. R. Doc. 55-9965; Filed, Dec. 9, 1955; 8:50 a. m.]

NICOLAAS SLUYTER

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property located in Washington, D. C., including all royalties accrued thereunder and all damages and profits recoverable for past infringement thereof, after adequate provision for taxes and conservatory expenses:

*Claimant, Claim No., and Property*

Nicolaas Sluyter, Haarlem, Holland, Claim No. 41831; property described in Vesting Order No. 671 (8 F. R. 5004, April 17, 1943), relating to United States Letters Patent No. 2,189,870.

Executed at Washington, D. C., on December 5, 1955.

For the Attorney General.

[SEAL] PAUL V. MYRON, *Deputy Director Office of Alien Property.*

[F. R. Doc. 55-9966; Filed, Dec. 9, 1955; 8:50 a. m.]

[Vesting Order 18521, Amdt.]

NATIONALS OF THE NETHERLANDS

In re: Domestic scheduled securities owned by nationals of The Netherlands; F-49-1688.

Vesting Order 18521, dated September 27, 1951, as amended, is hereby further amended as follows and not otherwise:

By deleting from Exhibit B, attached thereto and by reference made a part thereof, all reference to 50 shares of North American Trust Shares 1956 Distribution Type evidenced by certificate number CC 10838.

All other provisions of said Vesting Order 18521, as amended, and all actions taken by or on behalf of the Attorney General of the United States in reliance thereon, pursuant thereto and under the authority thereof are hereby ratified and confirmed.

(40 Stat. 411, 55 Stat. 839, 60 Stat. 50, 925, 64 Stat. 1079, 50 U. S. C. App. and Supp. I, 40; E. O. 8389, Apr. 10, 1940, 5 F. R. 1400, as amended by E. O. 8785, June 14, 1941, 6 F. R. 2897, E. O. 8832, July 26, 1941, 6 F. R. 3715, E. O. 8963, Dec. 9, 1941, 6 F. R. 6348, E. O. 8998, Dec. 26, 1941, 6 F. R. 6785; E. O. 9193, July 6, 1942, 7 F R. 5205, 3 CFR, 1943 Cum. Supp., E. O. 9567, June 8, 1945, 10 F. R. 6917, 3 CFR, 1945 Supp., E. O. 9788, Oct. 14, 1946, 11 F. R. 11981, 3 CFR, 1946 Supp., E. O. 9989, August 20, 1948, 13 F. R. 4891, 3 CFR, 1948 Supp.)

Executed at Washington, D. C., on December 6, 1955.

For the Attorney General.

[SEAL] DALLAS S. TOWNSEND,
*Assistant Attorney General,*
*Director, Office of Alien Property.*

[F. R. Doc. 55-9964; Filed, Dec. 9, 1955; 8:50 a. m.]

PART II

# FEDERAL REGISTER

THE NATIONAL ARCHIVES OF THE UNITED STATES 1934

VOLUME 20 NUMBER 240

*Washington, Saturday, December 10, 1955*

## TITLE 14—CIVIL AVIATION

### Chapter II—Civil Aeronautics Administration, Department of Commerce

PART 600—DESIGNATION OF CIVIL AIRWAYS

PART 601—DESIGNATION OF CONTROL AREAS, CONTROL ZONES, AND REPORTING POINTS

REPUBLICATION OF REGULATIONS

The regulations in Parts 600 and 601 of Title 14, Chapter II, are republished in their entirety, containing all amendments to date, as set forth below.

[SEAL] F. B. LEE,
*Administrator of Civil Aeronautics.*

PART 600—DESIGNATION OF CIVIL AIRWAYS

Subpart A—Introduction

Sec.
600.1 Basis and purpose.
600.2 Explanation of term.
600.3 Scope.
600.4 Directions of airways.
600.10 Designation of civil airways.

Subpart B—Colored Civil Airways

GREEN CIVIL AIRWAYS

600.11 Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).
600.12 Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
600.13 Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).
600.14 Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
600.15 Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).
600.16 Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).
600.17 Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
600.18 Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).
600.19 Green civil airway No. 9 (Hawaiian Islands).
600.20 Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.).

AMBER CIVIL AIRWAYS

600.101 Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).
600.102 Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow Alaska).

*This issue is divided into two parts, Part II of which contains a republication of Parts 600 and 601 of Title 14, Chapter II, of the Code of Federal Regulations.*

Sec.
600.103 Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
600.104 Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).
600.105 Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).
600.106 Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
600.107 Amber civil airway No. 7 (Key West Fla., to United States-Canadian Border).
600.108 Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.).
600.109 Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).
600.110 Amber civil airway No. 10 (Hawaiian Islands).
600.111 Amber civil airway No. 11 (Hawaiian Islands).
600.112 Amber civil airway No. 12 (Hawaiian Islands).
600.113 Amber civil airway No. 13 (Washington, D. C., to New York, N. Y.).
600.114 Amber civil airway No. 14 (Washington, D. C., to New York, N. Y.).
600.115 Amber civil airway No. 15 (Washington, D. C., to New York, N. Y.).
600.119 Amber civil airway No. 19 (Washington, D. C., to New York, N. Y.).

RED CIVIL AIRWAYS

600.201 Red civil airway No. 1 (Portland, Oreg., to Denver, Colo.).
600.202 Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).
600.203 Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).
600.204 Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.).
600.205 Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
600.206 Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.).
600.207 Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).
600.208 Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.).
600.209 Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).
600.210 Red civil airway No. 10 (Amarillo, Tex., to Charleston, S. C.).
600.211 Red civil airway No. 11 (Enid, Okla., to Boston, Mass.).
600.212 Red civil airway No. 12 (Joliet, Ill., to Erie, Pa.).
600.213 Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.).
600.214 Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).
600.215 Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).
600.216 Red civil airway No. 16 (Tallahassee, Fla., to Florence, S. C.).
600.217 Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.).
600.218 Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).
600.219 Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.).
600.220 Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).
600.221 Red civil airway No. 21 (New York, N. Y., to Boston, Mass.).
600.222 Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.).
600.223 Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).
600.224 Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
600.225 Red civil airway No. 25 (Tallahassee, Fla., to Miami, Fla.).
600.226 Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.).
600.227 Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.).
600.228 Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).
600.229 Red civil airway No. 29 (Elmira, N. Y., to Baltimore, Md.).
600.230 Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).
600.231 Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.).
600.232 Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).
600.233 Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.).
600.234 Red civil airway No. 34 (Charleston, W. Va., to Weldsville, N. C.).
600.235 Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).
600.236 Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).
600.237 Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).
600.238 Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).
600.239 Red civil airway No. 39 (Kodiak, Alaska, to Anchorage, Alaska).
600.240 Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).
600.241 Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).
600.242 Red civil airway No. 42 (Milwaukee, Wis., to Aurora, Ill.).

Sec.
600.243 Red civil airway No. 43 (Chicago, Ill., to LaFayette, Ind.).
600.244 Red civil airway No. 44 (Bellingham, Wash., to Princeton, B. C., Canada).
600.245 Red civil airway No. 45 (Blackstone, Va., to Willow Grove, Pa.).
600.246 Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).
600.247 Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).
600.248 Red civil airway No. 48 (Helena, Mont., to Livingston, Mont.).
600.249 Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
600.250 Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).
600.251 Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.).
600.252 Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).
600.253 Red civil airway No. 53 (Portland Oreg., to Spokane, Wash.).
600.254 Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).
600.255 Red civil airway No. 55 (Chicago, Ill., to Columbus, Ohio).
600.256 Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).
600.257 Red civil airway No. 57 (Des Moines, Iowa, to Youngstown, Ohio).
600.258 Red civil airway No. 58 (Augusta, Maine, to United States-Canadian Border).
600.259 Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).
600.260 Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).
600.261 Red civil airway No. 61 (Butler, Pa., to Washington, D. C.).
600.262 Red civil airway No. 62 (Pittsburgh, Pa., to Altoona, Pa.).
600.263 Red civil airway No. 63 (Battle Creek, Mich., to the United States-Canadian Border).
600.264 Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).
600.265 Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).
600.266 Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).
600.267 Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.).
600.268 Red civil airway No. 68 (Midland, Tex., to Shreveport, La.).
600.269 Red civil airway No. 69 (Midland, Tex., to Big Springs, Tex.).
600.270 Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).
600.271 Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).
600.272 Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).
600.273 Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).
600.274 Red civil airway No. 74 (Louisville, Ky., to Cincinnati, Ohio).
600.275 Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to the United States-Canadian Border, Abbotsford, B. C.).
600.276 Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).
600.277 Red civil airway No. 77 (Greensboro, N. C., to Atlantic City, N. J.).
600.278 Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).
600.279 Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.).
600.280 Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.).

Sec.
600.281 Red civil airway No. 81 ( Lansing, Mich., to Detroit, Mich.).
600.282 Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).
600.283 Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).
600.284 Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.).
600.285 Red civil airway No. 85 (Akron, Ohio, to Altoona, Pa.).
600.286 Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).
600.287 Red civil airway No. 87 (Hawaiian Islands).
600.288 Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).
600.289 Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.).
600.290 Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).
600.291 Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.).
600.292 Red civil airway No. 920 (Sault Ste. Marie, Mich., to United States-Canadian Border).
600.293 Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.).
600.294 Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).
600.295 Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.).
600.296 Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.).
600.297 Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).
600.298 Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.).
600.299 Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska).
600.300 Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.).
600.302 Red civil airway No. 102 (Louisville, Ky., to Huntington, W. Va.).
600.303 Red civil airway No. 103 (Kenai, Alaska, to Middleton Island, Alaska).
600.304 Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.).
600.305 Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.).
600.306 Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.).
600.307 Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.).
600.308 Red civil airway No. 108 (Promontory Point, Utah, to Fort Bridger, Wyo.).
600.309 Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.).

BLUE CIVIL AIRWAYS

600.601 Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.).
600.602 Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.).
600.603 Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.).
600.604 Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border).
600.605 Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.).
600.606 Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.).
600.607 Blue civil airway No. 7 (Hollister, Calif., to Williams, Calif.).
600.608 Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).
600.609 Blue civil airway No. 9 (Springfield, Mo., to United States-Canadian Border).
600.610 Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).

Sec.
600.611 Blue civil airway No. 11 (Findlay, Ohio, to Dunkirk, N. Y.).
600.613 Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa).
600.614 Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).
600.615 Blue civil airway No. 15 (Huntington, W. Va., to Youngstown, Ohio).
600.616 Blue civil airway No. 16 (Waverly, Va. to Tappahannock, Va.).
600.617 Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).
600.618 Blue civil airway No. 18 (Philadelphia, Pa., to United States-Canadian Border).
600.619 Blue civil airway No. 19 (Key West, Fla., to Orlando, Fla.).
600.620 Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.).
600.622 Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.)
600.623 Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.).
600.625 Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska).
600.626 Blue civil airway No. 26 (Anchorage, Alaska, to Nenana, Alaska).
600.627 Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
600.628 Blue civil airway No. 28 (Charleston, S. C., to Bulls Gap, Tenn.).
600.629 Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).
600.630 Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.).
600.631 Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.).
600.632 Blue civil airway No. 32 (Skwentna, Alaska, to Talkeetna, Alaska).
600.633 Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.).
600.634 Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).
600.635 Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.).
600.636 Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.).
600.637 Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).
600.638 Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).
600.639 Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).
600.640 Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).
600.641 Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).
600.642 Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).
600.643 Blue civil airway No. 43 (Delta Island, Alaska, to Willow, Alaska).
600.644 Blue civil airway No. 44 (Indianapolis, Ind., to United States-Canadian Border).
600.645 Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.).
600.646 Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.).
600.647 Blue civil airway No. 47 (Blackstone, Va., to Dunkirk, N. Y.).
600.649 Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).
600.651 Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).
600.652 Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).
600.653 Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).
600.654 Blue civil airway No. 54 (Evergreen, Calif., to Hamilton AFB, Calif.).
600.655 Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).
600.656 Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).

Sec.
600.657 Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).
600.658 Blue civil airway No. 58 (Nantucket, Mass., to Squantum, Mass.).
600.659 Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.).
600.660 Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).
600.661 Blue civil airway No. 61 (Springfield, Mo., to Kansas City, Mo.).
600.663 Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.).
600.664 Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).
600.665 Blue civil airway No. 65 (Shuyak, Alaska, to Homer, Alaska).
600.666 Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).
600.667 Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).
600.668 Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).
600.670 Blue civil airway No. 70 (Waco, Tex., to Tulsa, Okla.).
600.669 Blue civil airway No. 69 (St. Louis, Mo., to Quincy, Ill.).
600.671 Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash).
600.672 Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).
600.674 Blue civil airway No. 74 (Willard, N. Mex., to Otto, N. Mex.).
600.675 Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).
600.676 Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).
600.677 Blue civil airway No. 77 (Promontory Point, Utah, to Corinne, Utah).
600.678 Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).
600.679 Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).
600.680 Blue civil airway No. 80 (Unalakleet, Alaska, to, Moses Point Alaska).
600.681 Blue civil airway No. 81 (Charleston, W. Va., to Akron, Ohio).
600.684 Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine).
600.685 Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.)
600.686 Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.).
600.687 Blue civil airway No. 87 (Lexington, Ky., to Dayton, Ohio).

OTHER CIVIL AIRWAYS

600.1004 Winslow, Ariz., to Las Vegas, Nev., civil airway.

## Subpart C—VOR Civil Airways

DOMESTIC VOR CIVIL AIRWAYS

600.6001 VOR civil airway No. 1 (Charleston, S. C., to New York, N. Y.).
600.6002 VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
600.6003 VOR civil airway No. 3 (Key West, Fla., to Bangor, Maine).
600.6004 VOR civil airway No. 4 (Seattle, Wash., to Washington, D. C.).
600.6005 VOR civil airway No. 5 (Jacksonville, Fla., to Cleveland, Ohio).
600.6006 VOR civil airway No. 6 (Oakland, Calif., to New York, N. Y.).
600.6007 VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wis.).
600.6008 VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.).
600.6009 VOR civil airway No. 9 (New Orleans, La., to Milwaukee, Wis.).
600.6010 VOR civil airway No. 10 (Pueblo, Colo., to New York, N. Y.).
600.6011 VOR civil airway No. 11 (Houston, Tex., to Detroit, Mich.).
600.6012 VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.).
600.6013 VOR civil airway No. 13 (Houston, Tex., to Duluth, Minn.).
600.6014 VOR civil airway No. 14 (Roswell, N. Mex., to Boston, Mass.).
600.6015 VOR civil airway No. 15 (Galveston, Tex., to Minot, N. Dak.).
600.6016 VOR civil airway No. 16 (Los Angeles, Calif., to Salem, Conn.).
600.6017 VOR civil airway No. 17 (Laredo, Tex., to Goodland, Kans.).
600.6018 VOR civil airway No. 18 (Dallas, Tex., to Charleston, S. C.).
600.6019 VOR civil airway No. 19 (El Paso, Tex., to Great Falls, Mont.).
600.6020 VOR civil airway No. 20 (Laredo, Tex., to Richmond, Va.).
600.6021 VOR civil airway No. 21 (Long Beach, Calif., to United States-Canadian Border).
600.6022 VOR civil airway No. 22 (New Orleans, La., to Jacksonville, Fla.).
600.6023 VOR civil airway No. 23 (San Diego, Calif., to Bellingham, Wash.).
600.6024 VOR civil airway No. 24 (Aberdeen, S. Dak., to Redwood Falls, Minn.).
600.6025 VOR civil airway No. 25 (Los Angeles, Calif., to Ellensburg, Wash.).
600.6026 VOR civil airway No. 26 (Cherokee, Wyo., to Cleveland, Ohio).
600.6027 VOR civil-airway No. 27 (Los Angeles, Calif., to Seattle, Wash.).
600.6028 VOR civil airway No. 28 (Oakland, Calif., to Reno, Nev.).
600.6029 VOR civil airway No. 29 (Salisbury, Md., to United States-Canadian Border).
600.6030 VOR civil airway No. 30 (Milwaukee, Wis., to Nantucket, Mass.).
600.6031 VOR civil airway No. 31 (Baltimore, Md., to Rochester, N. Y.).
600.6032 VOR civil airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.).
600.6033 VOR civil airway No. 33 (Baltimore, Md., to Buffalo, N. Y.).
600.6034 VOR civil airway No. 34 (Rochester, N. Y., to Wilton, Conn.).
600.6035 VOR civil airway No. 35 (Tallahassee, Fla., to Syracuse, N. Y.).
600.6036 VOR civil airway No. 36 (Buffalo, N. Y., to New York, N. Y.).
600.6037 VOR civil airway No. 37 (Elkins, W. Va., to Erie, Pa.).
600.6038 VOR civil airway No. 38 (Chicago, Ill., to Elkins, W. Va.).
600.6039 VOR civil airway No. 39 (South Boston, Va., to Kennebunk, Maine).
600.6040 VOR civil airway No. 40 (Cleveland, Ohio, to Pittsburgh, Pa.).
600.6041 VOR civil airway No. 41 (Pittsburgh, Pa., to Youngstown, Ohio).
600.6042 VOR civil airway No. 42 (Detroit, Mich., to Washington, D. C.).
600.6043 VOR civil airway No. 43 (Columbus, Ohio, to Erie, Pa.).
600.6044 VOR civil airway No. 44 (Louisville, Ky., to Baltimore, Md.).
600.6045 VOR civil airway No. 45 (Lexington, Ky., to Lansing, Mich.).
600.6046 VOR civil airway No. 46 (New York, N. Y., to Nantucket, Mass.).
600.6047 VOR civil airway No. 47 (Louisville, Ky., to Detroit, Mich.).
600.6048 VOR civil airway No. 48 (Burlington, Iowa, to Pontiac, Ill.).
600.6049 VOR civil airway No. 49 (Dillon, Mont., to Great Falls, Mont.).
600.6050 VOR civil airway No. 50 (St. Joseph, Mo., to Indianapolis, Ind.).
600.6051 VOR civil airway No. 51 (Miami, Fla., to Chicago, Ill.).
600.6052 VOR civil airway No. 52 (Des Moines, Iowa, to St. Louis, Mo.).
600.6053 VOR civil airway No. 53 (Charleston, S. C. to Milwaukee, Wis.).
600.6054 VOR civil airway No. 54 (Texarkana, Ark., to Charlotte, N. C.).
600.6055 VOR civil airway No. 55 (Dayton, Ohio, to Green Bay, Wis.).
600.6056 VOR civil airway No. 56 (Montgomery, Ala., to Florence, S. C.).
600.6057 VOR civil airway No. 57 (Graham, Tenn., to Chicago, Ill.).
600.6058 VOR civil airway No. 58 (Pittsburgh, Pa., to Hartford, Conn.).
600.6059 VOR civil airway No. 59 (Evansville, Ind., to Moline, Ill.).
600.6060 VOR civil airway No. 60 (Albuquerque, N. Mex., to Tucumcari, N. Mex.).
600.6061 VOR civil airway No. 61 (Fort Worth, Tex., to Lawton, Okla.).
600.6062 VOR civil airway No. 62 (Santa Fe, N. Mex., to Anton Chico, N. Mex.).
600.6063 VOR civil airway No. 63 (McAlester, Okla., to Milwaukee, Wis.).
600.6064 VOR civil airway No. 64 (Long Beach, Calif., to Blythe, Calif.).
600.6065 VOR civil airway No. 65 (Bonner Springs, Kans., to St. Joseph, Mo.).
600.6066 VOR civil airway No. 66 (San Diego, Calif., to Midland, Tex.).
600.6067 VOR civil airway No. 67 (Waterloo, Iowa, to Rochester, Minn.).
600.6068 VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.).
600.6069 VOR civil airway No. 69 (Little Rock, Ark., to Chicago, Ill.).
600.6070 VOR civil airway No. 70 Corpus Christi, Tex., to Baton Rouge, La.).
600.6071 VOR civil airway No. 71 (Pine Bluff, Ark., to Kansas City, Mo.).
600.6072 VOR civil airway No. 72 (Vichy, Mo., to Albany, N. Y.).
600.6073 VOR civil airway No. 73 (Tulsa, Okla., to Salina, Kans.).
600.6074 VOR civil airway No. 74 (Anthony, Kans., to Little Rock, Ark.).
600.6075 VOR civil airway No. 75 (Richmond, Va., to Cleveland, Ohio).
600.6076 VOR civil airway No. 76 (Lubbock, Tex., to Galveston, Tex.).
600.6077 VOR civil airway No. 77 (San Angelo Tex., to Des Moines, Iowa).
600.6078 VOR civil airway No. 78 (Huron, S. Dak., to Minneapolis, Minn.).
600.6079 VOR civil airway No. 79 (Culberson, Tex., to Lubbock, Tex.).
600.6080 VOR civil airway No. 80 (Sioux Falls, S. Dak., to Redwood Falls, Minn.).
600.6081 VOR civil airway No. 81 (Midland, Tex., to Amarillo, Tex.).
600.6082 VOR civil airway No. 82 (Minneapolis, Minn., to La Crosse, Wis.).
600.6083 VOR civil airway No. 83 (Carlsbad, N. Mex., to Santa Fe, N. Mex.).
600.6084 VOR civil airway No. 84 (Bradford, Ill., to Flint, Mich.).
600.6085 VOR civil airway No. 85 (Rock River, Wyo., to Casper, Wyo.).
600.6086 VOR civil airway No. 86 (Butte, Mont., to Bozeman, Mont.).
600.6087 VOR civil airway No. 87 (Gila Bend, Ariz., to Hassayampa, Ariz.).
600.6088 VOR civil airway No. 88 (Tulsa, Okla., to Mansfield, Ohio).
600.6089 VOR civil airway No. 89 (Cheyenne, Wyo., to Rapid City, S. Dak.).
600.6091 VOR civil airway No. 91 (New York, N. Y., to Plattsburg, N. Y.).
600.6092 VOR civil airway No. 92 (Chicago, Ill., to Washington, D. C.).

Sec.
600.6093 VOR civil airway No. 93 (Washington, D. C., to Presque Isle, Maine).
600.6094 VOR civil airway No. 94 (Salt Flat, Tex., to Hobbs, N. Mex.).
600.6095 VOR civil airway No. 95 (Phoenix, Ariz., to Winslow, Ariz.).
600.6096 VOR civil airway No. 96 (Lafayette, Ind., to Detroit, Mich.).
600.6097 VOR civil airway No. 97 (Miami, Fla., to Minneapolis, Minn.).
600.6098 VOR civil airway No. 98 (Fort Wayne, Ind., to Erie, Pa.).
600.6099 VOR civil airway No. 99 (Lafayette, La., to Baton Rouge, La.).
600.6100 VOR civil airway No. 100 (San Francisco, Calif., to Fresno, Calif.).
600.6101 VOR civil airway No. 101 (Ogden, Utah to Burley, Idaho).
600.6102 VOR civil airway No. 102 (Lubbock, Tex., to Wichita Falls, Tex.).
600.6103 VOR civil airway No. 103 (Elkins, W. Va., to Cleveland, Ohio).
600.6104 VOR civil airway No. 104 (United States-Canadian Border to Plattsburg, N. Y.).
600.6105 VOR civil airway No. 105 (Phoenix, Ariz., to Las Vegas, Nev.).
600.6106 VOR civil airway No. 106 (Charleston, W. Va., to Kennebunk, Maine).
600.6107 VOR civil airway No. 107 (Los Angeles, Calif., to Red Bluff, Calif.).
600.6109 VOR civil airway No. 109 (Paso Robles, Calif., to Fresno, Calif.).
600.6110 VOR civil airway No. 110 (San Francisco, Calif., to Altamont, Calif.).
600.6111 VOR civil airway No. 111 (Salinas, Calif., to Los Banos, Calif.).
600.6112 VOR civil airway No. 112 (Portland, Oreg., to Spokane, Wash.).
600.6113 VOR civil airway No. 113 (Paso Robles, Calif., to Reno, Nev.).
600.6114 VOR civil airway No. 114 (Pueblo, Colo., to New Orleans, La.).
600.6115 VOR civil airway No. 115 (Crestview, Fla., to Charleston, W. Va.).
600.6116 VOR civil airway No. 116 (Kansas City, Mo., to New York, N. Y.).
600.6117 VOR civil airway No. 117 (El Centro, Calif., to Daggett, Calif.).
600.6118 VOR civil airway No. 118 (Rock River, Wyo., to Cheyenne, Wyo.).
600.6119 VOR civil airway No. 119 (Huntington, W. Va., to Bradford, Pa.).
600.6120 VOR civil airway No. 120 (Mullen Pass, Mont., to Miles City, Mont.).
600.6121 VOR civil airway No. 121 (North Bend, Oreg., to Eugene, Oreg.).
600.6122 VOR civil airway No. 122 (Crescent City, Calif., to Klamath Falls, Oreg.).
600.6123 VOR civil airway No. 123 (Newport, Oreg., to Newberg, Oreg.).
600.6124 VOR civil airway No. 124 (Burley, Idaho, to Pocatello, Idaho).
600.6125 VOR civil airway No. 125 (Anthony, Kans., to Hutchinson, Kans.).
600.6126 VOR civil airway No. 126 (Chicago, Ill., to New York, N. Y.).
600.6127 VOR civil airway No. 127 (Livingston, Mont., to Helena, Mont.).
600.6128 VOR civil airway No. 128 (Chicago, Ill., to New Bern, N. C.).
600.6129 VOR civil airway No. 129 (Dixon, Ill., to Eau Claire, Wis.).
600.6130 VOR civil airway No. 130 (Albany, N. Y., to Providence, R. I.).
600.6131 VOR civil airway No. 131 (Ponca City, Okla., to Topeka, Kans.).
600.6132 VOR civil airway No. 132 (Cheyenne, Wyo., to Hutchinson, Kans.).
600.6133 VOR civil airway No. 133 (Parkersburg, W. Va., to Flint, Mich.).

Sec.
600.6134 VOR civil airway No. 134 (Evergreen, Ala., to Atlanta, Ga.).
600.6135 VOR civil airway No. 135 (Yuma, Ariz., to Las Vegas, Nev.).
600.6136 VOR civil airway No. 136 (Pulaski, Va., to Raleigh, N. C.).
600.6137 VOR civil airway No. 137 (San Bernardino, Calif., to Salinas, Calif.).
600.6138 VOR civil airway No. 138 (Rock River, Wyo., to Sidney, Nebr.).
600.6139 VOR civil airway No. 139 (Norwich, Conn., to Boston, Mass.).
600.6140 VOR civil airway No. 140 (Amarillo, Tex., to New York, N. Y.).
600.6141 VOR civil airway No. 141 (Nantucket, Mass., to Plattsburg, N. Y.).
600.6142 VOR civil airway No. 142 (Buffalo, N. Y., to Rochester, N. Y.).
600.6143 VOR civil airway No. 143 (Charlotte, N. C., to Washington, D. C.).
600.6144 VOR civil airway No. 144 (Chicago, Ill., to Washington, D. C.).
600.6145 VOR civil airway No. 145 (Utica, N. Y., to United States-Canadian Border).
600.6146 VOR civil airway No. 146 (Poughkeepsie, N. Y., to Woodstock, Conn.).
600.6147 VOR civil airway No. 147 (Philadelphia, Pa., to Rochester, N. Y.).
600.6148 VOR civil airway No. 148 (Thurman, Colo., to North Platte, Nebr.).
600.6149 VOR civil airway No. 149 (Allentown, Pa., to Utica, N. Y.).
600.6150 VOR civil airway No. 150 (Sacramento, Calif., to Reno, Nev.).
600.6151 VOR civil airway No. 151 (Woonsocket, R. I., to Keene, N. H.).
600.6152 VOR civil airway No. 152 (Tampa, Fla., to Daytona Beach, Fla.).
600.6153 VOR civil airway No. 153 (New York, N. Y., to Wilkes-Barre, Pa.).
600.6154 VOR civil airway No. 154 (Meridian, Miss., to Macon, Ga.).
600.6155 VOR civil airway No. 155 (Gordonsville, Va., to Front Royal, Va.).
600.6156 VOR civil airway No. 156 (Elkins, W. Va., to Gordonsville, Va.).
600.6157 VOR civil airway No. 157 (Wilmington, N. C., to Richmond, Va.).
600.6158 VOR civil airway No. 158 (Iowa Falls, Iowa, to Waterloo, Iowa).
600.6159 VOR civil airway No. 159 (Miami, Fla., to Albany, Ga.).
600.6160 VOR civil airway No. 160 (Denver, Colo., to Sidney, Nebr.).
600.6161 VOR civil airway No. 161 (Tulsa, Okla., to Minneapolis, Minn.).
600.6162 VOR civil airway No. 162 (Harrisburg, Pa., to Allentown, Pa.).
600.6163 VOR civil airway No. 163 (Waco, Tex., to Oklahoma City, Okla.).
600.6164 VOR civil airway No. 164 (Bradford, Pa., to New York, N. Y.).
600.6165 VOR civil airway No. 165 (Long Beach, Calif., to Palmdale, Calif.).
600.6166 VOR civil airway No. 166 (Martinsburg, W. Va., to Philadelphia, Pa.).
600.6167 VOR civil airway No. 167 (New York, N. Y., to Hartford, Conn.).
600.6168 VOR civil airway No. 168.
600.6169 VOR civil airway No. 169 (Sidney, Nebr., to Rapid City, S. Dak.).
600.6170 VOR civil airway No. 170 (Erie, Pa., to Philadelphia, Pa.).
600.6171 VOR civil airway No. 171 (Louisville Ky., to Madison, Wis.).
600.6172 VOR civil airway No. 172 (Iowa City, Iowa, to Chicago, Ill.).

Sec.
600.6173 VOR civil airway No. 173 (Springfield, Ill., to Chicago, Ill.).
600.6174 VOR civil airway No. 174 (St. Louis, Mo., to Washington, D. C.).
600.6175 VOR civil airway No. 175 (Vichy, Mo., to Columbia, Mo.).
600.6176 VOR civil airway No. 176 (Centralia, Ill., to Scotland, Ind.).
600.6177 VOR civil airway No. 177 (Chicago, Ill., to Janesville, Wis.).
600.6178 VOR civil airway No. 178 (Farmington, Mo., to Paducah, Ky.).
600.6179 VOR civil airway No. 179 (Paducah, Ky., to Centralia, Ill.).
600.6180 VOR civil airway No. 180 (Lansing, Mich., to Selfridge, Mich.).
600.6181 VOR civil airway No. 181 (Sioux Falls, S. Dak., to Watertown, S. Dak.).
600.6182 VOR civil airway No. 182 (Portland, Oreg., to Baker, Oreg.).
600.6183 VOR civil airway No. 183 (Santa Barbara, Calif., to Bakersfield, Calif.).
600.6184 VOR civil airway No. 184 (Erie, Pa., to Philipsburg, Pa.).
600.6185 VOR civil airway No. 185 (Augusta, Ga., to Knoxville, Tenn.).
600.6186 VOR civil airway No. 186 (St. Louis, Mo., to Scotland, Ind.).
600.6187 VOR civil airway No. 187 (Chicago, Ill., to Milwaukee, Wis.).
600.6188 VOR civil airway No. 188 (Detroit, Mich., to New York, N. Y.).
600.6189 VOR civil airway No. 189 (Pittsburgh, Pa., to Brookville, Pa.).
600.6190 VOR civil airway No. 190 (Grants, N. Mex., to Evansville, Ind.).
600.6191 VOR civil airway No. 191 (Walnut Ridge, Ark., to Chicago, Ill.).
600.6192 VOR civil airway No. 192 (Grants, N. Mex., to Tucumcari, N. Mex.).
600.6193 VOR civil airway No. 193 (Grand Rapids, Mich., to Traverse City, Mich.).
600.6194 VOR civil airway No. 194 (Royston, Ga., to Norfolk, Va.).
600.6195 VOR civil airway No. 195 (Oakland, Calif., to Red Bluff, Calif.).
600.6196 VOR civil airway No. 196 (Rock River, Wyo., to Chadron, Nebr.).
600.6197 VOR civil airway No. 197 (Toledo, Ohio, to Detroit, Mich.).
600.6198 VOR civil airway No. 198 (San Antonio, Tex., to Galveston, Tex.).
600.6199 VOR civil airway No. 199 (San Francisco, Calif., to Fresno, Calif.).
600.6200 VOR civil airway No. 200 (Ukiah, Calif., to Reno, Nev.).
600.6201 VOR civil airway No. 201 (Los Angeles, Calif., to Pasadena, Calif.).
600.6202 VOR civil airway No. 202 (Tucson, Ariz., to Cochise, Ariz.).
600.6203 VOR civil airway No. 203 (Albany, N. Y., to Massena, N. Y.).
600.6204 VOR civil airway No. 204 (Hoquiam, Wash., to Olympia, Wash.).
600.6205 VOR civil airway No. 205 (Springfield, Mo., to Kansas City, Mo.).
600.6206 VOR civil airway No. 206 (Blue Springs, Mo., to Kirksville, Mo.).
600.6207 VOR civil airway 207 (Denver, Colo., to Egbert, Wyo.).
600.6208 VOR civil airway 208 (Thermal, Calif., to Needles, Calif.).
600.6209 VOR civil airway No. 209 (Los Angeles, Calif., to Paso Robles, Calif.).
600.6211 VOR civil airway No. 211 (Cotulla, Tex., to Junction, Tex.).
600.6213 VOR civil airway No. 213 (Rocky Mount, N. C., to Boykin, Va.).
600.6223 VOR civil airway 223 (Herndon, Va., to Harrisburg, Pa.).

HAWAIIAN VOR CIVIL AIRWAYS

600.6401 Hawaiian VOR civil airway No. 1.
600.6402 Hawaiian VOR civil airway No. 2.
600.6403 Hawaiian VOR civil airway No. 3.

600.6404 Hawaiian VOR civil airway No. 4.
600.6405 Hawaiian VOR civil airway No. 5.
600.6406 Hawaiian VOR civil airway No. 6.
600.6407 Hawaiian VOR civil airway No. 7.
600.6408 Hawaiian VOR civil airway No. 8.
600.6409 Hawaiian VOR civil airway No. 9.
600.6410 Hawaiian VOR civil airway No. 10.

AUTHORITY: §§ 600.1 to 600.6410 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 302, 52 Stat. 985, as amended; 49 U. S. C. 452.

SUBPART A—INTRODUCTION

§ 600.1 *Basis and purpose.* The basis of this part is found in sections 205 and 302 of the Civil Aeronautics Act of 1938, as amended. The purpose of this part is to designate civil airways in order to provide suitable and, insofar as possible, safe routes for aircraft operating in interstate, overseas, or foreign air commerce.

§ 600.2 *Explanation of terms.* As used in this part, "civil airway" shall mean a path through the navigable airspace of the United States suitable for interstate, overseas, or foreign air commerce. Civil airways are classified as follows:

(a) Colored civil airways: (1) Green civil airways, (2) Amber civil airways, (3) Red civil airways, (4) Blue civil airways.

(b) VOR civil airways: (1) Even numbered civil airways, (2) Odd numbered civil airways.

(c) As used in this part the term "mile" means "statute mile" unless otherwise specified in this part.

§ 600.3 *Scope.* (a) Except where otherwise provided in Subpart B and in Subpart C, each civil airway shall include the navigable airspace of the United States above all that area on the surface of the earth lying within 5 miles of the center of the center line prescribed for each such airway, but shall not include any of the airspace of an airspace reservation as provided for in section 4 of the Air Commerce Act of 1926, as amended.

(b) The center line of each civil airway shall be a line extended in the manner prescribed in this subpart through the center of the points or intersections specified for such airway.

(c) Except where otherwise provided in Subpart C, one or more alternate VOR civil airways shall be established between specified points along, and shall be a part of, each VOR civil airway. The center line of an alternate VOR civil airway shall depart from and return to the main VOR civil airway via the intersection of radials having an angle of 15 degrees (unless otherwise specified) separation from the main VOR civil airway.

§ 600.4 *Directions of airways.* Green and red colored civil airways and even numbered VOR civil airways normally are designated in a westerly to easterly direction between their initial and final terminals, even though portions of such airways may deviate from the westerly to easterly direction between any two or more intermediate points. Amber and blue colored civil airways and odd numbered VOR civil airways normally are designated in a southerly to northerly direction between their initial and final terminals, even though portions of such airways may deviate from the southerly to northerly direction between any two or more intermediate points.

§ 600.10 *Designation of civil airways.* The paths through the navigable airspace of the United States described in Subpart B and Subpart C are designated as civil airways.

SUBPART B—COLORED CIVIL AIRWAYS

GREEN CIVIL AIRWAYS

§ 600.11 *Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine)* That airspace over United States territory lying within 2 miles either side of the southwest course of the Vancouver, British Columbia, radio range between the intersection of the north course of the Patricia Bay, British Columbia, radio range and the southwest course of the Vancouver, British Columbia, radio range and the Vancouver, British Columbia, radio range station. That airspace over United States territory lying within 5 miles either side of direct lines from the Megantic, Quebec, Canada, radio range station via the Millinocket, Maine, radio range station to the Fredericton, New Brunswick, radio range station.

§ 600.12 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* From the King County Airport, Seattle, Wash., via the Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Mullan Pass, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range; Bozeman, Mont., radio range station; the intersection of the southeast course of the Bozeman, Mont., radio range and the west course of the Livingston, Mont., radio range; Livingston, Mont., radio range station; Billings, Mont., radio range station; Miles City, Mont., radio range station; the intersection of the northeast course of the Miles City, Mont., radio range and the west course of the Dickinson, N. Dak., radio range; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; the intersection of the east course of the Jamestown, N. Dak., radio range and the west course of the Fargo, N. Dak., radio range; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; the intersection of the southeast course of the La Crosse, Wis., radio range and the west course of the Madison, Wis., radio range; Madison, Wis., radio range station; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; the intersection of the east course of the Lansing, Mich., radio range and the north course of the Detroit, Mich., radio range; Detroit, Mich., radio range station to the intersection of the east course of the Detroit, Mich., radio range and the United States-Canadian Border. From the intersection of the east course of the Clear Creek, Ontario, Canada, radio range and the United States-Canadian Border via the intersection of the east course of the Clear Creek, Ontario, Canada, radio range and the southwest course of the Buffalo, N. Y., radio range; Buffalo, N. Y., radio range station; the intersection of the east course of the Buffalo, N. Y., radio range and the southwest course of the Rochester, N. Y., radio range; Rochester, N. Y., radio range station; the intersection of the southeast course of the Rochester, N. Y., radio range and the west course of the Syracuse, N. Y., radio range; Syracuse, N. Y., radio range station; Albany, N. Y., radio range station; Westfield, Mass., radio range station; the intersection of the southeast course of the Westfield, Mass., radio range and the southwest course of the Boston, Mass., radio range to the Boston, Mass., radio range station.

§ 600.13 *Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).* From the intersection of the northwest course of the San Francisco, Calif., radio range and the southwest course of the Travis AFB, Fairfield, Calif., radio range via the San Francisco, Calif., radio range station; Oakland, Calif., radio range station; Sacramento, Calif., radio range station; the intersection of the northeast course of the Sacramento, Calif., radio range and the southwest course of the Reno, Nev., radio range; Reno, Nev., radio range station; Humboldt, Nev., radio range station; Battle Mountain, Nev., radio range station; Elko, Nev., radio range station; the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; the intersection of the northwest course of the Laramie, Wyo., radio range and the northwest course of the Cheyenne, Wyo., radio range; Cheyenne, Wyo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Goshen, Ind., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; the intersection of the east course of the Youngstown, Ohio, radio range and the west course of the Philipsburg, Pa., radio range; Philips-

burg, Pa., radio range station; Allentown, Pa., radio range station; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia) radio range to the New York, N. Y. (LaGuardia), radio range station.

§ 600.14 *Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.)* From the Camarillo, Calif., radio range station via the Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; Zuni, N. Mex., radio range station to Albuquerque, N. Mex., radio range station excluding the portion which overlaps Albuquerque restricted area (R-313) Otto, N. Mex., radio range station; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Gage, Okla., radio range; Gage, Okla., radio range station; Wichita, Kans., radio range station; Kansas City, Mo., radio range station; the intersection of the northeast course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the east course of the Indianapolis, Ind., radio range and the west course of the Columbus, Ohio, radio range; Columbus, Ohio, radio range station; Wheeling, W Va., nondirectional radio beacon; Pittsburgh, Pa., radio range station; New Alexandria, Pa., nondirectional radio beacon; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station to the Municipal Airport, Philadelphia, Pa.

§ 600.15 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.)* From the Los Angeles, Calif., radio range station via the Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the west course of the Blythe, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; Cochise, Ariz., radio range station; Columbus, N. Mex., radio range station, El Paso, Tex., radio range station, excluding the portion which lies outside the continental United States; Salt Flat, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Sulphur Springs, Tex., nondirectional radio beacon; Texarkana, Ark., radio range station; Pine Bluff, Ark., nondirectional radio beacon, Memphis, Tenn., radio range station; Jackson, Tenn., radio range station; Nashville, Tenn., radio range station; the intersection of the northeast course of the Nashville, Tenn., radio range and the northwest course of the Smithville, Tenn., radio range; Smithville, Tenn., radio range station; the intersection of the southeast course of the Smithville, Tenn., radio range and the west course of the Knoxville, Tenn., radio range; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Pulaski, Va., radio range station, Roanoke, Va., radio range station; Gordonsville, Va., radio range station, the intersection of the northeast course of the Gordonsville, Va., radio range and the south course of the Washington, D. C., radio range; Andrews, Md., radio range station; Millville, N. J., radio range station; the intersection of the northeast course of the Millville, N. J., radio range and the southwest course of the Mitchel AFB, N. Y., radio range; the Mitchel AFB, N. Y., radio range station; the intersection of the northeast course of the Mitchel AFB, N. Y., radio range and the southwest course of the Boston, Mass., radio range to the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Westfield, Mass., radio range

§ 600.16 *Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.)* From the Laredo, Tex., radio range station via the Alice, Tex., radio range station; Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; the intersection of the southeast course of the Palacios, Tex., radio range and the southwest course of the Galveston, Tex., radio range; Galveston, Tex., radio range station; Lake Charles, La., radio range station; Lafayette, La., nondirectional radio beacon; New Orleans, La., radio range station via the intersection of the northeast course of the New Orleans, La., radio range and a line bearing 224° True from the Bay Minette, Ala., nondirectional radio beacon; Bay Minette, Ala., nondirectional radio beacon; Maxwell, AFB, Ala., radio range station; the intersection of the east course of the Maxwell AFB, Ala., radio range and the southwest course of the Atlanta, Ga., radio range; Atlanta Ga., radio range station; Spartanburg, S. C., radio range station; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; Richmond, Va., radio range station; Norfolk, Va., radio range station to the Norfolk Municipal Airport, Norfolk, Va.

§ 600.17 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska)* From the Nome, Alaska, radio range station via the Moses Point, Alaska, radio range station; the intersection of the east course of the Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station.

§ 600.18 *Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska)* From the Cold Bay, Alaska, radio range station via the King Salmon, Alaska, radio range station; the intersection of the northeast course of the King Salmon, Alaska, radio range and the west course of the Homer, Alaska, radio range; the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai, Alaska, radio range and the west course of the Anchorage (Merrill), Alaska, radio range to the Anchorage (Merrill), Alaska, radio range station. From the intersection of the northeast course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range via the Gulkana, Alaska, radio range station; the intersection of the northeast course of the Gulkana, Alaska, radio range and the southwest course of the Northway, Alaska, radio range to the Northway, Alaska, radio range station.

§ 600.19 *Green civil airway No. 9 (Hawaiian Islands)* From the intersection of the south course of the Port Allen, T. H., radio range and the southwest course of the Honolulu, T. H., radio range via the Honolulu, T. H., radio range station to the intersection of the northeast course of the Honolulu, T. H., radio range and the north course of the Hilo, T. H., radio range excluding the portion below 6,000 feet which overlaps the Kaneohe Naval Airspace Reservation.

§ 600.20 *Green civil airway No. 10 (United States-Canadian Border to Denver Colo.)* That airspace over United States territory from the Vancouver, British Columbia, Canada, radio range station via the Bellingham, Wash., radio range station; Everett, Wash., radio range station; Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; the intersection of the south course of the Ellensburg, Wash., radio range and the northwest course of the Yakima, Wash., radio range; Yakima, Wash., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; the intersection of the southeast course of the Boise, Idaho, radio range and the northwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; Malad City, Idaho, radio range station; the intersection of the southeast course of the Malad City, Idaho, radio range and the north course of the Fort Bridger, Wyo., radio range; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; Laramie, Wyo., radio range station; the intersection of the southeast course of the Laramie, Wyo., radio range and the north course of the Denver, Colo., radio range to the Denver, Colo., radio range station.

AMBER CIVIL AIRWAYS

§ 600.101 *Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska)* That airspace over United States territory from the intersection of

the southeast course of the San Diego, Calif., radio range and the United States-Mexican Border via the San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., Radio range; Long Beach, Calif., radio range station; Los Angeles, Calif., radio range station; Newhall, Calif., radio range station; Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; Sacramento, Calif., radio range station; Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station excluding the portion which overlaps the Fort Lewis, Wash., restricted area (R-244), Seattle, Wash., radio range station; the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, British Columbia, radio range; Patricia Bay, British Columbia, Canada, radio range station to the intersection of the north course of the Patricia Bay, British Columbia, radio range and the southeast course of the Comox, British Columbia, Canada, radio range, excluding the airspace which overlaps Albert Head restricted area (R-407) That airspace over United States territory from the Sandspit, British Columbia, radio range station via the intersection of the northwest course of the Sandspit, British Columbia, radio range and the southwest course of the Annette Island, Alaska, radio range; Sitka (Biorka Island), Alaska, radio range station; Yakutat, Alaska, radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the southeast course of the Hinchinbrook, Alaska, radio range; Hinchinbrook, Alaska, radio range station; the intersection of the northwest course of the Hinchinbrook, Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station; Skwentna, Alaska, radio range station; Puntilla Lake, Alaska, nondirectional radio beacon; Farewell, Alaska, radio range station; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station to the Nome, Alaska, radio range station.

§ 600.102 *Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska)* From the intersection of the southwest course of the Long Beach, Calif., radio range and the south course of the Los Angeles, Calif., radio range via the Long Beach, Calif., radio range station; the intersection of the northeast course of the Long Beach, Calif., radio range and the east course of the Los Angeles, Calif., radio range; Daggett, Calif., radio range station; Good Springs, Nev., nondirectional radio beacon; Las Vegas, Nev., radio range station; the interection of the northeast course of the Las Vegas, Nev., radio range and the southwest course of the Enterprise, Utah, radio range; Enterprise, Utah, radio range station; thence via Latitude 38°24'30", Longitude 113°01'40" Delta, Utah, radio range station; the intersection of the northeast course of the Delta, Utah, radio range and the south course of the Salt Lake City, Utah, radio range; Salt Lake City, Utah, radio range station; Ogden, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; Idaho Falls, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Helena, Mont., radio range station; the intersection of the north course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station to the intersection of the northwest course of the Cut Bank, Mont., radio range and the United States-Canadian Border. From the intersection of the northwest course of the Snag, Yukon Territory, radio range and the United States-Canadian Border via the Northway, Alaska, radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range; Fairbanks, Alaska, radio range station; Bettles, Alaska, radio range station; Umiat, Alaska, nondirectional radio beacon to the Point Barrow, Alaska, nondirectional radio beacon.

§ 600.103 *Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.)* From the intersection of the west course of the El Paso, Tex., radio range and the south course of the Truth or Consequences, N. Mex., radio range via the Truth or Consequences, N. Mex., radio range station; to the Albuquerque, N. Mex., radio range station. From the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range, via the Las Vegas, N. Mex., radio range station; the intersection of the northeast course of the Las Vegas, N. Mex., radio range and the south course of the Trinindad, Colo., radio range; Trinindad, Colo., radio range station; Pueblo, Colo., radio range station; the intersection of the north course of the Pueblo, Colo., radio range and the south course of the Denver, Colo., radio range; Denver, Colo., radio range station; Cheyenne, Wyo., radio range station; the intersection of the north course of the Cheyenne, Wyo., radio range and the east course of the Casper, Wyo., radio range; Casper, Wyo., radio range station; the intersection of the north course of the Casper, Wyo., radio range and the southeast course of the Sheridan, Wyo., radio range; Sheridan, Wyo., radio range station; Billings, Mont., radio range station; the intersection of the northwest course of the Billings, Mont., radio range and the southeast course of the Lewistown, Mont., radio range and the Lewistown, Mont., radio range station; to the Great Falls, Mont., radio range station.

§ 600.104 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).* From the Municipal Airport, Brownsville, Tex., via the Brownsville, Tex., radio range station; the intersection of the northwest course of the Brownsville, Tex., radio range and the south course of the Alice, Tex., radio range; Alice, Tex., radio range station; the intersection of the north course of the Alice, Tex., radio range and the south course of the San Antonio, Tex., radio range; San Antonio, Tex., radio range station; the intersection of the north course of the San Antonio, Tex., radio range and the southwest course of the Austin, Tex., radio range; Austin, Tex., radio range station; Waco, Tex., radio range station; the intersection of the northwest course of the Waco, Tex., radio range and the south course of the Fort Worth, Tex., radio range; Fort Worth, Tex., radio range station; Oklahoma City, Okla., radio range station; the intersection of the southeast course of the Oklahoma City, Okla., radio range and the southwest course of the Tulsa, Okla., radio range; Tulsa, Okla., radio range station; the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range; Chanute, Kans., radio range station to the intersection of the northeast course of the Chanute, Kans., radio range and the southwest course of the Kansas City, Mo., radio range. From the Kansas City, Mo., radio range station via the Omaha, Nebr., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; Bismarck, N. Dak., radio range station; the intersection of the north course of the Bismarck, N. Dak., radio range and the southeast course of the Minot, N. Dak., radio range to the Minot, N. Dak., radio range station.

§ 600.105 *Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.)* From the Grand Isle, La., nondirectional radio marker beacon via Latitude 29°14'00", Longitude 90°09'00" New Orleans, La., radio range station; Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Memphis, Tenn., radio range station; Advance, Mo., radio range station; St. Louis, Mo., radio range station; the intersection of the north course of the St. Louis, Mo., radio range and the southwest course of the Springfield, Ill., radio range; Springfield, Ill., radio range station; Joliet, Ill., radio range station; the intersection of the northeast course of the Joliet, Ill., radio range and the south course of the Milwaukee, Wis., radio range to the Milwaukee, Wis., radio range station.

§ 600.106 *Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).* From the Jacksonville, Fla., radio range station via the Alma, Ga., radio range station; Macon, Ga., radio range station; Atlanta, Ga., radio range station; Chattanooga, Tenn., radio range station; Nashville, Tenn., radio range station; the intersection of the northwest course of the Nashville, Tenn., radio range and the southwest course of the Bowling Green, Ky., radio range; Bowling Green, Ky., radio range station; the intersection of the northeast course of the Bowling Green, Ky., radio range and the south course of the Louisville, Ky., radio range; Louisville,

Ky., radio range station; Cincinnati, Ohio, radio range station to the intersection of the northeast course of the Cincinnati, Ohio, radio range and the west course of the Columbus, Ohio, radio range. From the Columbus, Ohio, radio range station to the intersection of the northeast course of the Columbus, Ohio, radio range and the west course of the Cleveland, Ohio, radio range. From the intersection of the east course of the Cleveland, Ohio, radio range and the northeast course of the Akron, Ohio, radio range via the Perry, Ohio, nondirectional radio beacon to the intersection of the southwest course of the Clear Creek, Ontario, Canada, radio range and the United States-Canadian Border.

§ 600.107 *Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border)* From the Key West, Fla., radio range station via the intersection of the northeast course of the Key West, Fla., radio range and the southwest course of the Homestead, Fla., radio range; Homestead, Fla., radio range station; Miami, Fla., radio range station; the intersection of the east course of the Miami, Fla., radio range and the south course of the West Palm Beach, Fla., radio range; West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Jacksonville, Fla., radio range station; Savannah, Ga., radio range station; Charleston, S. C., radio range station, the intersection of the northeast course of the Charleston, S. C., radio range and the southeast course of the Florence, S. C., radio range; Florence, S. C., radio range station; the intersection of the northeast course of the Florence, S. C., radio range and the south course of the Raleigh, N. C., radio range; Raleigh, N. C., radio range station; Richmond, Va., radio range station; the intersection of the north course of the Richmond, Va., radio range and the southwest course of the Washington, D. C., radio range; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; Newark, N. J., radio range station; the intersection of the northeast course of the Newark, N. J., radio range and the northeast course of the New York, N. Y. (LaGuardia) radio range; Hartford, Conn., radio range station; the intersection of a direct line between the Hartford, Conn., radio range and the Bedford, Mass., nondirectional radio beacon (located at lat. 42°28'47" long. 71°23'21") with the west course of the Boston, Mass., radio range; Boston, Mass., radio range station; the intersection of the northeast course of the Boston, Mass., radio range and the southwest course of the Portland, Maine, radio range; Portland, Maine, radio range station; Augusta, Maine, radio range station; Millinocket, Maine, radio range station; Presque Isle, Maine, radio range station thence via a direct line between the Presque Isle, Maine, radio range station and the Mont Joli, Quebec, Canada, radio range station to the U. S.-Canadian Border.

§ 600.108 *Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.)* From the Los Angeles, Calif., radio range station via the intersection of the west course of the Los Angeles, Calif., radio range and the southeast course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station; Santa Barbara, Calif., radio range station to the intersection of the northwest course of the Santa Barbara, Calif., radio range and the southwest course of the Fresno, Calif., radio range. From the intersection of the northwest course of the San Francisco, Calif., radio range and the southwest course of the Travis AFB, Calif., radio range via the Travis AFB, Calif., radio range station to the intersection of the northeast course of the Travis AFB, Fairfield, Calif., radio range and the northwest course of the Sacramento, Calif., radio range. From the Red Bluff, Calif., radio range station via the Whitmore, Calif., radio range station; the intersection of the northeast course of the Whitmore, Calif., radio range and the south course of the Klamath Falls, Oreg., radio range; Klamath Falls, Oreg., radio range station; the intersection of the north course of the Klamath Falls, Oreg., radio range and the southwest course of the Redmond, Oreg., radio range; Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station, Yakima, Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range to the Ellensburg, Wash., radio range station.

§ 600.109 *Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.)* From the Charleston, S. C., radio range station via the Myrtle Beach, S. C., nondirectional radio beacon; Wilmington, N. C., nondirectional radio beacon; New Bern, N. C., nondirectional radio beacon; Williamston, N. C., VHF VAR radio range station, excluding the portions between 11,000 feet and 16,000 feet and between 23,000 feet and 45,000 feet above mean sea level, during the hours of darkness, which lie within the Cherry Point, N. C., night Restricted Area (R-125) the intersection of the north course of the Williamston, N. C., VHF VAR radio range and the southwest course of the Norfolk, Va., radio range to the Norfolk, Va., radio range station.

§ 600.110 *Amber civil airway No. 10 (Hawaiian Islands)* From the intersection of the west course of the Hilo, T. H., radio range and the south course of the Honolulu, T. H., radio range to the Honolulu, T. H., radio range station excluding the portion above 10,000 feet.

§ 600.111 *Amber civil airway No. 11 (Hawaiian Islands)* From the intersection of the south course of the Maui, T. H., radio range and the west course of the Hilo, T. H., radio range via the Maui, T. H., radio range station to the intersection of the north course of the Maui, T. H., radio range and the northeast course of the Honolulu, T. H., radio range.

§ 600.112 *Amber civil airway No. 12 (Hawaiian Islands)* From the intersection of the south course of the Hilo, T. H., radio range and point 37 miles south of the Hilo, T. H., radio range station via the Hilo, T. H., radio range station to the intersection of the north course of the Hilo, T. H., radio range and the northeast course of the Honolulu, T. H., radio range.

§ 600.113 *Amber civil airway No. 13 (Washington, D. C. to New York, N. Y.)* From the Riverdale, Md., nondirectional radio beacon via the intersection of a line bearing 63° True from the Riverdale nondirectional radio beacon and the south course of the Baltimore, Md., radio range; Baltimore, Md., radio range station; the intersection of the north course of the Baltimore, Md., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station to the Newark, N. J., radio range station.

§ 600.114 *Amber civil airway No. 14 (Washington, D. C., to New York, N. Y.)* From the Riverdale, Md., nondirectional radio beacon; the intersection of the south course of the Harrisburg, Pa., radio range and the west course of the Baltimore, Md., radio range; the intersection of the south course of the Harrisburg, Pa., radio range and the northeast course of the Arcola, Va., radio range; Lancaster, Pa., nondirectional radio beacon; Willow Grove, Pa. (Navy), radio range station; the intersection of the northeast course of the Willow Grove, Pa. (Navy), radio range and the east course of the Allentown, Pa., radio range to the Chatham, N. J., nondirectional radio beacon.

§ 600.115 *Amber civil airway No. 15 (Washington, D. C., to New York, N. Y.)* From the Riverdale, Md., nondirectional radio beacon via the intersection of a line bearing 63° True from the Riverdale nondirectional radio beacon and the south course of the Baltimore, Md., radio range; Baltimore, Md., radio range station; the intersection of the north course of the Baltimore, Md., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the LaGuardia, N. Y., radio range; the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the Idlewild, N. Y., radio range to the Idlewild, N. Y., radio range station.

§ 600.119 *Amber civil airway No. 19 (Washington, D. C. to New York, N. Y.)* From the Riverdale, Md., nondirectional radio beacon via the intersection of a line bearing 63° True from the Riverdale nondirectional beacon and the south course of the Baltimore, Md., radio range; Baltimore, Md., radio range station; the intersection of the north course of the Baltimore, Md., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course

of the LaGuardia, N. Y., radio range; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the LaGuardia, N. Y., radio range to the LaGuardia, N. Y., radio range station.

RED CIVIL AIRWAYS

§ 600.202 *Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.)* From the intersection of the southeast course of the Sheridan, Wyo., radio range and the north course of the Casper, Wyo., radio range via the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range to the Rapid City, S. Dak., radio range station.

§ 600.203 *Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.)* From the Philipsburg, Pa., radio range station to the Harrisburg, Pa., radio range station. From the Philadelphia, Pa., radio range station via the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia) radio range to the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia) radio range. From the New York, N. Y. (LaGuardia) radio range station to the intersection of the northeast course of the New York, N. Y. (LaGuardia) radio range and the northeast course of the Newark, N. J., radio range.

§ 600.204 *Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.)* From the Las Vegas, N. Mex., radio range station to the intersection of the southeast course of the Las Vegas, N. Mex., radio range and the west course of the Tucumcari, N. Mex., radio range.

§ 600.205 *Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.)* From the Sioux Falls, S. Dak., radio range station, via the Minneapolis, Minn., radio range station to the St. Paul Airport, St. Paul, Minn.

§ 600.206 *Red civil airway No. 6 (Denver Colo., to Omaha, Nebr.)* From the Denver, Colo., radio range station via the Akron, Colo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Lincoln, Nebr., radio range station to Omaha, Nebr., radio range station.

§ 600.207 *Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.)* From the intersection of the south course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range, via the Greenville, S. C., radio range station to the intersection of the east course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range. From the intersection of the northeast course of the Spartanburg, S. C., radio range and the west course of the Charlotte, N. C., radio range, via the Charlotte, N. C., radio range station to the intersection of the north course of the Charlotte, N. C., radio range and the southwest course of the Greensboro, N. C., radio range. From the intersection of the southwest course of the Greensboro, N. C., radio range and the southeast course of the Winston-Salem, N. C., radio range via the Winston-Salem, N. C., radio range station and the Winston-Salem, N. C., Municipal Airport to the Greensboro, N. C., radio range station.

§ 600.208 *Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.)* From the intersection of the west course of the Wright-Patterson AFB radio range, Fairfield, Ohio, and the northwest course of the Cincinnati, Ohio, radio range via the Wright-Patterson AFB radio range station; the intersection of the east course of the Wright-Patterson AFB radio range and the south course of the Columbus, Ohio, radio range; the Zanesville, Ohio, non-directional radio beacon; the Bergholz, Ohio, non-directional radio beacon; the Butler, Pa., non-directional radio beacon; the Brookville, Pa., non-directional radio beacon; the intersection of the southwest course of the Elmira, N. Y., radio range and the west course of the Williamsport, Pa., radio range; Williamsport, Pa., radio range station; Crystal Lake, Pa., non-directional radio beacon to the Newark, N. J., radio range station.

§ 600,209 *Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.)* From the San Diego, Calif., radio range station via the intersection of the east course of the San Diego, Calif., radio range and the west course of the El Centro, Calif., radio range; El Centro, Calif., radio range station; Yuma, Ariz., radio range station, excluding the portion which lies outside the continental United States; the intersection of the east course of the Yuma, Ariz., radio range and the west course of the Gila Bend, Ariz., radio range; Gila Bend, Ariz., radio range station to the intersection of the east course of the Gila Bend, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range.

§ 600.210 *Red civil airway No. 10 (Amarillo, Tex., to Charleston, S. C.)* From the Amarillo, Tex., radio range station via the Wichita Falls, Tex., radio range station; the intersection of the southeast course of the Wichita Falls, Tex., radio range and the north course of the Fort Worth, Tex., radio range; Dallas, Tex., radio range station; Shreveport, La., radio range station; Monroe, La., radio range station; Jackson, Miss., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; the intersection of the east course of the Birmingham, Ala., radio range and the west course of the Campbellton, Ga., radio range; Campbellton, Ga., radio range station; Atlanta, Ga., radio range station, excluding the portion below 5,500 feet which overlaps the Camp Gordon, Ga., restricted area, to the Augusta, Ga., radio range station. From the intersection of the northeast course of the Augusta, Ga., radio range and the northwest course of the Charleston, S. C., radio range to the Charleston, S. C., radio range station.

§ 600.211 *Red civil airway No. 11 (Enid, Okla., to Boston, Mass.)*. From the intersection of the northwest course of the Enid, Okla. (Vance AFB) radio range and the northeast course of the Gage, Okla., radio range via the Enid, Okla. (Vance AFB) radio range station to the intersection of the southeast course of the Enid, Okla. (Vance AFB), radio range and the north course of the Oklahoma City, Okla., radio range. From the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range via the Springfield, Mo., radio range station; Vichy, Mo., nondirectional radio beacon to the intersection of a line bearing 52° True from the Vichy nondirectional radio beacon and the west course of the St. Louis, Mo., radio range. From the intersection of the south course of the Indianapolis, Ind., radio range and the west course of the Louisville, Ky., radio range via the Louisville, Ky., radio range station to the intersection of the east course of the Louisville, Ky., radio range and a line bearing 358° True from the Lexington, Ky., nondirectional radio beacon. From the Albany, N. Y., radio range station to the intersection of the northeast course of the Hartford, Conn., radio range and the west course of the Boston, Mass., radio range. From the Boston, Mass., radio range station to the intersection of the east course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy), radio range.

§ 600.212 *Red civil airway No. 12 (Joliet, Ill., to Erie, Pa.)* From the Joliet, Ill., radio range station via the intersection of the east course of the Joliet, Ill., radio range and the west course of the South Bend, Ind., radio range; South Bend, Ind., radio range station to the Detroit, Mich., radio range station. That airspace over United States territory from the Windsor, Ont., Canada, radio range station to the Erie, Pa., radio range station.

§ 600.213 *Red civil airway No. 13 (Wheeling, W Va., to Boston, Mass.)* From the Wheeling, W Va., nondirectional radio beacon via the Clinton, Pa., nondirectional radio beacon; Butler, Pa., nondirectional radio beacon; Westover, Pa., nondirectional radio beacon to the Philipsburg, Pa., radio range station. From the Wilkes-Barre, Pa., radio range station via the Stewart AFB, N. Y., nondirectional radio beacon; Poughkeepsie, N. Y., radio range station; Hartford, Conn., radio range station; Providence, R. I., radio range station via the intersection of the north course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range to the intersection of a direct line between the intersection of the north course of the Providence radio range and the southwest course of the Boston radio range and the Bedford, Mass., nondirectional radio beacon (located at lat. 42°28'47" long. 71°23'21") with the west course of the Boston, Mass., radio range.

§ 600.214 *Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.)* From the intersection of the southeast

course of the La Crosse, Wis., radio range and the west course of the Madison, Wis., radio range via the Rockford, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; Chicago, Ill., radio range station; Indianapolis, Ind., radio range station to the intersection of the south course of the Indianapolis, Ind., radio range and the west course of the Louisville, Ky., radio range.

§ 600.215 *Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.)* From the intersection of the northeast course of the Reno, Nev., radio range and the northwest course of the Fallon, Nev., radio range via the Fallon, Nev., radio range station; the intersection of the southeast course of the Fallon, Nev., radio range with a point at Lat. 38°39'50" Long. 117°51'00" the Tonopah, Nev., radio range station; the intersection of the south course of the Tonopah, Nev., radio range with a point at Lat. 37°25'30" Long. 117°09'30" thence via Lat. 36°17'45" Long. 116°25' 30" to the Goodspring, Nev., non-directional radio beacon. From the Las Vegas, Nev., radio range station to the intersection of the southeast course of the Las Vegas, Nev., radio range and the west course of the Prescott, Ariz., radio range. From the Prescott, Ariz., radio range station via the intersection of the southeast course of the Prescott, Ariz., radio range and the northwest course of the Phoenix, Ariz., radio range to the Phoenix, Ariz., radio range station.

§ 600.216 *Red civil airway No. 16 (Tallahassee, Fla., to Florence, S. C.)* From the Tallahassee, Fla., radio range station via the Albany, Ga., radio range station; the intersection of the north course of the Albany, Ga., radio range and the southwest course of the Macon, Ga., radio range to the Macon, Ga., radio range station excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336) between sunset and sunrise. From the Augusta, Ga., radio range station via the Columbia, S. C., radio range station; the intersection of the east course of the Columbia, S. C., radio range and the southwest course of the Florence, S. C., radio range to the Florence, S. C., radio range station.

§ 600.217 *Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.)* From the intersection of the southwest course of the Belleville, Ill., Scott AFB radio range with a point on the southwest course of the Scott AFB radio range 48 miles southwest of the Belleville, Ill., Scott AFB radio range station via the Belleville, Ill., Scott AFB radio range station to the intersection of the northeast course of the Scott AFB radio range and the west course of the Effingham, Ill., radio range. From the Chanute AFB, Rantoul, Ill., radio range station to the intersection of the northeast course of the Chanute AFB radio range and the southeast course of the Chicago, Ill., radio range. From the Fort Wayne, Ind., radio range station via the Findlay, Ohio, non-directional radio beacon; the Mansfield, Ohio, non-directional radio beacon to the Pittsburgh, Pa., radio range station. From the McKeesport, Pa., non-directional radio beacon to the Johnstown, Pa., non-directional radio beacon. From the Martinsburg, W Va., radio range station via the intersection of the northeast course of the Arcola, Va., radio range and the west course of the Baltimore, Md., radio range; Baltimore, Md., radio range station to the intersection of the east course of the Baltimore, Md., radio range and the southwest course of the Millville, N. J., radio range, except that the portion of the civil airway which overlaps the Aberdeen restricted area (R-24) (published in § 608.28 of this chapter) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.218 *Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.)* From the intersection of the east course of the Indianapolis, Ind., radio range and the northwest course of the Cincinnati, Ohio, radio range via the Cincinnati, Ohio, radio range station; Huntington, W Va., nondirectional radio beacon; Charleston, W Va., radio range station; Elkins, W Va., radio range station; Front Royal, Va., radio range station to the intersection of the east course of the Front Royal, Va., radio range and the northwest course of the Washington, D. C., radio range.

§600.219 *Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.)* From the Traverse City, Mich., radio range station via the Gladwin, Mich., nondirectional radio beacon; Saginaw, Mich., nondirectional radio beacon; Flint, Mich., ILS outer Marker· Detroit, Mich., radio range station; the intersection of the southeast course of the Detroit, Mich, radio range and the west course of the Akron, Ohio, radio range to the Akron, Ohio, radio range station. From the intersection of the southwest course of the Arcola, Va., radio range and the west course of the Quantico, Va. (Navy) radio range to the Quantico, Va. (Navy) radio range station, excluding the portion more than 1 mile north of the west course of the Quantico, Va. (Navy) radio range. From the intersection of the north course of the Richmond, Va., radio range and the northwest course of the Tappahannock, Va., radio range via the Tappahannock, Va., radio range station to the intersection of the southeast course of the Tappahannock, Va., radio range and the north course of the Norfolk, Va. (Navy) radio range, excluding those portions more than 2 miles either side of the northwest course of the Tappahannock, Va., radio range and the portion which overlaps the Patuxent, Md., restricted area (R-43) thence to the Norfolk, Va., Navy radio range station excluding the portion which overlaps Plum Tree Island restricted area (R-49)

§ 600.220 *Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.)* That airspace over United States territory from the Lansing, Mich., radio range station via the Flint, Mich., ILS outer marker; the intersection of the northwest course of the Selfridge, Mich., AFB radio range and the northwest course of the Windsor, Ont., Can., radio range; Windsor, Ont., Can., radio range station; Cleveland, Ohio, radio range station; Akron, Ohio, radio range station; the intersection of the southeast course of the Akron, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range; Pittsburgh, Pa., radio range station; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northwest course of the Washington, D. C., radio range; Washington, D. C., radio range station to the intersection of the southeast course of the Washington, D. C., radio range with Red civil airway No. 77.

§ 600.221 *Red civil airway No. 21 (New York, N. Y., to Boston, Mass.)* From the intersection of the east course of the New York (La Guardia), N. Y., radio range and the southwest course of the Bridgeport, Conn., radio range via the Bridgeport, Conn., radio range station to the intersection of the northeast course of the Bridgeport, Conn., radio range and the southeast course of the Hartford, Conn., radio range. From the intersection of the southeast course of the Hartford, Conn., radio range and the west course of the Quonset Point, R. I. (Navy) radio range via the intersection of the west course of the Quonset Point, R. I. (Navy), radio range and the southwest course of the Providence, R. I., radio range; Providence, R. I., radio range station, excluding that portion more than 2 miles east of the southwest course of the Providence, R. I., radio range; Squantum, Mass. (Navy) radio range station to the intersection of the northeast course of the Squantum, Mass. (Navy), radio range and the east course of the Boston, Mass., radio range.

§ 600.222 *Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.)* From the Mount Clemens, Mich., Selfridge AFB radio range station to the intersection of the southeast course of the Selfridge AFB radio range and the west course of the Clear Creek, Ont., Canada, radio range, excluding the portion which lies outside the continental United States. From the intersection of the west course of the Buffalo, N. Y., radio range and the United States-Canadian Border via the Buffalo, N. Y., radio range station; the intersection of the northeast course of the Buffalo, N. Y., radio range and the northwest course of the Rochester, N. Y., radio range to the Rochester, N. Y., radio range station. From the Syracuse, N. Y., radio range station via the Utica, N. Y., radio range station to the intersection of the southeast course of the Utica, N. Y., radio range and the west course of the Albany, N. Y., radio range.

§ 600.223 *Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.)* That airspace over United States territory from the Lakehead, Ont., Canada, radio range station via the Houghton, Mich., radio range station; Grand Marias, Mich., radio range station; Sault Ste. Marie, Mich., radio range station to the Gore Bay, Ont., Canada, radio range station. That air-

space over United States territory from the Toronto, Ont., Canada, radio range station via the Buffalo, N. Y., radio range station; Dansville, N. Y., nondirectional radio beacon; Elmira, N. Y., radio range station; New York (La Guardia) N. Y., radio range station to the intersection of the east course of the New York (La Guardia) N. Y., radio range and the northeast course of the Mitchel AFB, N. Y., radio range.

§ 600.224 *Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.)* From the Amarillo, Tex., radio range station via the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Oklahoma City, Okla., radio range to the Oklahoma City, Okla., radio range station.

§ 600.226 *Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.)* From the intersection of the southwest course of the Richmond, Va., radio range and the northwest course of the Waverly, Va., radio range via the Waverly, Va., radio range station to the intersection of the southeast course of the Waverly, Va., radio range and the southwest course of the Norfolk, Va., radio range.

§ 600.227 *Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.)* From the intersection of the south course of the Atlanta, Ga., NAS radio range and the northeast course of the Campbellton, Ga., radio range via the Atlanta, Ga., NAS radio range station; the intersection of the north course of the Atlanta, Ga., NAS radio range and the south course of the Knoxville, Tenn., radio range; Knoxville, Tenn., radio range station; Corbin, Ky., radio range station; the intersection of the north course of the Corbin, Ky., VHF VAR radio range and a line bearing 150° True from the Lexington, Ky., nondirectional radio beacon; Lexington, Ky., nondirectional radio beacon to the intersection of a line bearing 358° True from the Lexington, Ky., nondirectional radio beacon with the east course of the Louisville, Ky., radio range. From the Findlay, Ohio, nondirectional radio beacon via the Toledo, Ohio, radio range station to the intersection of the north course of the Toledo, Ohio, radio range and the west course of the Detroit, Mich., radio range.

§ 600.228 *Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.)* From the Rockford, Ill., radio range station via the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range; Chicago, Ill., radio range station; the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Grand Rapids, Mich., radio range station. From the Lansing, Mich., radio range station to the Willow Run Airport, Ypsilanti, Mich.

§ 600.229 *Red civil airway No. 29 (Elmira, N. Y., to Baltimore, Md.)* From the intersection of the southwest course of the Elmira, N. Y., radio range and the north course of the Williamsport, Pa., radio range via the Williamsport, Pa., radio range station; Harrisburg, Pa., radio range station to the intersection of the south course of the Harrisburg, Pa., radio range and the west course of the Baltimore, Md., radio range. From the Baltimore, Md., radio range station to the intersection of the south course of the Baltimore, Md., radio range and the southeast course of the Andrews, Md., radio range, excluding that portion which lies more than two miles east of the south course of the Baltimore, Md., radio range between the intersection of the south course of the Baltimore, Md., radio range and the southern boundary of Red civil airway No. 45 and the intersection of the south course of the Baltimore, Md., radio range and the southeast course of the Washington, D. C., radio range, and excluding those portions which overlap restricted areas.

§ 600.230 *Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.)* From the Shreveport, La., radio range station via the intersection of the south course of the Shreveport, La., radio range and the northwest course of the Alexandria, La., radio range; Alexandria, La., radio range station; intersection of the southeast course of the Alexandria, La., radio range and the northwest course of the Baton Rouge, La., radio range; Baton Rouge, La., radio range station to the intersection of the southeast course of the Baton Rouge, La., radio range and the west course of the New Orleans, La., radio range. From the New Orleans, La., radio range station via the Keesler AFB (Biloxi), Miss., radio range station; Bay Minetta, Ala., nondirectional radio beacon; Crestview, Fla., radio range station; the intersection of the east course of the Crestview, Fla., radio range and the northwest course of the Tallahassee, Fla., radio range; the Tallahassee, Fla., radio range station to the Jacksonville, Fla., radio range station excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise.

§ 600.231 *Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.).* From the intersection of the east course of the Cheyenne, Wyo., radio range and the southwest course of the Scottsbluff, Nebr., radio range via the Scottsbluff, Nebr., radio range station; the intersection of the northeast course of the Scottsbluff, Nebr., radio range and the south course of the Rapid City, S. Dak., radio range; Rapid City, S. Dak., radio range station; the intersection of the east course of the Rapid City, S. Dak., radio range and the west course of the Pierre, S. Dak., radio range; Pierre, S. Dak., radio range station; the intersection of the east course of the Pierre, S. Dak., radio range and the southwest course of the Huron, S. Dak., radio range to the Huron, S. Dak., radio range station. From the Minneapolis, Minn., radio range station via the Stanton, Minn., nondirectional radio beacon to the La Crosse, Wis., radio range station.

§ 600.232 *Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).* From the Laredo, Tex., radio range station via the intersection of the northeast course of the Laredo, Tex., radio range and the southwest course of the Kelly, Tex., radio range; Kelly, Tex., radio range station to the intersection of the northeast course of the Kelly, Tex., radio range and the west course of the San Antonio, Tex., radio range. From the Austin, Tex., radio range station via the Smithville, Tex., non-directional radio beacon: the Richmond, Tex., radio range station to the intersection of the southeast course of the Richmond, Tex., radio range and the southwest course of the Houston, Tex., radio range.

§ 600.233 *Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.)* From the intersection of the east course of the Langley, Va., AFB radio range and the north course of the Norfolk, Va., radio range via the Langley, Va., AFB radio range station, excluding the portion which overlaps the Plum Tree Island Restricted Area (R-49) to the Richmond, Va., radio range station. From the Gordonsville, Va., radio range station via the Arcola, Va., radio range station to the intersection of the northeast course of the Arcola, Va., radio range and the southeast course of the Harrisburg, Pa., radio range. From the intersection of the east course of the Poughkeepsie, N. Y., radio range and the southwest course of the Chicopee, Westover AFB, Mass., radio range via the Chicopee, Westover AFB, Mass., radio range station to the intersection of the northeast course of the Chicopee, Westover AFB, Mass., radio range and the west course of the Boston, Mass., radio range.

§ 600.234 *Red civil airway No. 34 (Charleston, W Va., to Weeksville, N. C.)* From the Charleston, W Va., radio range station via the Pulaski, Va., radio range station to the Greensboro, N. C., radio range station. From the intersection of the northeast course of the Greensboro, N. C., radio range and the northwest course of the Raleigh, N. C., radio range to the Raleigh, N. C., radio range station. From the intersection of the north course of the Williamston, N. C., VHF VAR radio range and the southwest course of the Norfolk, Va., radio range to the Weeksville, N. C. (Navy) radio range station.

§ 600.235 *Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.)* From the Pueblo, Colo., radio range station via the La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station; the intersection of the east course of the Hutchinson, Kans., radio range and the southwest course of the Forbes AFB, Kans., radio range; Forbes AFB, Kans., radio range station to the intersection of the northeast course of the Forbes, AFB radio range and the northwest course of the Kansas City, Mo., radio range.

§ 600.236 *Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).* From the Stanton, Minn., non-directional beacon via the Rochester, Minn., radio range station to the intersection of the east course of the Rochester, Minn., radio range and the northwest course of the La Crosse, Wis., radio range.

§ 600.237 *Red civil airway No. 37 (Tyler Tex., to Gordonsville, Va.)* From the Tyler, Tex., radio range station to the intersection of the north course of the Tyler, Tex., radio range and the west course of the Shreveport, La., radio range. From the intersection of the northeast course of the Texarkana, Ark., radio range and the southwest course of the Little Rock, Ark., radio range via the Little Rock, Ark., radio range station; Stuttgart, Ark., radio range station to the intersection of the east course of the Stuttgart, Ark., radio range and the west course of the Memphis, Tenn., radio range. From the Charleston, W Va., radio range station via the Roanoke, Va., radio range station; Lynchburg, Va., radio range station; to the Gordonsville, Va., radio range station.

§ 600.238 *Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.)* From the intersection of the southeast course of the Big Spring, Tex., radio range and the southwest course of the San Angelo, Tex., radio range via the San Angelo, Tex., radio range station to the intersection of the southeast course of the San Angelo, Tex., radio range and the southeast course of the Big Spring, Tex., radio range. From the intersection of the northwest course of the Kelly, Tex., radio range and the west course of the San Antonio, Tex., radio range to the San Antonio, Tex., radio range station.

§ 600.239 *Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska)* From the Bethel, Alaska, radio range station via the Aniak, Alaska, radio range station; the McGrath, Alaska, radio range station; the Minchumina, Alaska, radio range station and the Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 600.240 *Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska)* From the Kodiak, Alaska, radio range station via the intersection of the north course of the Kodiak, Alaska, radio range and the southwest course of the Homer, Alaska, radio range; Homer, Alaska, radio range station; the intersection of the northeast course of the Homer, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range to the Anchorage, Alaska, radio range station.

§ 600.241 *Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska)* From the intersection of the southeast course of the Yakutat, Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range to the Gustavus, Alaska, radio range station.

§ 600.242 *Red civil airway No. 42 (Milwaukee, Wis., to Aurora, Ill.)* From the intersection of the west course of the Milwaukee, Wis., radio range and the northwest course of the Chicago, Ill., radio range to the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range. From the Glenview, Ill. (Navy), radio range station to the intersection of the southwest course of the Glenview, Ill. (Navy) radio range and the west course of the Chicago, Ill., radio range.

§ 600.243 *Red civil airway No. 43 (Chicago, Ill., to LaFayette, Ind.)* From the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range via the intersection of the east course of the Rockford, Ill., radio range and the north course of the Harvey, Ill., radio range; Harvey, Ill., radio range station to the intersection of the south course of the Harvey, Ill., radio range and the southeast course of the Rockford, Ill., radio range.

§ 600.244 *Red civil airway No. 44 (Bellingham, Wash., to Princeton, B. C., Canada)* That airspace over United States territory from the Bellingham, Wash., radio range station to the Princeton, British Columbia, Canada, radio range station.

§ 600.245 *Red civil airway No. 45 (Blackstone, Va., to Willow Grove, Pa.)* From the Blackstone, Va., radio range station via the Manakin, Va., nondirectional radio beacon; the intersection of the south course of the Quantico, Va. (Navy) radio range and the southwest course of the Washington, D. C., radio range; Quantico, Va. (Navy), radio range station to the intersection of the north course of the Quantico, Va. (Navy) radio range and the northwest course of the Washington, D. C., radio range, excluding that portion which lies more than 2 miles west of the north course of the Quantico, Va. (Navy) radio range between the range station and the intersection of the north course of the Quantico, Va. (Navy) radio range and the northwest course of the Washington, D. C., radio range. From the Riverdale, Md., nondirectional radio beacon via the intersection of a line bearing 63° True from the Riverdale nondirectional radio beacon and the south course of the Baltimore, Md., radio range; Baltimore, Md., radio range station to the intersection of the north course of the Baltimore, Md., radio range and the southwest course of the Allentown, Pa., radio range. From the Lancaster, Pa., nondirectional radio beacon to the Willow Grove, Pa. (Navy) radio range station.

§ 600.246 *Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.)* That airspace over United States territory from the Regina, Saskatchewan, Canada, radio range station via the Minot, N. Dak., radio range station to the Jamestown, N. Dak., radio range station.

§ 600.247 *Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.)* From the Tampa, Fla., radio range station via the Orlando, Fla., radio range station to the Daytona Beach, Fla., radio range station.

§ 600.248 *Red civil airway No. 48 (Helena, Mont., to Livingston, Mont.)* From the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range via a point located at Lat. 46°15'00" Long. 111°00'00" to the Livingston, Mont., radio range station.

§ 600.249 *Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.)* From the Elko, Nev., radio range station via the Wendover, Utah, radio range station; the intersection of the east course of the Wendover, Utah, radio range and the west course of the Salt Lake City, Utah, radio range; the Salt Lake City, Utah, radio range station; Fort Bridger, Wyo., radio range station to the intersection of the north course of the Fort Bridger, Wyo., radio range and the southeast course of the Malad City, Idaho, radio range.

§ 600.250 *Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska)* From the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range via the Tanana, Alaska, radio range station to the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range.

§ 600.251 *Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.)* From the Blackstone, Va., radio range station via the intersection of the east course of the Blackstone, Va., radio range and the west course of the Langley, Va., AFB radio range to the Langley, Va., AFB radio range station, excluding the portions which overlap the Camp Pickett Restricted Area (R–44) and the Plum Tree Island Restricted Area (R–49)

§ 600.252 *Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.)* From the intersection of the northeast course of the Memphis, Tenn., radio range and the northwest course of the Muscle Shoals, Ala., radio range via the Muscle Shoals, Ala., radio range station to the intersection of the southeast course of the Muscle Shoals, Ala., radio range and the north course of the Birmingham, Ala., radio range.

§ 600.253 *Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash.)* From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the west course of the The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; the intersection of the east course of the The Dalles, Oreg., radio range and the west course of the Pendleton, Oreg., radio range; Pendleton, Oreg., radio range station; the intersection of the east course of the Pendleton, Oreg., radio range and the southwest course of the Walla Walla, Wash., radio range; Walla Walla, Wash., radio range station to the Spokane, Wash., radio range station.

§ 600.254 *Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah)* From the Burley, Idaho, radio range station via the Promontory Point, Utah, non-directional radio beacon to a point located at Latitude 40°47'00", Longitude 112°23'00"

§ 600.255 *Red civil airway No. 55 (Chicago, Ill., to Columbus, Ohio)* From the intersection of the northeast course of the Chicago, Ill., radio range and a line bearing 293° True from the South Bend, Ind., radio range station via the South

Bend, Ind., radio range station; Goshen, Ind., radio range station; Findlay, Ohio, non-directional radio beacon to the Columbus, Ohio, radio range station.

§ 600.256 *Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).* From the intersection of the northwest course of the Red Bluff, Calif., radio range and the northwest course of the Whitmore, Calif., radio range to the Whitmore, Calif., radio range station.

§ 600.257 *Red civil airway No. 57 (Des Moines, Iowa, to Youngstown, Ohio.)* From the Des Moines, Iowa, radio range station via the Cedar Rapids, Iowa, non-directional radio beacon; Moline, Ill., radio range station; Rockford, Ill., radio range station; Milwaukee, Wis., radio range station; Battle Creek, Mich., radio range station to the Toledo, Ohio, radio range station. From the Akron, Ohio, radio range station to the Youngstown, Ohio, radio range station.

§ 600.258 *Red civil airway No. 58 (Augusta, Maine to United States-Canadian Border)* That airspace over United States territory from the Augusta, Maine, radio range station via the Bangor, Maine, radio range station; Pennfield Ridge, New Brunswick, Canada, radio range station to the St. John, New Brunswick, Canada, radio range station.

§ 600.259 *Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.)* From the Garden City, Kans., radio range station via the intersection of the south course of the Garden City, Kans., radio range and the northwest course of the Gage, Okla., radio range; Gage, Okla., radio range station to the Oklahoma City, Okla., radio range station.

§ 600.260 *Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.)* From the Oakland, Calif., radio range station via the Stockton, Calif., radio range station to the intersection of the east course of the Stockton, Calif., radio range and a point at Lat. 37°55'10", Long. 120°44'25"

§ 600.261 *Red civil airway No. 61 (Butler Pa., to Washington, D. C.).* From the Butler, Pa., nondirectional radio beacon via the Johnstown, Pa., nondirectional radio beacon to the intersection of the southeast course of the Pittsburgh, Pa., radio range and the south course of the Altoona, Pa., radio range. From the intersection of the northwest course of the Arcola, Va., radio range and the northwest course of the Front Royal, Va., radio range via the Arcola, Va., radio range station to the intersection of the southeast course of the Arcola, Va., radio range and the southwest course of the Washington, D. C., radio range.

§ 600.262 *Red civil airway No. 62 (Pittsburgh, Pa., to Altoona, Pa.)* From the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northeast course of the Morgantown, W Va., radio range via the Johnstown, Pa., non-directional radio beacon to the Altoona, Pa., radio range station.

§ 600.263 *Red civil airway No. 63 (Battle Creek, Mich., to the United States-Canadian Border).* From the intersection of the southwest course of the Grand Rapids, Mich., radio range and the west course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station to the Jackson, Mich., nondirectional radio beacon. That airspace over United States territory from the intersection of the north course of the Detroit, Mich., radio range and a line bearing 261° True from the Sarnia, Ont., Canada, nondirectional radio beacon to the Sarnia, Ont., Canada nondirectional radio beacon.

§ 600.264 *Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska)* From the intersection of the southwest course of the Annette Island, Alaska, radio range and the United States-Canadian Border to the Annette Island, Alaska, radio range station.

§ 600.265 *Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.)* From the Los Angeles, Calif., radio range station via the intersection of the south course of the Los Angeles, Calif., radio range and a line bearing 279° True from the Oceanside, Calif., nondirectional radio beacon; Oceanside, Calif., nondirectional radio beacon; Julian, Calif., nondirectional beacon to the Hayfield Lake, Calif., nondirectional radio beacon.

§ 600.266 *Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).* From the Santa Barbara, Calif., radio range station to the Newhall, Calif., radio range station.

§ 600.267 *Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.)* From Crestview, Fla., radio range station via the Dothan, Ala., radio range station; the intersection of the northwest course of the Dothan, Ala., radio range and the southwest course of the Columbus, Ga., radio range; Columbus, Ga., radio range station; the intersection of the northeast course of the Columbus, Ga., radio range and the south course of the Campbellton, Ga., radio range to the intersection of the south course of the Campbellton, Ga., radio range and the southwest course of the Atlanta, Ga., radio range—excluding the portions above 19,000 feet which lie within Tyndall (restricted area (R-336) between sunset and sunrise, and excluding the portion which overlaps Fort Benning (restricted area (R-120)

§ 600.268 *Red civil airway No. 68 (Midland, Tex., to Shreveport, La.)* From the Midland, Tex., radio range station via the San Angelo, Tex., radio range station; the intersection of the northeast course of the San Angelo, Tex., radio range and the south course of the Abilene, Tex., radio range to the Abilene, Tex., radio range station. From the intersection of the west course of the Fort Worth, Tex., radio range and the northwest course of the Waco, Tex., radio range via the intersection of the northwest course of the Waco, Tex., radio range and the west course of the Dallas, Tex., radio range to the Dallas, Tex., radio range station. From the Duncanville, Tex., nondirectional radio beacon via the Tyler, Tex., radio range station to the Shreveport, La., radio range station.

§ 600.269 *Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.).* From the Midland, Tex., radio range station to the intersection of the northeast course of the Midland, Tex., radio range and the southwest course of the Big Spring, Tex., radio range.

§ 600.270 *Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).* From the Midland, Tex., radio range station via the intersection of the south course of the Lubbock, Tex., radio range and the northwest course of the Big Spring, Tex., radio range to the Lubbock, Tex., radio range station.

§ 600.271 *Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).* From the intersection of the east course of the El Paso, Tex., radio range and the southwest course of the Roswell, N. Mex., radio range via the Roswell, N. Mex., radio range station; the intersection of the northeast course of the Roswell, N. Mex., radio range and the west course of the Lubbock, Tex., radio range to the Lubbock, Tex., radio range station.

§ 600.272 *Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).* From the intersection of the southwest course of the Millville, N. J., radio range and the south course of the New Castle, Del., radio range via the New Castle, Del., radio range station to the intersection of the north course of the New Castle, Del., radio range and the west course of the Philadelphia, Pa., radio range. From the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Willow Grove, Pa., radio range via the Willow Grove, Pa., radio range station; the intersection of the northeast course of the Willow Grove, Pa., radio range and the east course of the Allentown, Pa., radio range; the Chatham, N. J., non-directional radio beacon to the Paterson, N. J., non-directional radio beacon.

§ 600.273 *Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.)* From the intersection of the west course of the New Castle, Del., radio range and the west course of the Philadelphia, Pa., radio range via the New Castle, Del., radio range station to the intersection of the east course of the New Castle, Del., radio range and the northeast course of the Millville, N. J., radio range.

§ 600.274 *Red civil airway No. 74 (Louisville, Ky., to Cincinnati, Ohio)* From the Louisville, Ky., radio range station via the intersection of the north course of the Louisville, Ky., radio range and a line bearing 241° True from the Cincinnati, Ohio, radio range station to the Cincinnati, Ohio, radio range station.

§ 600.275 *Red civil airway No. 75 (United States-Canadian Border Vancouver, B. C., to United States-Canadian Border Abbotsford, B. C.).* From the Vancouver, B. C., radio range station to the intersection of the northwest course of the Bellingham, Wash., radio range and the west course of the Abbotsford,

B. C., radio range; Abbotsford, B. C., radio range station to the intersection of the east course of the Abbotsford, B. C., radio range and the northeast course of the Bellingham, Wash., radio range, excluding those portions lying outside the limits of the continental United States.

§ 600.276 *Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.)* From the Williams, Calif., radio range station to the intersection of the east course of the Williams, Calif., radio range and the northeast course of the Sacramento, Calif., radio range.

§ 600.277 *Red civil airway No. 77 (Greensboro, N. C., to Atlantic City, N. J.)* From the Greensboro, N. C., radio range station via the Lynchburg, Va., radio range station; Richmond, Va., radio range station; Tappahannock, Va., radio range station; Dover, Del., AFB radio range station to the Atlantic City, N. J. (Navy) radio range station, excluding the portion below 6,000 feet which lies over Patuxent (restricted area (R–71), and excluding the portion which lies over Patuxent (restricted area (R–43)

§ 600.278 *Red civil airway No. 78 Medford, Oreg., to Klamath Falls, Oreg.)* From the intersection of the south course of the Medford, Oreg., radio range and the west course of the Klamath Falls, Oreg., radio range to the Klamath Falls, Oreg., radio range station.

§ 600.279 *Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.)* That airspace over United States territory from the Neah Bay, Wash., radio range station via the Port Angeles, Wash., CGAS nondirectional radio beacon to the Dungeness, Wash., fan marker excluding the portion below 6,000 feet which overlaps Restricted Area (R–236) and excluding the portion which conflicts with the Albert Head Restricted Area (R–407) From the intersection of the west course of the Everett, Wash., radio range and the northwest course of the Seattle, Wash., radio range to the Everett, Wash., radio range station.

§ 600.280 *Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.)* From the intersection of the west course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range via the intersection of the southwest course of the Great Falls, Mont., radio range and the north course of the Helena, Mont., radio range; Great Falls, Mont., radio range station; Lewistown, Mont., radio range station; the intersection of the southeast course of the Lewistown, Mont., radio range and the north course of the Billings, Mont., radio range to the Miles City, Mont., radio range station.

§ 600.281 *Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.)* From the Lansing, Mich., radio range station to the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Detroit, Mich., radio range.

§ 600.282 *Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska)* From the Skwentna, Alaska, radio range station to the intersection of the southeast course of the Skwentna, Alaska, radio range and the northeast course of the Anchorage, Alaska, radio range.

§ 600.283 *Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.)* From the intersection of the west course of the Phoenix, Ariz., radio range and the north course of the Gila Bend, Ariz., radio range via the Gila Bend, Ariz., radio range station to the Tucson, Ariz., radio range station.

§ 600.284 *Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.)* From the Meridian, Miss., radio range station via the Maxwell AFB, Ala., radio range station; the intersection of the east course of the Maxwell AFB, Ala., radio range and the northwest course of the Columbus, Ga., radio range to the Columbus, Ga., radio range station, excluding the portion which overlaps Fort Benning (restricted area (R–129)

§ 600.285 *Red civil airway No. 85 (Akron, Ohio, to Altoona, Pa.)* From the intersection of the southeast course of the Akron, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range via the Butler, Pa., nondirectional radio beacon to the Altoona, Pa., radio range station.

§ 600.286 *Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine)* From the intersection of the northeast course of the Millinocket, Maine, radio range and the northwest course of the Houlton, Maine, radio range to the Houlton, Maine, radio range station, excluding that portion outside the continental limits of the United States.

§ 600.287 *Red civil airway No. 87 (Hawaiian Islands)* From the intersection of northwest course of the Port Allen, T. H., radio range and a point 100 miles northwest of the Port Allen, T. H., radio range station via the Port Allen, T. H., radio range station; the intersection of the southeast course of the Port Allen, T. H., radio range and the southwest course of the Honolulu, T. H., radio range; Honolulu, T. H., radio range station; Maui, T. H., radio range station; the intersection of the southeast course of the Maui, T. H., radio range and the north course of the Hilo, T. H., radio range; Hilo, T. H., radio range station to the intersection of the east course of the Hilo, T. H., radio range and a point 100 miles east of the Hilo, T. H., radio range station.

§ 600.288 *Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.)* From the Albuquerque, N. Mex., radio range station via the Roswell, N. Mex., radio range station; the intersection of the southeast course of the Roswell, N. Mex., radio range and the west course of the Hobbs, N. Mex., radio range; Hobbs, N. Mex., radio range station to the intersection of the east course of the Hobbs, N. Mex., radio range and the south course of the Lubbock, Tex., radio range.

§ 600.289 *Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.)* From the Quincy, Ill., nondirectional radio beacon via the Peoria, Ill., radio range station to the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range.

§ 600.290 *Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.)* From the Camarillo, Calif., radio range station to the Burbank, Calif., radio range station.

§ 600.291 *Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.)* From the Dunkirk, N. Y., nondirectional radio beacon via the Dansville, N. Y., nondirectional radio beacon to the Syracuse, N. Y., radio range station.

§ 600.292 *Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border)* That airspace over United States territory from the Sault Ste. Marie, Mich., radio range station to the Sudbury, Ontario, Canada, radio range station.

§ 600.293 *Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.)* From the Lincoln, Nebr., radio range station to the intersection of the east course of the Lincoln, Nebr., radio range and the southeast course of the Omaha, Nebr., radio range.

§ 600.294 *Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.)* From the Providence, R. I., radio range station via the Otis AFB, Falmouth, Mass., nondirectional radio beacon located at Lat. 41°36′15″, Long. 70°32′31″, to the Hyannis, Mass., nondirectional radio beacon, excluding the portion which lies more than 4 miles north of the centerline between this Otis AFB nondirectional radio beacon and the Hyannis nondirectional radio beacon.

§ 600.295 *Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.)* From the Elmira, N. Y., radio range station to the Utica, N. Y., radio range station.

§ 600.296 *Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.)* From the Palacios, Tex., radio range station via the Houston, Tex., radio range station; Beaumont, Tex., radio range station to the Lake Charles, La., radio range station. From the intersection of the east course of the Lake Charles, La., radio range and the southwest course of the Baton Rouge, La., radio range via the Baton Rouge, La., radio range station to the Madisonville, La., fan marker.

§ 600.297 *Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.)* That airspace over United States territory from the Lakehead, Ontario, Canada, radio range station via the Sault Ste. Marie, Mich., radio range station to the Wiarton, Ontario, Canada, radio range station.

§ 600.298 *Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.)* From the Vichy, Mo., nondirectional radio beacon to the Belleville, Ill., Scott AFB radio range station.

§ 600.299 *Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska)* From

the intersection of the northeast course of the King Salmon, Alaska, radio range and the southwest course of the Iliamna, Alaska, radio range via the Iliamna, Alaska, radio range station to the intersection of the southeast course of the Iliamna, Alaska, radio range the west course of the Homer, Alaska, radio range.

§ 600.300 *Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.)* From the South Bend, Ind., radio range station to the Battle Creek, Mich., radio range station.

§ 600.302 *Red civil airway No. 102 (Louisville, Ky., to Huntington, W Va.).* From the intersection of the south course of the Louisville, Ky., radio range and a line bearing 268° True from the Lexington, Ky., nondirectional radio beacon via the Lexington, Ky., nondirectional radio beacon to the Huntington, W. Va., nondirectional radio beacon.

§ 600.303 *Red civil airway No. 103 (Kenai, Alaska, to Middleton Island, Alaska)* From the Kenai, Alaska, radio range station via the intersection of the southeast course of the Kenai, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range to the Middleton Island, Alaska, nondirectional radio beacon.

§ 600.304 *Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.)* From the Greensboro, N. C., radio range station to the intersection of the southeast course of the Greensboro, N. C., radio range and the south course of the Raleigh, N. C., radio range.

§ 600.305 *Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.)* From the intersection of the northeast course of the Wichita, Kans., radio range and the west course of the Chanute, Kans., radio range via the Chanute, Kans., radio range station to the intersection of the east course of the Chanute, Kans., radio range and a 344° True bearing from the Neosho, Mo., omnirange station.

§ 600.306 *Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.)* From the Scottsbluff, Nebr., radio range station to the intersection of the southeast course of the Scottsbluff, Nebr., radio range and the west course of the North Platte, Nebr., radio range.

§ 600.307 *Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.)* From the Stanton, Minn., nondirectional radio beacon to the intersection of the southeast course of the Minneapolis, Minn., radio range and the north course of the Rochester, Minn., radio range.

§ 600.308 *Red civil airway No. 108 (Promontory Point, Utah, to Fort Bridger Wyo.)* From the Promontory Point, Utah, nondirectional radiobeacon via the Corinne, Utah, nondirectional radiobeacon to the Fort Bridger, Utah, radio range station.

§ 600.309 *Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.)* From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the west course of the The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station to the Spokane, Wash., radio range station.

BLUE CIVIL AIRWAYS

§ 600.601 *Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.)* From the Miami, Fla., radio range station to the Tampa, Fla., radio range station.

§ 600.602 *Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.)* From the intersection of the north course of the Crestview, Fla., radio range and the southeast course of the Craig, Ala., AFB, radio range via the intersection of the southeast course of the Craig, Ala., AFB, radio range and the south course of the Birmingham, Ala., radio range; Birmingham, Ala., radio range station; the intersection of the north course of the Birmingham, Ala., radio range and the southwest course of the Chattanooga, Tenn., radio range via the Chattanooga, Tenn., radio range station to the intersection of the northeast course of the Chattanooga, Tenn., radio range and the west course of the Knoxville, Tenn., radio range. From the Pittsburgh, Pa., radio range station via the Butler, Pa., nondirectional radio beacon; the intersection of the east course of the Youngstown, Pa., radio range and the south course of the Erie, Pa., radio range to the Erie, Pa., radio range station.

§ 600.603 *Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.)* From the Miami, Fla., radio range station via the intersection of the west course of the Miami, Fla., radio range and a line bearing 128° True from the Fort Myers, Fla., nondirectional radio beacon; Fort Myers, Fla., nondirectional radio beacon; Tampa, Fla., radio range station; the intersection of the north course of the Tampa, Fla., radio range and the southeast course of the Cross City, Fla., radio range; Cross City, Fla., radio range station to the intersection of the northwest course of the Cross City, Fla., radio range and the east course of the Tallahassee, Fla., radio range. From the intersection of the northwest course of the Tallahassee, Fla., radio range and the southeast course of the Dothan, Ala., radio range via the Dothan, Ala., radio range station; the intersection of the northwest course of the Dothan, Ala., radio range and the east course of the Maxwell AFB, Montgomery, Ala., radio range, excluding that portion which lies more than 2 miles west of the northwest course of the Dothan, Ala., radio range between Lat. 31°20'00", Long. 85°34'00" and Lat. 31°34'00", Long. 85°42'00" and excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-330), between sunset and sunrise, the Maxwell AFB, Montgomery, Ala., radio range station to the intersection of the north course of the Maxwell AFB, Montgomery, Ala., radio range and the east course of the Birmingham, Ala., radio range. From the Muscle Shoals, Ala., radio range station to the intersection of the northeast course of the Muscle Shoals, Ala., radio range and the southwest course of the Nashville, Tenn., radio range. From the intersection of the south course of the Goshen, Ind., radio range and the southwest course of the Fort Wayne, Ind., radio range via the Goshen, Ind., radio range station; the intersection of the north course of the Goshen, Ind., radio range and the southwest course of the Grand Rapids, Mich., radio range; Grand Rapids, Mich., radio range station; Cadillac, Mich., nondirectional radio beacon; Traverse City, Mich., radio range station; Pellston, Mich., nondirectional radio beacon to the Sault Ste. Marie, Mich., radio range station.

§ 600.604 *Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border)* From the intersection of the northeast course of the Boston, Mass., radio range and the southeast course of the Concord, N. H., radio range; Concord, N. H., radio range station; Burlington, Vt., radio range station to the Montreal, Que., Canada, radio range station, excluding the airspace which lies outside the continental United States.

§ 600.605 *Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.)* From the Municipal Airport, Galveston, Tex., via the Galveston, Tex., radio range station; Houston, Tex., radio range station; the intersection of the northwest course of the Houston, Tex., radio range and the southeast course of the Bryan, Tex., radio range; Bryan, Tex., radio range station; Waco, Tex., radio range station; the intersection of the northeast course of the Waco, Tex., radio range and the south course of the Dallas, Tex., radio range; Dallas Tex., radio range station; Ardmore, Okla., nondirectional radio beacon to the intersection of the south course of the Tinker AFB, Okla., radio range and the southeast course of the Oklahoma City, Okla., radio range. From the Oklahoma City, Okla., radio range station via the intersection of the north course of the Oklahoma City, Okla., radio range and the southeast course of the Wichita, Kans., radio range; Wichita, Kans., radio range station to the intersection of the north course of the Wichita, Kans., radio range and the east course of the Hutchinson, Kans., radio range.

§ 600.606 *Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.)* From the Abilene, Tex., radio range station via the Wichita Falls, Tex., radio range station to the intersection of the northeast course of the Wichita Falls, Tex., radio range and the south course of the Oklahoma City, Okla., radio range. From the intersection of the southeast course of the Scott AFB, Belleville, Ill., radio range and a point 25 miles southeast of the Scott AFB, Belleville, Ill., radio range station via the Scott AFB Belleville, Ill., radio range station to the intersection of the northwest course of the Scott AFB, Belleville, Ill., radio range

and the southwest course of the Springfield, Ill., radio range. From the Springfield, Ill., radio range station to the Peoria, Ill., radio range station. From the intersection of the west course of the Goshen, Ind., radio range and the south course of the South Bend, Ind., radio range via the South Bend, Ind., radio range station to the intersection of the north course of the South Bend, Ind., radio range and the northeast course of the Chicago, Ill., radio range. From the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Muskegon, Mich., radio range station.

§ 600.607 *Blue civil airway No. 7 (Hollister Calif., to Williams, Calif.)* From the intersection of the northwest course of the Fresno, Calif., radio range and the south course of the Travis AFB, Calif., radio range via the Travis AFB, Calif., radio range station to the Williams, Calif., radio range station.

§ 600.608 *Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border)* That airspace over United States territory from the Fargo, N. Dak., radio range station via the Grand Forks, N. Dak., radio range station, Pembina, N. Dak., radio range station to the Winnipeg, Ont., Canada, radio range station.

§ 600.609 *Blue civil airway No. 9 (Springfield, Mo., to United States-Canadian Border)* From the Springfield, Mo., radio range station to the Columbia, Mo., radio range station. From the Rochester, Minn., radio range station to the intersection of the north course of the Rochester, Minn., radio range and the southeast course of the Minneapolis, Minn., radio range. That airspace over United States territory from the Minneapolis, Minn., radio range station via the Duluth, Minn., radio range station to the Lakehead, Ont., Canada, radio range station.

§ 600.610 *Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.)* From the Fresno, Calif., radio range station via the intersection of the west course of the Fresno, Calif., radio range and the southeast course of the Oakland, Calif., radio range; Oakland, Calif., radio range station; the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Williams, Calif., radio range to the Williams, Calif., radio range station.

§ 600.611 *Blue civil airway No. 11 (Findlay, Ohio, to Dunkirk, N. Y.)* From the Findlay, Ohio, nondirectional radio beacon via the Cleveland, Ohio, radio range station; Erie, Pa., radio range station to the intersection of the southwest course of the Buffalo, N. Y., radio range and the east course of the Clear Creek, Ont., Canada, radio range.

§ 600.613 *Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa)* From the Houston, Tex., radio range station via the Lufkin, Tex., nondirectional radio beacon; Shreveport, La., radio range station; the intersection of the northwest course of the Shreveport, La., radio range and the south course of the Texarkana, Ark., radio range; Texarkana, Ark., radio range station to the Fort Smith, Ark., nondirectional radio beacon excluding the portion which overlaps the Camp Chaffee restricted area (R-215). From the intersection of the northeast course of the Kansas City, Mo., radio range and the south course of the Des Moines, Iowa, radio range to the Des Moines, Iowa, radio range station.

§ 600.614 *Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.)* From the intersection of the west course of the El Centro, Calif., radio range and a bearing 165° True from the Julian, Calif., non-directional radio beacon to the Julian, Calif., non-directional radio beacon. From the Riverside, Calif., radio range station via the intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range and the Palmdale, Calif., radio range station to the intersection of the northwest course of the Palmdale, Calif., radio range and the south course of the Bakersfield, Calif., radio range. From the intersection of the northwest course of the Fresno, Calif., radio range and the south course of the Stockton, Calif., radio range via the Stockton, Calif., radio range station to the intersection of the north course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

§ 600.615 *Blue civil airway No. 15 (Huntington, W Va., to Youngstown, Ohio)* From the Huntington, W Va., nondirectional radio beacon to the Columbus, Ohio, radio range station. From the Akron, Ohio, Akron-Canton County Airport ILS outer marker to the Hubbard, Ohio, nondirectional radio beacon.

§ 600.616 *Blue civil airway No. 16 (Waverly, Va., to Tappahannock, Va.)* From the intersection of the southwest course of the Waverly, Va., radio range and a line bearing 116° True from the Lawrenceville, Va., omnirange station via the Waverly, Va., radio range station to the Tappahannock, Va., radio range station.

§ 600.617 *Blue civil airway No. 17 (Bangor Maine, to Presque Isle, Maine)* From the intersection of the northeast course of the Bangor, Maine, radio range and the south course of the Houlton, Maine, radio range via the Houlton, Maine, radio range station; the intersection of the north course of the Houlton, Maine, radio range and the southeast course of the Presque Isle, Maine, radio range via the Presque Isle, Maine, radio range station to the Municipal Airport, Caribou, Maine, excluding that portion which lies outside the continental United States.

§ 600.618 *Blue civil airway No. 18 (Philadelphia, Pa., to United States-Canadian Border)* From the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia) radio range via the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the Idlewild, N. Y., radio range; the Idlewild, N. Y., radio range station to the intersection of the northeast course of the Idlewild, N. Y., radio range and the east course of the New York, N. Y. (LaGuardia), radio range. From the intersection of the northwest course of the New York, N. Y. (LaGuardia), radio range and the southwest course of the Poughkeepsie, N. Y., radio range via the Poughkeepsie, N. Y., radio range station, excluding that portion which lies more than two miles west of the southwest course of the Poughkeepsie, N. Y., radio range between a point 25 miles northeast from the intersection of the northwest course of the New York, N. Y. (LaGuardia), radio range and the southwest course of the Poughkeepsie, N. Y., radio range and a point 10 miles south of the Poughkeepsie, N. Y., radio range; the Albany, N. Y., radio range station; Burlington, Vt., radio range station to the intersection of the northeast course of the Burlington, Vt., radio range and the United States-Canadian Border.

§ 600.619 *Blue civil airway No. 19 (Key West, Fla., to Orlando, Fla.)* From the Key West, Fla., radio range station via the Miami, Fla., radio range station; the intersection of the north course of the Miami, Fla., radio range and the west course of the West Palm Beach, Fla., radio range; Melbourne, Fla., radio range station to the Orlando, Fla., radio range station.

§ 600.620 *Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.)* From the intersection of the southwest course of the Atlantic City, N. J., (Navy) radio range and the southeast course of the Millville, N. J., radio range via the intersection of the southeast course of the Millville, N. J., radio range and the southeast course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; a point at latitude 40°15'00'' longitude 75°22'45'', to the Allentown, Pa., radio range station.

§ 600.622 *Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.)* From the intersection of the southwest course of the Memphis, Tenn., radio range and the southeast course of the Little Rock, Ark., radio range via the Little Rock, Ark., radio range station; Fort Smith, Ark., non-directional radio beacon; Tulsa, Okla., radio range station to the intersection of the northwest course of the Tulsa, Okla., radio range and the southeast course of the Wichita, Kans., radio range.

§ 600.623 *Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.)* From the Norfolk, Va., Navy radio range station to the Chincoteague, Va., Navy radio range station excluding the portions which overlap Chincoteague Inlet restricted area (R-45) and Ship Shoal Island restricted area (R-47)

§ 600.625 *Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska)* From the Hinchinbrook, Alaska, radio range station via the intersection of the northeast course of the Hinchinbrook, Alaska, radio range and the south course

of the Gulkana, Alaska, radio range; Gulkana, Alaska, radio range station and the intersection of the north course of the Gulkana, Alaska, radio range and the south course of the Big Delta, Alaska, radio range to the Big Delta, Alaska, radio range station.

§ 600.626 *Blue civil airway No. 26 (Anchorage, Alaska, to Nenana, Alaska)* From the Anchorage, Alaska, radio range station via the Talkeetna, Alaska, airport; Summit, Alaska, radio range station; the intersection of the northeast course of the Summit, Alaska, radio range and the southeast course of the Nenana, Alaska, radio range via the Nenana, Alaska, radio range station to the intersection of the northwest course of the Nenana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range.

§ 600.627 *Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).* From the Kodiak, Alaska, radio range station via the intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the King Salmon radio range; King Salmon, Alaska, radio range station; Bethel, Alaska, radio range station; Nome, Alaska, radio range station to the Kotzebue, Alaska, airport.

§ 600.628 *Blue civil airway No. 28 (Charleston, S. C., to Bulls Gap, Tenn.).* From the Charleston, S. C., radio range station via the intersection of the northwest course of the Charleston, S. C., radio range and the southeast course of the Columbia, S. C., radio range; Columbia, S. C., radio range station; the intersection of the west course of the Columbia, S. C., radio range and the southeast course of the Spartanburg, S. C., radio range; Spartanburg, S. C., radio range station to the intersection of the northwest course of the Spartanburg, S. C., radio range and the northeast course of the Knoxville, Tenn., radio range.

§ 600.629 *Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).* From the intersection of the northeast course of the Raleigh, N. C., radio range and the southeast course of the Lynchburg, Va., radio range to the Lynchburg, Va., radio range station.

§ 600.630 *Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.)* From the intersection of the southeast course of the Alice, Tex., radio range and the southwest course of the Corpus Christi, Tex., radio range via the Corpus Christi, Tex., radio range station, excluding that portion which lies more than 3 miles southeast of the southwest course of the Corpus Christi, Tex., radio range; Kelly (San Antonio, Tex.) radio range station; the intersection of the northwest course of the Kelly (San Antonio, Tex.) radio range and the southeast course of the Big Spring, Tex., radio range; Big Spring, Tex., radio range station to the intersection of the northwest course of the Big Spring, Tex., radio range and the south course of the Lubbock, Tex., radio range. From the Lubbock, Tex., radio range station via the intersection of the north course of the Lubbock, Tex., radio range and the south course of the Amarillo, Tex., radio range; Amarillo, Tex., radio range station; Dalhart, Tex., nondirectional radio beacon to the Pueblo, Colo., radio range station.

§ 600.631 *Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.).* From the intersection of the west course of the Peoria, Ill., radio range and the south course of the Moline, Ill., radio range to the Moline, Ill., radio range station. From the intersection of the south course of the Madison, Wis., radio range and the northwest course of the Rockford, Ill., radio range to the Madison, Wis., radio range station.

§ 600.632 *Blue civil airway No. 32 (Skwentna, Alaska, to Talkeetna, Alaska)* From the Skwentna, Alaska, radio range station to the Talkeetna, Alaska, nondirectional radio beacon.

§ 600.633 *Blue civil airway No. 33 Lansing, Mich., to Saginaw, Mich.)* From the Lansing, Mich., radio range station to the Saginaw, Mich., nondirectional radio beacon.

§ 600.634 *Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.)* From the Terre Haute, Ind., radio range station via the intersection of the north course of the Terre Haute, Ind., radio range and the southeast course of the Rantoul (Chanute), Ill., AFB radio range; Rantoul (Chanute), Ill., AFB radio range station to the intersection of the northwest course of the Rantoul (Chanute), Ill., AFB radio range and the southwest course of the Joliet, Ill., radio range.

§ 600.635 *Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.)* From the Camarillo, Calif., radio range station to the intersection of the northeast course of the Camarillo, Calif., radio range and the southeast course of the Bakersfield, Calif., radio range.

§ 600.636 *Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.)* From the Akron, Colo., radio range station to the intersection of the north course of the Akron, Colo., radio range and the east course of the Cheyenne, Nebr., radio range.

§ 600.637 *Blue civil airway No. 37 (Casper Wyo., to Rapid City, S. Dak.)* From the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range via the Casper, Wyo., radio range station to the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range.

§ 600.638 *Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border)* That airspace over United States territory from the Five Finger, Alaska, USCG nondirectional radio beacon via the Gustavus, Alaska, radio range; Haines, Alaska, nondirectional radio beacon to the Whitehorse, Yukon Territory, radio range station.

§ 600.639 *Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).* From the Savannah, Ga., radio range station via the intersection of the northwest course of the Savannah, Ga., radio range and the south course of the Augusta, Ga., radio range; Augusta, Ga., radio range station; the intersection of the north course of the Augusta, Ga., radio range and the south course of the Greenville, S. C., radio range to the Greenville, S. C., radio range station. From the Tri-City, Tenn., radio range station via the Paynesville, W. Va., non-directional radio beacon; the intersection of a line bearing 14° True from the Paynesville, W. Va., nondirectional radio beacon and the south course of the Charleston, W. Va., radio range to the Charleston, W. Va., radio range station. From the intersection of the west course of the Elkins, W Va., radio range and the southwest course of the Morgantown, W. Va., radio range via the Morgantown, W Va., radio range station to the New Alexandria, Pa., nondirectional radio beacon. From the intersection of the southwest course of the Elmira, N. Y., radio range and the east course of the Phillipsburg, Pa., radio range to the Elmira, N. Y., radio range station.

§ 600.640 *Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.)* From the Concord, N. H., radio range station via a point at 43°38′ north latitude and 72°20′ west longitude and a point at 44°12′ north latitude and 72°34′ west longitude to the Burlington, Vt., radio range station.

§ 600.641 *Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).* From the Hartford, Conn., radio range station via the intersection of the northwest course of the Hartford, Conn., radio range and the south course of the Westfield, Mass., radio range; Westfield, Mass., radio range station; the intersection of the north course of the Westfield, Mass., radio range and the southwest course of the Concord, N. H., radio range; Concord, N. H., radio range to the Portland, Maine, radio range station. From the Rockland, Maine, nondirectional radio beacon via the Bangor, Maine, radio range station to the intersection of the northeast course of the Bangor, Maine, radio range and the United States-Canadian Border.

§ 600.642 *Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.)* From the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station; the intersection of the north course of the Battle Creek, Mich., radio range and the southeast course of the Grand Rapids, Mich., radio range; Grand Rapids, Mich., radio range station to the Saginaw, Mich., non-directional radio beacon.

§ 600.643 *Blue civil airway No. 43 (Delta Island, Alaska, to Willow, Alaska).* From the intersection of the northeast course of the Kenai, Alaska, radio range and the west course of the Anchorage (Merrill), Alaska, radio range via the intersection of the northwest course of the Anchorage, Alaska, radio range and the northeast course of the Kenai, Alaska, radio range to the intersection of the north course of the An-

chorage (Merrill) Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range.

§ 600.644 *Blue civil airway No. 44 (Indianapolis, Ind., to United States-Canadian Border)* From the Indianapolis, Ind., radio range station via the intersection of the south course of the Goshen, Ind., radio range and the southwest course of the Fort Wayne, Ind., radio range; Fort Wayne, Ind., radio range station to the intersection of the northeast course of the Fort Wayne, Ind., radio range and the east course of the Goshen, Ind., radio range. From the intersection of the north course of the Toledo, Ohio, radio range and the southwest course of the Windsor, Ont., Canada, radio range to the intersection of the southwest course of the Windsor, Ont., Canada, radio range and the United States-Canadian Border.

§ 600.645 *Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.)* From the intersection of the north course of the Westfield, Mass., radio range and the southwest course of the Concord, N. H., radio range via the Keene, N. H., nondirectional radio beacon to the Lebanon, N. H., nondirectional radio beacon. From the Montpelier, Vt., radio range station via the intersection of the northeast course of the Montpelier, Vt., radio range and a line bearing 180° True from the Newport, Vt., nondirectional radio beacon to the Newport, Vt., nondirectional radio beacon excluding the portion which lies outside of the continental limits of the United States.

§ 600.646 *Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.)* From the Memphis, Tenn., radio range station via the intersection of the north course of the Memphis, Tenn., radio range and a line bearing 230° True from the Dyersburg, Tenn., nondirectional radio beacon; Dyersburg, Tenn., nondirectional radio beacon to the Paducah, Ky., nondirectional radio beacon.

§ 600.647 *Blue civil airway No. 47 (Blackstone, Va., to Dunkirk, N. Y.)* From the intersection of the northeast course of the Raleigh, N. C., radio range and the south course of the Blackstone, Va., radio range via the Blackstone, Va., radio range station to the Gordonsville, Va., radio range station. From the intersection of the southeast course of the Front Royal, Va., radio range and the southwest course of the Arcola, Va., radio range via the Front Royal, Va., radio range station; the intersection of the northwest course of the Front Royal, Va., radio range and the northwest course of the Washington, D. C., radio range; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the south course of the Altoona, Pa., radio range; Altoona, Pa., radio range station; Philipsburg, Pa., radio range station; Bradford, Pa., nondirectional radio beacon to the Dunkirk, N. Y., nondirectional radio beacon.

§ 600.649 *Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.)* From the intersection of the southeast course of the Philadelphia, Pa., radio range and a point at lat. 38°58'35'' long. 74°54'30'' via the intersection of the southeast course of the Philadelphia, Pa., radio range and the southeast course of the Millville, N. J., radio range; Millville, N. J., radio range station to the intersection of the northwest course of the Millville, N. J., radio range and the southwest course of the Philadelphia, Pa., radio range.

§ 600.651 *Blue civil airway No. 51 (Wendover Utah, to Dubois, Idaho)* From the intersection of the east course of the Wendover, Utah, radio range and the south course of the Lucin, Utah, radio range via the Lucin, Utah, radio range station; the intersection of the north course of the Lucin, Utah, radio range and the southwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; the intersection of the northeast course of the Burley, Idaho, radio range and the southwest course of the Pocatello, Idaho, radio range; Pocatello, Idaho, radio range station to the Dubois, Idaho, radio range station.

§ 600.652 *Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.)* From the intersection of the northwest course of the Santa Barbara, Calif., radio range and the southwest course of the Fresno, Calif., radio range to the Fresno, Calif., radio range station.

§600.653 *Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.)* From the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Hartford, Conn., radio range to the Hartford, Conn., radio range station.

§ 600.654 *Blue civil airway No. 54 (Evergreen, Calif., to Hamilton AFB, Calif.)* From the Evergreen, Calif., nondirectional radio beacon to the San Francisco, Calif., radio range station. From the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Travis AFB, Calif., radio range to a point at lat. 38°02'45'' long. 122°31'40''

§ 600.655 *Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.)*. From the Crestview, Fla., radio range station via the intersection of the north course of the Crestview, Fla., radio range and the southwest course of the Maxwell AFB, Ala., radio range to the Maxwell AFB, Ala., radio range station.

§ 600.656 *Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.)* From the Weeksville, N. C. (Coast Guard) radio range station via the intersection of the northwest course of the Weeksville, N. C. (Coast Guard) radio range and the southwest course of the Norfolk, Va., VHF radio range to the Norfolk, Va., VHF radio range station. From the intersection of the northwest course of the Norfolk, Va., radio range and the south course of the Langley, Va. (AFB) radio range via the Langley, Va. (AFB), radio range station; the intersection of the north course of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range to the Andrews, Md., radio range station, excluding that portion more than 3 miles east of the south and north courses of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range, and excluding that portion more than 3 miles west of the southeast course of the Andrews, Md., radio range and the north course of the Langley, Va. (AFB), radio range between the Andrews, Md., radio range station and a point 18 miles south of the intersection of the north course of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range.

§ 600.657 *Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho)*. From the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range via the intersection of the northeast course of the Elko, Nev., radio range and the southwest course of the Burley, Idaho, radio range to the intersection of the southwest course of the Burley, Idaho, radio range and the north course of the Lucin, Utah, radio range.

§ 600.658 *Blue civil airway No. 58 (Nantucket, Mass., to Squantum, Mass.)* From the Nantucket, Mass., nondirectional radio beacon via the Hyannis, Mass., nondirectional radio beacon; the intersection of a line bearing 346° True from the Hyannis, Mass., nondirectional beacon and the southeast course of the Squantum, Mass., radio range to the Squantum, Mass., radio range station, excluding the portion in conflict with Cotuit restricted area (R-79)

§ 600.659 *Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.)* From the Pensacola, Fla., radio range station to the intersection of the northwest course of the Pensacola, Fla., radio range and a line bearing 39° True from the Bay Minette, Ala., nondirectional radio beacon.

§ 600.660 *Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.)* From the Moffett NAS, Sunnyvale, Calif., radio range station to the intersection of the northeast course of the Moffett NAS, Calif., radio range and the west course of the Stockton, Calif., radio range.

§ 600.661 *Blue civil airway No. 61 (Springfield, Mo., to Kansas City, Mo.)* From the Springfield, Mo., radio range station via the intersection of the northwest course of the Springfield, Mo., radio range and the southeast course of the Kansas City Mo., radio range to the Kansas City, Mo., radio range station.

§ 600.663 *Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.)* From the Concord, N. H., radio range station via the Laconia, N. H., nondirectional radio beacon; North Conway, N. H., nondirectional radio beacon to the Berlin, N. H., nondirectional radio beacon.

§ 600.664 *Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.)* From the Wink, Tex., radio range station to the Hobbs, N. Mex., radio range station.

§ 600.665 *Blue civil airway No. 65 (Shuyak, Alaska, to Homer Alaska)* From the intersection of the north course of the Kodiak, Alaska, radio range and the southwest course of the Homer, Alaska, radio range via the intersection

of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range to the Homer, Alaska, radio range station.

§ 600.666 *Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.)* From the Bridgeport, Conn., radio range station to the intersection of the northwest course of the Bridgeport, Conn., radio range and the east course of the Poughkeepsie, N. Y., radio range.

§ 600.667 *Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.)* From the Yuma, Ariz., radio range station via the Blythe, Calif., radio range station; Needles, Calif., radio range station to the intersection of the north course of the Needles, Calif., radio range and the southeast course of the Las Vegas, Nev., radio range.

§ 600.668 *Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.)* From Midland, Tex., radio range station to the intersection of the northwest course of the Midland, Tex., radio range and the east course of the Hobbs, N. Mex., radio range.

§ 600.669 *Blue civil airway No. 69 (St. Louis, Mo., to Quincy, Ill.)* From the St. Louis, Mo., radio-range station to the Quincy, Ill., nondirectional radio beacon.

§ 600.670 *Blue civil airway No. 70 (Waco, Tex., to Tulsa, Okla.)* From the intersection of the northwest course of the Waco, Tex., radio range and the south course of the Fort Worth, Tex., radio range via the intersection of the northwest course of the Waco, Tex., radio range and the west course of the Dallas, Tex., radio range; Mineral Wells, Tex., non-directional radio beacon; Ardmore, Okla., non-directional radio beacon to the Tulsa, Okla., radio range station.

§ 600.671 *Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.)* From the Toledo, Wash., radio range station via the Shelton, Wash., nondirectional radio beacon to the Seattle, Wash., radio range station.

§ 600.672 *Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.)* From the Enid, Okla. (Vance AFB), radio range station to the intersection of the northeast course of the Enid, Okla. (Vance AFB) radio range and the north course of the Oklahoma City, Okla., radio range.

§ 600.674 *Blue civil airway No. 74 (Willard, N. Mex., to Otto, N. Mex.)* From the intersection of the south course of the Otto, N. Mex., radio range with a direct line between the Albuquerque, N. Mex., radio range station and the Roswell, N. Mex., radio range station to the Otto, N. Mex., radio range station.

§ 600.675 *Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border)* That airspace over United States territory from the Cleveland, Ohio, radio range station to the London, Ontario, Canada, radio range station.

§ 600.676 *Blue civil airway No. 76 (Sinclair Wyo., to Casper Wyo.)* From the Sinclair, Wyo., radio range station to the Casper, Wyo., radio range station.

§ 600.678 *Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).* From a point located at Lat. 41°34'30" Long. 112°46'00" to the Malad City, Idaho, radio range station.

§ 600.679 *Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).* That airspace over United States territory from the intersection of the south course of the Annette Island, Alaska, radio range and the United States-Canadian Border via the Annette Island, Alaska, radio range station; Petersburg, Alaska, radio range station; Haines, Alaska, nondirectional radio beacon to the Pon Lake, Y. T., Canada, nondirectional radio beacon.

§ 600.680 *Blue civil airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska)* From the intersection of the northwest course of the Unalakleet, Alaska, radio range and the south course of the Moses Point, Alaska, radio range to the Moses Point, Alaska, radio range station.

§ 600.681 *Blue civil airway No. 81 (Charleston, W Va., to Akron, Ohio)* From the Charleston, W. Va., radio range station via the Zanesville, Ohio, nondirectional radio beacon; Akron, Ohio, radio range station to the intersection of the north course of the Akron, Ohio, radio range and the east course of the Cleveland, Ohio, range.

§ 600.684 *Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine)* From the Augusta, Maine, radio range station via the Rockland, Maine, nondirectional radio beacon; Bar Harbor, Maine, nondirectional radio beacon; Bangor, Maine, radio range station to the Millinocket, Maine, radio range station.

§ 600.685 *Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.)* From the Hutchinson, Kans., radio range station to the intersection of the south course of the Hutchinson, Kans., radio range and the southwest course of the Wichita, Kans., radio range.

§ 600.686 *Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.)* From the intersection of the east course of the Goshen, Ind., radio range and the northwest course of the Fort Wayne, Ind., radio range to the Fort Wayne, Ind., radio range station.

§ 600.687 *Blue civil airway No. 87 (Lexington, Ky., to Dayton, Ohio).* From the Lexington, Ky., nondirectional radio beacon via the Cincinnati, Ohio, radio range station; the intersection of the northeast course of the Cincinnati, Ohio, radio range and the south course of the Wright-Patterson AFB, Dayton, Ohio, radio range; Wright-Patterson AFB, Dayton, Ohio, radio range station to the intersection of the north course of the Wright-Patterson AFB radio range and the west course of the Columbus, Ohio, radio range.

OTHER CIVIL AIRWAYS

§ 600.1004 *Winslow, Ariz., to Las Vegas, Nev., civil airway.* From the Winslow Municipal Airport, Winslow, Ariz., via the South Rim Airport, Grand Canyon, Ariz., and the Boulder City Airport, Boulder City, Nev., to the McCarran Field, Las Vegas, Nev.

SUBPART C—VOR CIVIL AIRWAYS

DOMESTIC VOR CIVIL AIRWAYS

§ 600.6001 *VOR civil airway No. 1 (Charleston, S. C., to New York, N. Y.)* From the Charleston, S. C., omnirange station via the Myrtle Beach, S. C., omnirange station; Wilmington, N. C., omnirange station; New Bern, N. C., omnirange station; Williamston, N. C., VAR station; intersection of the Williamston VAR north course and the Norfolk, Va., ILS localizer southwest course; Norfolk, Va., ILS localizer; to the point of intersection of the Norfolk ILS localizer northeast course and the Norfolk, Va., VAR north course, excluding the portion between 11,000 feet and 16,000 feet and between 23,000 feet and 45,000 feet above mean sea level, during the hours of darkness, which lie within the Cherry Point, N. C., night restricted area (R-125) and excluding the portion lying west of Amber civil airway No. 9 between the Wilmington, N. C., omnirange station and the Williamston, N. C., VAR station. From the point of intersection of the Norfolk, Va., VAR northeast course and the Norfolk, Va., Navy radio range east course via the intersection of the Norfolk, VAR northeast course and the Salisbury omnirange 206° True radial; Salisbury, Md., omnirange station; intersection of the Salisbury omnirange 036° True radial and the Atlantic City VAR southwest course; Atlantic City, N. J., VAR station; intersection of the Atlantic City VAR northeast course and the Colts Neck omnirange 204° True radial to the Colts Neck, N. J., omnirange station. Those portions of this airway between the Atlantic City, N. J., VAR station and the Colts Neck, N. J., omnirange station more than 3 miles either side of the center line and those portions in conflict with Patuxent restricted area (R-43) are excluded.

§ 600.6002 *VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.)* From the Seattle, Wash., omnirange station via the Ellensburg, Wash., omnirange station, including a south alternate via the intersection of the Seattle omnirange 124° True and the Ellensburg omnirange 274° True radials; Ephrata, Wash., omnirange station; Spokane, Wash., omnirange station; Mullan Pass, Mont., omnirange station; Missoula, Mont., omnirange station; Drummond, Mont., omnirange station; Helena Mont., omnirange station; intersection of the Helena omnirange 119° True and the Bozeman omnirange 338° True radials; Bozeman, Mont., omnirange station; intersection of the Bozeman omnirange 157° True and the Livingston omnirange 262° True radials; Livingston, Mont., omnirange station; Billings, Mont., omnirange station; Miles City, Mont., omnirange station; Golva, N. Dak., omnirange station; Dickinson, N. Dak. omnirange station; Bismarck, N. Dak., omnirange station, including a north alternate; Jamestown, N. Dak., omnirange station, including a north alternate; Fargo, N. Dak., omni-

range station; including a north alternate; Alexandria, Minn., omnirange station, including a north alternate; Minneapolis, Minn., omnirange station; La Crosse, Wis., omnirange station, including a north alternate from the Minneapolis, Minn., omnirange to the La Crosse, Wis., omnirange station and also a south alternate from the Alexandria, Minn., omnirange station via the intersection of the Alexandria omnirange 136° True radial and the Minneapolis-St. Paul International Airport ILS 301° True localizer course, the Minneapolis-St. Paul International Airport ILS localizer, the intersection of the Minneapolis-St. Paul International Airport ILS 121° True localizer course and the La Crosse omnirange 311° True radial to the La Crosse, Wis., omnirange station; Lone Rock, Wis., omnirange station, including a north alternate; Milwaukee, Wis., omnirange station, including a north alternate; Muskegon, Mich., omnirange station, including a north alternate; Lansing, Mich., omnirange station, including a south alternate; to the Salem, Mich., omnirange station. From the Buffalo, N. Y., omnirange station via the Rochester, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Albany, N. Y., omnirange station, including a south alternate via the intersection of the Syracuse omnirange 117° True and the Albany omnirange 269° True radials; Gardner, Mass., omirange station; to the Boston, Mass., omnirange station.

§ 600.6003 *VOR civil airway No. 3 (Key West, Fla., to Presque Isle, Maine)* That airspace over the United States territory from the Key West, Fla., omnirange station via the Miami, Fla., omnirange station, excluding the portion which overlaps Airspace Warning Area (W-173) intersection of the Miami omnirange 060° True and the West Palm Beach omnirange 176° True radials; West Palm Beach, Fla., omnirange station; Vero Beach, Fla., omnirange station, including an east alternate from the West Palm Beach omnirange station to the Vero Beach omnirange station and also a west alternate from the Miami omnirange station to the Vero Beach omnirange station via the intersection of the Miami omnirange 338° True and the Vero Beach omnirange 192° True radials, excluding the portions which overlap the Sterling restricted areas (R-169 and R-170) Daytona Beach, Fla., omnirange station; Jacksonville, Fla., omnirange station, including an east alternate; Brunswick, Ga., omnirange station, including a west alternate via the intersection of the Jacksonville omnirange 309° True and the Brunswick omnirange 203° True radials; Savannah, Ga., omnirange station, including an east alternate; Charleston, S. C., omnirange station, including a west alternate; Florence, S. C., omnirange station, including an east alternate; Lumberton, N. C., omnirange station; Raleigh, N. C., omnirange station, including a west alternate from the Florence omnirange station to the Raleigh omnirange station via the intersection of the Florence omnirange 008° True and the Raleigh omnirange 232° True radials; Lawrenceville, Va., omnirange station; intersection of the Lawrenceville omnirange 035° True and the Flat Rock omnirange 171° True radials, excluding the portion which overlaps the Camp Pickett restricted area (R-44) Flat Rock, Va., omnirange station to the point of intersection of the Flat Rock omnirange 023° True and the Gordonsville, Va., omnirange 056° True radials. From the point of intersection of the Herndon, Va., omnirange 045° True and the Martinsburg, W Va., omnirange 101 True radials via the intersection of the Herndon omnirange 045° True and the West Chester omnirange 253° True radials; West Chester, Pa., omnirange station; intersection of the West Chester omnirange 051° True and the Caldwell omnirange 217° True radials; Caldwell, N. J., omnirange station; Wilton, Conn., omnirange station; Hartford, Conn., omnirange station; intersection of the Hartford omnirange 044° True and the Boston omnirange 257° True radials; Boston, Mass., omnirange station; Kennebunk, Maine, omnirange station; Augusta, Maine, omnirange station; Bangor, Maine, omnirange station; Houlton, Maine, omnirange station; to the Presque Isle, Maine, omnirange station.

§ 600.6004 *VOR civil airway No. 4* From Seattle, Wash., omnirange station via the Yakima, Wash., omnirange station, including a south alternate from the Seattle omnirange station to the Yakima omnirange station via the point of intersection of the Seattle omnirange 163° True and the Olympia, Wash., omnirange 084° True radials; thence via the point of intersection of the Olympia omnirange 084° True and the Seattle omnirange 124° True radials; Pendleton, Oreg., omnirange station; Baker, Oreg., omnirange station Boise, Idaho, omnirange station; intersection of the Boise omnirange 129° True and the Burley omnirange 292° True radials; Burley, Idaho, omnirange station, including a south alternate from the Boise omnirange station to the Burley omnirange station via the Twin Falls, Idaho, omnirange station; Malad City, Idaho, omnirange station; Rock Springs, Wyo., omnirange station; Cherokee, Wyo., omnirange station, including a north alternate; Laramie, Wyo., omnirange station; Denver, Colo., omnirange station, including a north alternate via the intersection of the Laramie omnirange 131° True and the Denver omnirange 016° True radials; Thurman, Colo., omnirange station, including a south alternate; Goodland, Kans., omnirange station, including a north alternate via the intersection of the Thurman omnirange 085° True and the Goodland omnirange 304° True radials; Hill City, Kans., omnirange station, including a north alternate; Russell, Kans., omnirange station; Salina, Kans., omnirange station, including a north alternate from Hill City omnirange station to Salina omnirange station; Topeka, Kans., omnirange station, including a south alternate; Kansas City, Mo., omnirange station, including a north alternate; Columbia, Mo., omnirange station, including a north alternate from the Kansas City omnirange station to the Columbia omnirange station via the intersection of the Kansas City omnirange 077° True and the Columbia omnirange 292° True radials and also a south alternate from the Topeka omnirange station to the Columbia omnirange station via the Blue Springs, Mo., omnirange station thence via the intersection of the Blue Springs omnirange 094° True and the Columbia omnirange 261° True radials; St. Louis, Mo., omnirange station, including a north and a south alternate; Troy, Ill., omnirange station; Centralia, Ill., omnirange station, including a south alternate from the St. Louis omnirange station to the Centralia omnirange station via the intersection of the St. Louis omnirange 128° True and the Centralia omnirange 279° True radials; Evansville, Ind., omnirange station, including a south alternate; the intersection of the Evansville omnirange 80° True and the Louisville omnirange 269° True radials; Louisville, Ky., omnirange station, including a north alternate from the Evansville omnirange station to the Louisville omnirange station; Lexington, Ky., omnirange station, including a south alternate and also a north alternate via the intersection of the Louisville omnirange 083° True and the Lexington omnirange 294° True radials; Charleston, W Va., omnirange station; Elkins, W Va., omnirange station, including a south alternate via the intersection of the Charleston omnirange 081 True and the Elkins omnirange 227° True radials; Front Royal, Va., omnirange station; to the Herndon, Va., omnirange station. The portions of this airway which overlap the Yakima restricted area (R-247) and the Lake City restricted area (R-307) are excluded.

§ 600.6005 *VOR civil airway No. 5 (Jacksonville, Fla., to Cleveland, Ohio)* From the Jacksonville, Fla., omnirange station via the Alma, Ga., omnirange station, including a west alternate; Macon, Ga., omnirange station; intersection of the Macon omnirange 330° True and the Atlanta omnirange 102° True radials; Atlanta, Ga., omnirange station; including a west alternate from the Alma omnirange station to the Atlanta omnirange station via the intersection of the Alma omnirange 305° True and the Atlanta omnirange 151° True radials; intersection of the Atlanta omnirange 352° True and the Chattanooga omnirange 152° True radials; Chattanooga, Tenn., omnirange station; Nashville, Tenn., omnirange station; Bowling Green, Ky., omnirange station, intersection of the Bowling Green omnirange 048° True and the Louisville omnirange 189° True radials; Louisville, Ky., omnirange station, including an east alternate from the Bowling Green omnirange station to the Louisville, omnirange station via the intersection of the Bowling Green omnirange 063° True and the Louisville omnirange 168° True radials; Cincinnati, Ohio, omnirange station, including an east alternate; intersection of the Cincinnati omnirange 045° True and the Columbus omnirange 246° True radials; Columbus, Ohio, omnirange station; Mansfield, Ohio, omnirange station, including an east al-

ternate from the Columbus omnirange station to the Mansfield omnirange station via the intersection of the Columbus omnirange 051° True and the Mansfield omnirange 184° True radials; to the Cleveland, Ohio, omnirange station.

§ 600.6006 *VOR civil airway No. 6 (Oakland, Calif., to New York, N. Y.)* From the intersection of the Oakland omnirange 217° True and the Salinas omnirange 319° True radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station, including a north alternate between the Sacramento, Calif., omnirange station and the Reno, Nev., omnirange station via the intersection of the Sacramento omnirange 040° True and the Reno omnirange 268° True radials; Lovelock, Nev., omnirange station; Battle Mountain, Nev., omnirange station; Wells, Nev., omnirange station, including a south alternate from the Battle Mountain omnirange station to the Wells omnirange station via the Elko, Nev., omnirange station; Lucin, Utah, omnirange station; Ogden Utah, omnirange station; Fort Bridger, Wyo., omnirange station, including a north alternate via the intersection of the Ogden omnirange 052° True and the Fort Bridger omnirange 278° True radials; Rock Springs, Wyo., omnirange station, including a north alternate via the intersection of the Fort Bridger omnirange 064° True and the Rock Springs omnirange 284° True radials; Cherokee, Wyo., omnirange station, including a north alternate; Rock River, Wyo., omnirange station, including a north alternate; Cheyenne, Wyo., omnirange station, including a north alternate via the intersection of the Rock River omnirange 109° True and the Cheyenne omnirange 320° True radials; Sidney, Nebr., omnirange station, including a north alternate via the intersection of the Cheyenne omnirange 080° True and the Sidney omnirange 290° True radials; North Platte, Nebr., omnirange station, including a north alternate; Grand Island, Nebr., omnirange station, including a north alternate; Omaha, Nebr., omnirange station, including a north and a south alternate; Des Moines, Iowa, omnirange station, including a south alternate; Iowa City, Iowa, omnirange station including a north alternate and also a south alternate via the intersection of the Des Moines omnirange 112° True and the Iowa City omnirange 252° True radials; Moline, Ill., omnirange station, including a south alternate; Naperville, Ill., omnirange station; South Bend, Ind., omnirange station; intersection of the South Bend omnirange 092° True and the Waterville omnirange 288° True radials; Waterville, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Youngstown, Ohio, omnirange station, including a north alternate; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Allentown, Pa., omnirange station; to the Colts Neck, N. J., omnirange station.

§ 600.6007 *VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wis.)* From the Miami, Fla., omnirange station via the Fort Myers, Fla., omnirange station, including a west alternate via the intersection of the Miami omnirange 274° True and the Fort Myers omnirange 133° True radials; Lakeland, Fla., omnirange station, including an east alternate via the intersection of the Fort Myers omnirange 035° True and the Lakeland omnirange 161° True radials; Cross City, Fla., omnirange station, including a west alternate from the Fort Myers omnirange station to the Cross City omnirange station via the Tampa, Fla., omnirange station and the intersection of the Tampa omnirange 012° True and the Cross City omnirange 150° True radials; Tallahassee, Fla., omnirange station, including a west alternate via the intersection of the Cross City omnirange 287° True and the Tallahassee omnirange 150° True radials; Marianna, Fla., omnirange station; intersection of the Marianna omnirange 333° True and the Montgomery omnirange 137° True radials; Montgomery, Ala., omnirange station, including a west alternate from the Marianna omnirange station to the Montgomery omnirange station via the intersection of the Marianna omnirange 303° True and the Montgomery omnirange 192° True radials; Birmingham, Ala., omnirange station, including an east alternate via the intersection of the Montgomery omnirange 358° True and the Birmingham omnirange 138° True radials and also a west alternate; intersection of the Birmingham omnirange 358° True and the Muscle Shoals omnirange 129° True radials; Muscle Shoals, Ala., omnirange station; Graham, Tenn., omnirange station; Nashville, Tenn., omnirange station; intersection of the Nashville omnirange 343° True and the Evansville omnirange 145° True radials; Evansville, Ind., omnirange station; Terre Haute, Ind., omnirange station, including a west alternate; Lafayette, Ind., omnirange station, including a west alternate; Chicago Heights, Ill., omnirange station, including an east alternate; intersection of the Chicago Heights omnirange 342° True and the Milwaukee omnirange 179° True radials; Milwaukee, Wis., omnirange station; to the Green Bay Wis., omnirange station. The portions of this airway above 19,000 feet above mean sea level which lie within the Tyndall AFB restricted area (R-336) and the Tyndall AFB warning area (W-337) are excluded between sunset and sunrise.

§ 600.6008 *VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.)* From the point of intersection of the Long Beach omnirange 266° True and the Los Angeles, Calif., omnirange 207° True radials via the Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station; Bryce Canyon, Utah, omnirange station; Hanksville, Utah, omnirange station; Grand Junction, Colo., omnirange station; Kremmling, Colo., omnirange station; Denver, Colo., omnirange station, including a north alternate; Akron, Colo., omnirange station, including a north alternate and also a south alternate via the intersection of the Denver omnirange 101° True and the Akron omnirange 242° True radials; Imperial, Nebr., omnirange station, including a south alternate via the intersection of the Akron omnirange 090° True and the Imperial omnirange 237° True radials; Grand Island, Nebr., omnirange station, including a south alternate; Omaha, Nebr., omnirange station, including a north and a south alternate; Des Moines, Iowa, omnirange station, including a south alternate; Iowa City, Iowa, omnirange station, including a south alternate via the intersection of the Des Moines omnirange 112° True and the Iowa City omnirange 252° True radials; Moline, Ill., omnirange station, including a south alternate and also a north alternate from the Des Moines omnirange station to the Moline omnirange station via the intersection of the Des Moines omnirange 071° True and the Moline omnirange 279° True radials; Naperville, Ill., omnirange station; intersection of the Naperville omnirange 090° True and the Chicago Heights omnirange 342° True radials; Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Findlay, Ohio, omnirange station; Mansfield, Ohio, omnirange station; the intersection of the Mansfield omnirange 100° True and the Pittsburgh omnirange 291° True radials; Pittsburgh, Pa., omnirange station; Martinsburgh, W. Va., omnirange station; intersection of the Martinsburg, omnirange 123° True and the Washington terminal omnirange 319° True radials; to the Washington, D. C., terminal omnirange station.

§ 600.6009 *VOR civil airway No. 9 (New Orleans, La., to Milwaukee, Wis.)* From the New Orleans, La., omnirange station via the McComb, Miss., omnirange station, including a west alternate; Jackson, Miss., omnirange station, including a west alternate; Greenwood, Miss., omnirange station, including a west alternate; Memphis, Tenn., omnirange station, including an east alternate; Malden, Mo., omnirange station, including a west alternate; Farmington, Mo., omnirange station, including a west alternate; St. Louis, Mo., omnirange station, including a west alternate; Springfield, Ill., omnirange station, including a west alternate; Pontiac, Ill., omnirange station; Joliet, Ill., omnirange station; Naperville, Ill., omnirange station; intersection of the Naperville omnirange 358° True and the Milwaukee omnirange 215° True radials; to the Milwaukee, Wis., omnirange station, including a west alternate from the Naperville omnirange station to the Milwaukee omnirange station via the intersection of the Naperville omnirange 338° True and the Milwaukee omnirange 215° True radials.

§ 600.6010 *VOR civil airway No. 10 (Pueblo, Colo., to New York, N. Y.)* That airspace over United States territory from the Pueblo, Colo., omnirange station via the Lamar, Colo., omnirange station, including a north alternate; Garden City, Kans., omnirange station,

including a north alternate; Dodge City, Kans., omnirange station; Hutchinson, Kans., omnirange station, including a south alternate and also a north alternate via the intersection of the Dodge City omnirange 060° True and the Hutchinson omnirange 296° True radials; Emporia, Kans., omnirange station, including a north alternate; Kansas City, Mo., omnirange station; Kirksville, Mo., omnirange station, including a south alternate via the intersection of the Kansas City omnirange 077° True and the Kirksville omnirange 225° True radials; Burlington, Iowa, omnirange station, including a south alternate; Bradford, Ill., omnirange station, including a north alternate; intersection of the Bradford omnirange 048° True and the Naperville omnirange 254° True radials; Naperville, Ill., omnirange station; South Bend, Ind., omnirange station, including a north alternate from the Naperville omnirange station to the South Bend omnirange station via the intersection of the Naperville omnirange 064° True and the South Bend omnirange 287° True radials; Litchfield, Mich,. omnirange station, including a north alternate; Carleton, Mich., omnirange station; Perry, Ohio, nondirectional radio beacon; Youngstown, Ohio, omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Allentown, Pa., omnirange station; to the Colts Neck, N. J., omnirange station.

§ 600.6011 *VOR civil airway No. 11 (Houston, Tex., to Detroit, Mich.)* From the Houston, Tex., omnirange station via the Lufkin, Tex., omnirange station; to the Shreveport, La., omnirange station. From the Pine Bluff, Ark., omnirange station via the Memphis, Tenn., omnirange station, including an east alternate; intersection of the Memphis omnirange 360° True and the Dyersburg omnirange 215° True radials; Dyersburg, Tenn., omnirange station, including a west alternate from the Memphis omnirange station to the Dyersburg omnirange station via the intersection of the Memphis omnirange 345° True and the Dyersburg omnirange 230° True radials; Paducah, Ky., omnirange station; Evansville, Ind., omnirange station; Scotland, Ind., omnirange station, including an east alternate via the intersection of the Evansville omnirange 049° True and the Scotland omnirange 188° True radials; Indianapolis, Ind., omnirange station, including an east alternate via the intersection of the Scotland omnirange 041° True and the Indianapolis omnirange 185° True radials, and a west alternate via the intersection of the Scotland omnirange 011° True and the Indianapolis omnirange 232° True radials; intersection of the Indianapolis omnirange 021° True and the Fort Wayne omnirange 226° True radials; Fort Wayne, Ind., omnirange station; intersection of the Fort Wayne omnirange 037° True and the Salem omnirange 227° True radials; to the Salem, Mich., omnirange station, including a west alternate from the Fort Wayne omnirange station to the Salem omnirange station via the Litchfield, Mich, omnirange station.

§ 600.6012 *VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.)* From the Santa Barbara, Calif., omnirange station via the intersection of the Santa Barbara omnirange 091° True and the Fillmore omnirange 284° True radials; Fillmore, Calif., omnirange station; Palmdale, Calif., omnirange station; intersection of the Palmdale omnirange 082° True and the Daggett omnirange 257° True radials; Daggett, Calif., omnirange station; Needles, Calif., omnirange station; Prescott, Ariz., omnirange station; Winslow, Ariz., omnirange station; Zuni, N. Mex., omnirange station, including a north alternate via the intersection of the Winslow omnirange 076° True and the Zuni omnirange 287° True radials; Grants, N. Mex., omnirange station; Albuquerque, N. Mex., omnirange station; Otto, N. Mex., omnirange station, including a south alternate; Anton Chico, N. Mex., omnirange station; Tucumcari, N. Mex., omnirange station, including a north alternate; Amarillo, Tex., omnirange station, including a north alternate; Gage, Oklahoma., omnirange station including a north alternate; Anthony, Kans., omnirange station; Wichita, Kans., omnirange station, including a north alternate from the Gage omnirange station to the Wichita omnirange station via the intersection of the Gage omnirange 044° True and the Wichita omnirange 245° True radials and also a south alternate from the Anthony omnirange station to the Wichita omnirange station via the intersection of the Anthony omnirange 078° True and the Wichita omnirange 194° True radials; Emporia, Kans., omnirange station, including a north alternate via the intersection of the Wichita omnirange 046° True and the Emporia omnirange 259° True radials; Kansas City, Mo., omnirange station; Columbia, Mo., omnirange station, including a north alternate via the intersection of the Kansas City omnirange 077° True and the Columbia omnirange 292° True radials; St. Louis, Mo., omnirange station, including a north and a south alternate; Vandalia, Ill., omnirange station, including a north alternate via the intersection of the St. Louis omnirange 032° True and the Vandalia omnirange 273° True radials; Terre Haute, Ind., omnirange station, including a north alternate via the intersection of the Vandalia omnirange 054° True and the Terre Haute omnirange 283° True radials; Indianapolis, Ind., omnirange station, including a south alternate via the intersection of the Terre Haute omnirange 082° True and the Indianapolis omnirange 232° True radials; Dayton, Ohio, omnirange station, including a north alternate; Columbus, Ohio, omnirange station, including a north alternate via the intersection of the Dayton omnirange 060° and the Columbus omnirange 281° True radials; Wheeling, W Va., omnirange station, including a north alternate from the Columbus omnirange station to the Wheeling omnirange station via the point of intersection of the Columbus omnirange 067° True and the Mansfield, Ohio, omnirange 120° True radials thence via the direct radial to the Wheeling omnirange station; Pittsburgh, Pa., omnirange station, including a north alternate via the intersection of the Pittsburgh omnirange 067° True and the Johnstown omnirange 290° True radials; Johnstown, Pa., omnirange station; Harrisburg, Pa., omnirange station, including a south alternate; to the West Chester, Pa., omnirange station.

§ 600.6013 *VOR civil airway No. 13 (Houston, Tex., to Duluth, Minn.)* From the Houston, Tex., omnirange station via the Lufkin, Tex., omnirange station, including an east alternate via the intersection of the Houston omnirange 044° True and the Lufkin omnirange 178° True radials; Shreveport, La., omnirange station; to the Texarkana, Ark., omnirange station, including a west alternate via the intersection of the Shreveport omnirange 275° True and the Texarkana omnirange 188° True radials. From the Fort Smith, Ark., omnirange station via the Fayetteville, Ark., omnirange station; Neosho, Mo., omnirange station; Butler, Mo., omnirange station, including a west alternate; Kansas City, Mo., omnirange station; Lamoni, Iowa, omnirange station including an east alternate via the intersection of the Kansas City omnirange 035° True and the Lamoni omnirange 175° True radials; Des Moines, Iowa, omnirange station, including an east and a west alternate; Mason City, Iowa, omnirange station, including an east and a west alternate; Minneapolis, Minn., omnirange station, including a west alternate; Grantsburg, Wis., omnirange station to the Duluth, Minn., omnirange station.

§ 600.6014 *VOR civil airway No. 14 (Roswell, N. Mex., to Boston, Mass.)* That airspace over United States territory from the Roswell, N. Mex., omnirange station via the Lubbock, Tex., omnirange station, including a north alternate; via the intersection of the Roswell omnirange 063° True and the Lubbock omnirange 276° True radials; Childress, Tex., omnirange station; Hobart, Okla., omnirange station; Oklahoma City, Okla., omnirange station; Tulsa, Okla., omnirange station, including a north alternate and also a south alternate via the intersection of the Oklahoma City omnirange 100° True and the Tulsa omnirange 207° True radials; Neosho, Mo., omnirange station, including a north alternate via the intersection of the Tulsa omnirange 050° True and the Neosho omnirange 260° True radials and also a south alternate via the intersection of the Tulsa omnirange 091° True and the Neosho omnirange 227° True radials; Springfield, Mo., omnirange station, including a north alternate via the intersection of the Neosho omnirange 045° True and the Springfield omnirange 261 True radials and also a south alternate; Vichy, Mo., omnirange station, including a north alternate; St. Louis, Mo., omnirange station, including a north alternate and also a south alternate via the intersection of the Vichy omnirange 069° True and the St. Louis omnirange 219° True radials; Vandalia, Ill., omnirange station, including a north alternate via the intersection of the St. Louis omnirange 032° True and the Vandalia omnirange 273° True radials; Terre

Haute, Ind., omnirange station, including a north alternate via the intersection of the Vandalia omnirange 054° True and the Terre Haute omnirange 283° True radials; Indianapolis, Ind., omnirange station, including a south alternate via the intersection of the Terre Haute omnirange 082° True and the Indianapolis omnirange 232° True radials; intersection of the Indianapolis omnirange 054° True and the Findlay omnirange 250° True radials; Findlay, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Erie, Pa., omnirange station, including a north alternate; Buffalo, N. Y., omnirange station; Rochester, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Albany, N. Y., omnirange station; Gardner, Mass., omnirange station; to the point of intersection of the Gardner omnirange 132° True and the Boston, Mass., omnirange 223° True radials.

§ 600.6015 *VOR civil airway No. 15 (Galveston, Tex., to Minot, N. Dak.)* From the Galveston, Tex., omnirange station via the Houston, Tex., omnirange station; College Station, Tex., omnirange station; Waco, Tex., omnirange station including an east alternate; Dallas, Tex., omnirange station, including an east alternate via the intersection of the Waco omnirange 036° True and the Dallas omnirange 178° True radials; intersection of the Dallas omnirange 345° True and the Ardmore omnirange 161° True radial; Ardmore, Okla., omnirange station, including a west alternate from the Dallas, Tex., omnirange station to the Ardmore, Okla., omnirange station via the intersection of the Dallas omnirange 324° True and the Ardmore omnirange 176° True radials to the Tulsa, Okla., omnirange station, including an east alternate. From the Kansas City, Mo., omnirange station via the St. Joseph, Mo., omnirange station, including an east alternate via the intersection of the Kansas City omnirange 020° True and the St. Joseph omnirange 132° True radials; Omaha, Nebr., omnirange station, including an east alternate; Sioux City, Iowa, omnirange station, including an east alternate and also a west alternate via the intersection of the Omaha omnirange 320° True and the Sioux City omnirange 175° True radials; Sioux Falls, S. Dak., omnirange station, including an east alternate; Huron, S. Dak., omnirange station; including a west alternates; Aberdeen, S. Dak., omnirange station, including a west alternate; Bismarck, N. Dak., omnirange station including a west alternate, to the Minot, N. Dak., omnirange station.

§ 600.6016 *VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.)* That airspace over United States territory from the Los Angeles, Calif., omnirange station via the Ontario, Calif., omnirange station; intersection of the Ontario omnirange 091° True and the Blythe omnirange 283° True radials; Blythe, Calif., omnirange station; Hassayampa, Ariz., omnirange station; Phoenix, Ariz., omnirange station; intersection of the Phoenix omnirange 160° True and the Tucson omnirange 315° True radials; Tucson, Ariz., omnirange station; Cochise, Ariz., omnirange station including a south alternate via the intersection of the Tucson omnirange 121° True and the Cochise omnirange 257° True radials; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station including a north alternate; Salt Flat, Tex., omnirange station; Wink, Tex., omnirange station, including a north alternate; Midland, Tex., omnirange station, including a north alternate; Big Spring, Tex., omnirange station; Abilene, Tex., omnirange station, including a south alternate; Mineral Wells, Tex., omnirange station, including a north alternate and also a south alternate via the intersection of the Abilene omnirange 096° True and the Mineral Wells omnirange 247° True radials; Fort Worth, Tex., omnirange station; Dallas, Tex., omnirange station, including a south alternate via the intersection of the Fort Worth omnirange 132° True and the Dallas omnirange 247° True radials; Sulphur Springs, Tex., omnirange station, including a north alternate from the Fort Worth omnirange station to the Sulphur Springs omnirange station via the intersection of the Fort Worth omnirange 069° True and the Sulphur Springs omnirange 268° True radials; Texarkana, Ark., omnirange station, including a north alternate; Pine Bluff, Ark., omnirange station, including a south alternate; Memphis, Tenn., omnirange station, including a south alternate; Jackson, Tenn., omnirange station, including a south alternate; Graham, Tenn., omnirange station, including a south alternate; Nashville, Tenn., omnirange station; Crossville, Tenn., omnirange station, including a south alternate from the Graham omnirange station to the Crossville omnirange station via the Graham omnirange 099° True and the Crossville omnirange 257° True radials; intersection of the Crossville omnirange 104° True and the Knoxville omnirange 249° True radials; Knoxville, Tenn., omnirange station; Tri-City, Tenn., omnirange station; Pulaski, Va., omnirange station, including a north alternate from the Knoxville omnirange station to the Pulaski omnirange station via the intersection of the Knoxville omnirange 054° True and the Pulaski omnirange 260° True radials; Montebello, Va., omnirange station; Gordonsville, Va., omnirange station; Andrews, Md., radio range station via the Gordonsville omnirange 056° True radial; a point at latitude 38°51'00" north longitude 76°30'00" west bearing 062° True from the Andrews, Md., radio range station; Dover, Del., omnirange station via the Dover omnirange 244° True radial; Atlantic City, N. J., VAR station via the Dover omnirange 070° True radial; intersection of the Atlantic City VAR northeast course and the Colts Neck omnirange 204° True radial; Colts Neck, N. J., omnirange station; intersection of the Colts Neck omnirange 103° True and the Riverhead omnirange 222° True radials; Riverhead, N. Y., omnirange station; intersection of the Riverhead omnirange 042° True and the Norwich omnirange 224° True radials; Norwich, Conn., omnirange station to the Boston, Mass., omnirange station. Those portions of this airway between the Atlantic City, N. J., VAR station and the Colts Neck, N. J., omnirange station more than 3 miles either side of the center line are excluded.

§ 600.6017 *VOR civil airway No. 17 (Laredo, Tex., to Goodland, Kans.)* That airspace over United States territory from the Laredo, Tex., omnirange station via Cotulla, Tex., omnirange station; San Antonio, Tex., omnirange station; Austin, Tex., omnirange station, including an east alternate via the intersection of the San Antonio omnirange 061° True and the Austin omnirange 158° True radials and a west alternate via the intersection of the San Antonio omnirange 002° True and the Austin omnirange 237° True radials; Waco, Tex., omnirange station, including an east alternate; Fort Worth, Tex., omnirange station, including a west alternate via the intersection of the Waco omnirange 330° True and the Fort Worth omnirange 187° True radials; Oklahoma City, Okla., omnirange station; Gage Okla., omnirange station; Garden City, Kans., omnirange station to the Goodland, Kans., omnirange station, including a west alternate.

§ 600.6018 *VOR civil airway No. 18 (Dallas, Tex., to Charleston, S. C.)* From the Dallas, Tex., omnirange station via the Quitman, Tex., omnirange station; Shreveport, La., omnirange station; Monroe, La., omnirange station; Jackson, Miss., omnirange station, including a south alternate; Meridian, Miss., omnirange station, including a south alternate; Tuscaloosa, Ala., omnirange station, including a north alternate; Birmingham, Ala., omnirange station; Anniston, Ala., omnirange station; intersection of the Anniston omnirange 084° True radial and the Atlanta Airport ILS localizer west course; Atlanta, Ga., Airport ILS localizer; intersection of the Atlanta Airport ILS localizer east course and the Augusta omnirange 278° True radial; Augusta, Ga., omnirange station, including a south alternate from the Anniston omnirange station to the Augusta omnirange station via the intersection of the Anniston omnirange 104° True and the Atlanta omnirange 262° True radials, the Atlanta, Ga., omnirange station and the intersection of the Atlanta omnirange 102° True and the Augusta omnirange 263° True radials; intersection of the Augusta omnirange 090° True and the Charleston omnirange 301° True radials; to the Charleston, S. C., omnirange station. The portions of this airway which conflict with the Fort McClellan Restricted Area (R-130) are excluded.

§ 600.6019 *VOR civil airway No. 19 (El Paso, Tex., to Great Falls, Mont.)* That airspace over United States territory from the El Paso, Tex., omnirange station via the intersection of the El Paso omnirange 271° True and the Truth or Consequences omnirange 162° True radials; Truth or Consequences, N. Mex., omnirange station; the intersection of the Truth or Consequences, N. Mex., omnirange 21° True and the Albuquerque, N. Mex., omnirange 169° True radials; Albuquerque, N. Mex., omnirange station; intersection of the Albuquerque

omnirange 025° True and the Santa Fe omnirange 253° True radials; Santa Fe, N. Mex., omnirange station; Las Vegas, N. Mex., omnirange station; Raton, N. Mex., omnirange station, including an east alternate; to the Pueblo, Colo., omnirange station. From the Denver, Colo., omnirange station via the Cheyenne, Wyo., omnirange station, including an east alternate via the intersection of the Denver omnirange 016° True and the Cheyenne omnirange 131° True radials; Douglas, Wyo., omnirange station, including an east alternate; Casper, Wyo., omnirange station, including an east alternate; Crazy Woman, Wyo., omnirange station, including an east alternate; Sheridan, Wyo., omnirange station, including an east alternate; Billings, Mont., omnirange station; intersection of the Billings omnirange 347° True and the Lewistown omnirange 104° True radials; Lewistown, Mont., omnirange station to the Great Falls, Mont., omnirange station.

§ 600.6020 *VOR civil airway No. 20 (Laredo, Tex., to Richmond, Va.)* That airspace over United States territory from Laredo, Tex., omnirange station via the Corpus Christi, Tex., omnirange station; Palacios, Tex., omnirange station; Houston, Tex., omnirange station; Beaumont, Tex., omnirange station; including a north alternate via the intersection of the Houston omnirange 044° True and the Beaumont omnirange 273° True radials; Lake Charles, La., omnirange station, including a south alternate from the Houston omnirange station to the Lake Charles omnirange station via the intersection of the Houston omnirange 090° True and the Lake Charles omnirange direct radial to the Galveston, Tex., omnirange station; Lafayette, La., omnirange station; New Orleans, La., omnirange station; intersection of the New Orleans omnirange 066° True and the Mobile omnirange 242° True radials; Mobile, Ala., omnirange station; Evergreen, Ala., omnirange station; Montgomery, Ala., omnirange station; La Grange, Ga., omnirange station; Atlanta, Ga., omnirange station; intersection of the Atlanta omnirange 048° True and the Royston omnirange 236° True radials; Royston, Ga., omnirange station; Spartanburg, S. C., omnirange station, including a north alternate from the Atlanta omnirange station to the Spartanburg, S. C., omnirange station via the Norcross, Ga., omnirange station, and the intersection of the Norcross omnirange 054° True and the Spartanburg omnirange 249° True radials; Greensboro, N. C., omnirange station; South Boston, Va., omnirange station; to the Flat Rock, Va., omnirange station.

§ 600.6021 *VOR civil airway No. 21 (Long Beach, Calif., to United States-Canadian Border)* From the point of intersection of the Long Beach omnirange 266° True and the Los Angeles, Calif., omnirange 207° True radials via the Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station, including an east alternate via the intersection of the Las Vegas omnirange 086° True and the Mormon Mesa omnirange 192° True radials; Milford, Utah, omnirange station; Delta, Utah, omnirange station; intersection of the Delta omnirange 023° True and Salt Lake City omnirange 179° True radials; Salt Lake City, Utah, omnirange station; Ogden, Utah, omnirange station; Malad City, Idaho, omnirange station; Pocatello, Idaho, omnirange station; intersection of the Pocatello omnirange 033° True and the Dubois 170° True radials; Dubois, Idaho, omnirange station, including a west alternate between the Pocatello, Idaho, omnirange station and the Dubois, Idaho, omnirange station via the direct radials; Dillon, Mont., omnirange station; Whitehall, Mont., omnirange station; Helena, Mont., omnirange station; intersection of the Helena omnirange 004° True and the Great Falls omnirange 222° True radials; Great Falls, Mont., omnirange station; Cut Bank, Mont., omnirange station to the United States-Canadian Border via the Cut Bank omnirange 347° True radial.

§ 600.6022 *VOR civil airway No. 22 (New Orleans, La., to Jacksonville, Fla.)* From the New Orleans, La., omnirange station via the intersection of the New Orleans omnirange 081° True and the Mobile omnirange 223° True radials; Mobile, Ala., omnirange station; intersection of the Mobile omnirange 070° True and the Crestview omnirange 274° True radials; Crestview, Fla., omnirange station; Marianna, Fla., omnirange station; Tallahassee, Fla., omnirange station including a north alternate via the intersection of the Marianna omnirange 094° True and the Tallahassee omnirange 005° True radial; to the Jacksonville, Fla., omnirange station. Those portions of this airway above 19,000 feet, above mean sea level, which lie within the Tyndall AFB restricted area (R-336) are excluded daily between sunset and sunrise.

§ 600.6023 *VOR civil airway No. 23 (San Diego, Calif., to Bellingham, Wash.)* From the San Diego, Calif., omnirange station via the intersection of the San Diego omnirange 336° True and the Long Beach omnirange 137° True radials; Long Beach, Calif., omnirange station; intersection of the Long Beach omnirange 287° True and the Los Angeles omnirange 123° True radials; Los Angeles, Calif., omnirange station; intersection of the Los Angeles omnirange 355° True and the Bakersfield omnirange 149° True radials; Bakersfield, Calif., omnirange station; Fresno, Calif., omnirange station; Modesto, Calif., omnirange station, including an east alternate via the intersection of the Fresno omnirange 328° True and the Modesto omnirange 117° True radials; Sacramento, Calif., omnirange station; intersection Sacramento omnirange 346° True and the Red Bluff omnirange 159° True radials; Red Bluff, Calif., omnirange station; Fort Jones, Calif., omnirange station; Medford, Oreg., omnirange station, including an east alternate via the intersection of the Fort Jones omnirange 042° True and the Medford omnirange 157° True radials; Eugene, Oreg., omnirange station; Portland, Oreg., omnirange station, including a west alternate via the intersection of the Eugene omnirange 341° True and the Newburg omnirange 204° True radials, the Newburg, Oreg., omnirange station, and the intersection of the Newburg omnirange 020° True and the Portland omnirange 247° True radials; intersection of the Portland omnirange 353° True and the Seattle omnirange 197° True radials, excluding the portion which overlaps the Fort Lewis restricted area (R-244), Seattle, Wash., omnirange station, including a west alternate from the Portland omnirange station to the Seattle omnirange station via the intersection of the Portland omnirange 353° True and the Olympia omnirange 165° True radials, the Olympia, Wash., omnirange station and the point of intersection of the Olympia omnirange 337° True and the Seattle omnirange 247° True radials; intersection of the Seattle omnirange 359° True and the Bellingham omnirange 169° True radials; Bellingham, Wash., omnirange station; to the United States-Canadian Border via the Bellingham omnirange 304° True radial.

§ 600.6024 *VOR civil airway No. 24 (Aberdeen, S. Dak., to Redwood Falls, Minn.)* From the Aberdeen, S. Dak., omnirange station via the Watertown, S. Dak., omnirange station, including a north alternate; to the Redwood Falls, Minn., omnirange station, including a north alternate via the intersection of the Watertown omnirange 085° True and the Redwood Falls omnirange 305° True radials.

§ 600.6025 *VOR civil airway No. 25 (Los Angeles, Calif., to Ellensburg, Wash.)* From the Camarillo, Calif., MF radio range station via the Santa Barbara, Calif., omnirange station; Paso Robles, Calif., omnirange station; intersection of the Paso Robles, omnirange 335° True and the San Francisco omnirange 141° True radials; San Francisco, Calif., omnirange station; intersection of the San Francisco omnirange 304° True and the Point Reyes omnirange 162° True radials; Point Reyes, Calif., omnirange station; Ukiah, Calif., omnirange station; Red Bluff, Calif., omnirange station; intersection of the Red Bluff omnirange 018° True and the Klamath Falls omnirange 181° True radials; Klamath Falls, Oreg., omnirange station; Redmond, Oreg., omnirange station; The Dalles, Oreg., omnirange station; Yakima, Wash., omnirange station, including an east alternate via the intersection of The Dalles omnirange 032° True and the Yakima omnirange 183° True radials; intersection of the Yakima omnirange 304° True and the Ellensburg omnirange 191° True radials; to the Ellensburg, Wash., omnirange station, excluding the portions of this airway which overlap the Yakima restricted area (R-247)

§ 600.6026 *VOR civil airway No. 26 (Cherokee, Wyo., to Cleveland, Ohio)* That airspace over United States territory from the Cherokee, Wyo., omnirange station via the Casper, Wyo., omnirange

station; Rapid City, S. Dak., omnirange station; Philip, S. Dak., omnirange station, including a north alternate; Pierre, S. Dak., omnirange station, including a south alternate; Huron, S. Dak., omnirange station, including a south alternate; Redwood Falls, Minn., omnirange station, including a south alternate; Minneapolis, Minn., omnirange station, including a south alternate; Eau Claire, Wis., omnirange station, including a south alternate; Wausau, Wis., omnirange station, including a south alternate; Green Bay, Wis., omnirange station, including a south alternate; White Cloud, Mich., omnirange station; Lansing, Mich., omnirange station; Salem, Mich., omnirange station; intersection of the Salem omnirange 123° True and the Cleveland omnirange 330° True radials; to the Cleveland, Ohio, omnirange station.

§ 600.6027 *VOR civil airway No. 27 (Los Angeles, Calif., to Seattle, Wash.)* From the Camarillo, Calif., MF radio range station via the Santa Barbara, Calif., omnirange station; Paso Robles, Calif., omnirange station, including a west alternate via the intersection of the Santa Barbara omnirange 304° True and the Paso Robles omnirange 169° True radials; intersection of the Paso Robles omnirange 335° True and the Salinas omnirange 134° True radials; Salinas, Calif., omnirange station; intersection of the Salinas 319° True and the Point Reyes omnirange 162° True radials; Point Reyes, Calif., omnirange station, including an east alternate from the Salinas omnirange station to the Point Reyes omnirange station via the San Francisco, Calif., omnirange station and the Oakland, Calif., omnirange station; Ukiah, Calif., omnirange station; Fortuna, Calif., omnirange station; Crescent City, Calif., omnirange station; North Bend, Oreg., omnirange station; Newport, Oreg., omnirange station; Hoquiam, Wash., omnirange station to the Seattle, Wash., omnirange station, excluding the portion above 14,500 feet above mean sea level which lies beneath, and which conflicts with, the Olympic restricted area (R-241)

§ 600.6028 *VOR civil airway No. 28 (Oakland, Calif., to Reno, Nev.)* From the Oakland, Calif., omnirange station via the Modesto, Calif., omnirange station; to the Reno, Nev., omnirange station.

§ 600.6029 *VOR civil airway No. 29 (Salisbury, Md., to United States-Canadian Border).* From the Chincoteague, Va., Navy LF radio range station via the Salisbury, Md., omnirange station; Dover, Del., omnirange station; West Chester, Pa., omnirange station; Allentown, Pa., omnirange station; Scranton, Pa., omnirange station; Binghamton, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Watertown, N. Y., omnirange station; the intersection of the Watertown omnirange 33° True and the Massena omnirange 241° True radials; Massena, N. Y., omnirange station to the United States-Canadian Border via the Massena omnirange 38° True radial. The portions of this airway which overlap the Chincoteague restricted area (R-45) are excluded.

§ 600.6030 *VOR civil airway No. 30 (Milwaukee, Wis., to Nantucket, Mass.).* From the Milwaukee, Wis., omnirange station via the intersection of the Milwaukee omnirange 102° True and the Pullman omnirange 291° True radials; Pullman, Mich., omnirange station, including a south alternate; Litchfield, Mich., omnirange station; Waterville, Ohio, omnirange station; intersection of the Waterville omnirange 111° True and the Wellington VAR west course; Wellington, Ohio, VAR station; intersection of the Wellington VAR east course and the Youngstown omnirange 250° True radial; Youngstown, Ohio, omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Allentown, Pa., omnirange station; to the point of intersection of the Allentown omnirange 088° True and the Caldwell, N. J., omnirange 217° True radials. From the Idlewild, N. Y., omnirange station via the point of intersection of the Idlewild omnirange 083° True and the Nantucket omnirange 252° True radials to the Nantucket, Mass., omnirange station.

§ 600.6031 *VOR civil airway No. 31 (Baltimore, Md., to Rochester N. Y.).* From the Baltimore, Md., omnirange station via the Harrisburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Williamsport, Pa., omnirange station; Elmira, N. Y., omnirange station; intersection of the Elmira omnirange 354° True and the Rochester omnirange 130° True radials; to the Rochester, N. Y., omnirange station.

§ 600.6032 *VOR civil airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.)* From the Battle Mountain, Nev., omnirange station via the Elko, Nev., omnirange station; Bonneville, Utah, omnirange station, including a north alternate from the Elko omnirange station to the Bonneville omnirange station via the Wells, Nev., omnirange station; Salt Lake City, Utah, omnirange station; to the Fort Bridger, Wyo., omnirange station.

§ 600.6033 *VOR civil airway No. 33 (Baltimore, Md., to Buffalo, N. Y.).* From the Baltimore, Md., omnirange station via the Harrisburg, Pa., omnirange station; Philipsburg, Pa., omnirange station; Bradford, Pa., omnirange station to the Buffalo, N. Y., omnirange station.

§ 600.6034 *VOR civil airway No. 34 (Rochester N. Y., to Wilton, Conn.).* From the Rochester, N. Y., omnirange station via the Binghamton, N. Y., omnirange station; intersection of the Binghamton omnirange 110° True and the Wilton omnirange 300° True radials; Wilton, Conn., omnirange station to the point of intersection of the Wilton omnirange 090° True and the Norwich, Conn., omnirange 224° True radials.

§ 600.6035 *VOR civil airway No. 35 (Tallahassee, Fla., to Syracuse, N. Y.).* From the Tallahassee, Fla., omnirange station via the Albany, Ga., omnirange station; Macon, Ga., omnirange station; Royston, Ga., omnirange station; Asheville, N. C., omnirange station; Tri-City, Tenn., omnirange station; intersection of the Tri-City omnirange 012° True and the Charleston omnirange 185° True radials; Charleston, W Va., omnirange station; Parkersburg, W. Va., omnirange station; intersection of Parkersburg omnirange 060° True and the Pittsburgh omnirange 223° True radials; Pittsburgh, Pa., omnirange station; Philipsburg, Pa., omnirange station; Elmira, N. Y., omnirange station; to the Syracuse, N. Y., omnirange station, including an east alternate via the intersection of the Elmira omnirange 047° True and the Syracuse omnirange 177° True radials. The portion of this airway above 19,000 feet above mean sea level, which lies within the Tyndall AFB Restricted Area (R-336) is excluded daily between sunset and sunrise.

§ 600.6036 *VOR civil airway No. 36 (Buffalo, N. Y., to New York, N. Y.)* From the Buffalo, N. Y., omnirange station via the Elmira, N. Y., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station to the intersection of the Wilkes-Barre-Scranton omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6037 *VOR civil airway No. 37 (Elkins, W Va., to Erie, Pa.).* From the Elkins, W. Va., omnirange station via the Morgantown, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; to the Erie, Pa., omnirange station.

§ 600.6038 *VOR civil airway No. 38 (Chicago, Ill., to Elkins, W Va.)* From the Peotone, Ill., omnirange station via the Fort Wayne, Ind., omnirange station; Findlay, Ohio, omnirange station; Columbus, Ohio, omnirange station, including a south alternate; Parkersburg, W. Va., omnirange station; to the Elkins, W. Va., omnirange station.

§ 600.6039 *VOR civil airway No. 39 (South Boston, Va., to Kennebunk, Maine)* From the South Boston, Va., omnirange station via the Gordonsville, Va., omnirange station; Herndon, Va., omnirange station to the point of intersection of the Herndon omnirange 045° True and the Baltimore omnirange 281° True radials. From the intersection of the Baltimore, Md., omnirange 015° True and the Allentown, Pa., omnirange 228° True radials via the Allentown, Pa., omnirange station; Stroudsburg, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station; Gardner, Mass., omnirange station; Concord, N. H., omnirange station; to the Kennebunk, Maine, omnirange station.

§ 600.6040 *VOR civil airway No. 40 (Cleveland, Ohio, to Pittsburgh, Pa.)* From the point of intersection of the Mansfield, Ohio, omnirange 345° True radial and the Wellington VAR west course via the Wellington, Ohio, VAR station; intersection of the Wellington VAR east course and the Cleveland omnirange 132° True radial; intersection of the Cleveland omnirange 132° True and the Pittsburgh omnirange 291° True radials; to the Pittsburgh, Pa., omnirange station.

§ 600.6041 *VOR civil airway No. 41 (Pittsburgh, Pa., to Youngstown, Ohio).* From the Pittsburgh, Pa., omnirange sta-

tion via the intersection of the Pittsburgh omnirange 326° True and the Youngstown 180° True radials to the Youngstown, Ohio, omnirange station.

§ 600.6042 *VOR civil airway No. 42 (Detroit, Mich., to Washington, D. C.)* That airspace over United States territory from the Salem, Mich., omnirange station via the intersection of the Salem omnirange 098° True and the Cleveland omnirange 330° True radials; Cleveland, Ohio, omnirange station; intersection of the Cleveland omnirange 116° True and the Pittsburgh omnirange 311° True radials; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station; Martinsburg, W Va., omnirange station; to the point of intersection of the Martinsburg omnirange 123° True and the Washington, D. C., terminal omnirange 319° True radials; to the Washington, D. C., terminal omnirange station.

§ 600.6043 *VOR civil airway No. 43 (Columbus, Ohio, to Erie, Pa.)* From the Columbus, Ohio, omnirange station via the Youngstown, Ohio, omnirange station; intersection of the Youngstown omnirange 360° True and the Erie omnirange 245° True radials to the Erie, Pa., omnirange station.

§ 600.6044 *VOR civil airway No. 44 (Louisville, Ky., to Baltimore, Md.)* From the Louisville, Ky., omnirange station via the York, Ky., omnirange station; Parkersburg, W Va., omnirange station; Morgantown, W Va., omnirange station; Martinsburg, W Va., omnirange station; Baltimore, Md., omnirange station; to the point of intersection of the Baltimore omnirange 100° True and the Dover, Del., omnirange 244° True radials, except that that portion of this civil airway which overlaps the Aberdeen restricted area (R-54) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.6045 *VOR civil airway No. 45 (Lexington, Ky., to Lansing, Mich.)* From the Lexington, Ky., omnirange station via the York, Ky., omnirange station; Columbus, Ohio, omnirange station; Waterville, Ohio, omnirange station; to the Lansing, Mich., omnirange station. The portions of this airway which conflict with the Wilmington Restricted Area (R-109) are excluded.

§ 600.6046 *VOR civil airway No. 46 (New York, N. Y., to Nantucket, Mass.)* From the point of intersection of the Riverhead, N. Y., omnirange 262° True and the Wilton, Conn., omnirange 198° True radials via the Riverhead, N. Y., omnirange station; intersection of the Riverhead omnirange 085° True and the Nantucket omnirange 252° True radials to the Nantucket, Mass., omnirange station, including a south alternate from the Riverhead omnirange station to the Nantucket, Mass., omnirange station via the intersection of the Riverhead omnirange 109° True and the Nantucket omnirange 252° True radials. The portions of this airway and its associated south alternate below 7,950 feet above mean sea level which lie within the confines of the Montauk Point Restricted Area (R-487) and the Montauk Point Warning Area (W-487) (published in § 608.40 of this Chapter) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 600.6047 *VOR civil airway No. 47 (Louisville, Ky., to Detroit, Mich.)* From the Louisville, Ky., omnirange station via the intersection of the Louisville omnirange 356° True and the Cincinnati omnirange 241° True radials; Cincinnati, Ohio, omnirange station; Dayton, Ohio, omnirange station, including a west alternate via the intersection of the Cincinnati omnirange 004° True and the Dayton omnirange 227° True radials; Findlay, Ohio omnirange station, including a west alternate; Waterville, Ohio, omnirange station; intersection of the Waterville omnirange 351° True radial and the Detroit Willow Run Airport ILS localizer 227° True course; Detroit, Mich., Willow Run Airport ILS localizer; to the point of intersection of the Detroit Willow Run Airport localizer 047° True course and the Salem, Mich., omnirange 098° True radial.

§ 600.6048 *VOR civil airway No. 48 (Burlington, Iowa, to Pontiac, Ill.)* From the Burlington, Iowa, omnirange station via the Peoria, Ill., omnirange station; to the Pontiac, Ill., omnirange station.

§ 600.6049 *VOR civil airway No. 49 (Dillon, Mont., to Great Falls, Mont.)* From the Dillon, Mont., omnirange station via the Butte, Mont., omnirange station; intersection of the Butte omnirange 002° True and the Helena, Mont., omnirange 272° True radials; intersection of the Helena, Mont., omnirange 272° True and the Great Falls omnirange 222° True radials; to the Great Falls, Mont., omnirange station.

§ 600.6050 *VOR civil airway No. 50 (St. Joseph, Mo., to Indianapolis, Ind.)* From the St. Joseph, Mo., omnirange station via the Kirksville, Mo., omnirange station; Quincy, Ill., omnirange station, including a south alternate via the intersection of the Kirksville omnirange 121° True and the Quincy omnirange 258° True radials; Springfield, Ill., omnirange station; Terre Haute, Ind., omnirange station; to the intersection of the Terre Haute omnirange 082° True radial and the Indianapolis, Ind., Wier Cook Airport ILS localizer 225° True course.

§ 600.6051 *VOR civil airway No. 51 (Miami, Fla., to Chicago, Ill.)* From the Miami, Fla., omnirange station via the intersection of the Miami omnirange 060° True and the West Palm Beach omnirange 176° True radials; West Palm Beach, Fla., omnirange station; Vero Beach, Fla., omnirange station; Daytona Beach, Fla., omnirange station; Jacksonville, Fla., omnirange station; Alma, Ga., omnirange station, including a west alternate; Macon, Ga., omnirange station; intersection of the Macon omnirange 330° True and the Atlanta omnirange 102° True radials; Atlanta, Ga., omnirange station, including a west alternate from the Alma omnirange station to the Atlanta omnirange station via the intersection of the Alma omnirange 305° True and the Atlanta omnirange 151° True radials; intersection of the Atlanta omnirange 352° True and the Chattanooga omnirange 152° True radials; Chattanooga, Tenn., omnirange station via the Crossville, Tenn., omnirange station; Louisville, Ky., omnirange station; intersection of the Louisville omnirange 356° True and the Indianapolis omnirange 137° True radials; Indianapolis, Ind., omnirange station; Lafayette, Ind., omnirange station; Chicago Heights, Ill., omnirange station, including an east alternate; to the point of intersection of the Chicago Heights, Ill., omnirange 342° True and the Naperville, Ill., omnirange 090° True radials.

§ 600.6052 *VOR civil airway No. 52 (Des Moines, Iowa, to St. Louis, Mo.)* From the Des Moines, Iowa, omnirange station via Ottumwa, Iowa, omnirange station, including a south alternate; Quincy, Ill., omnirange station, including a north alternate, to the St. Louis, Mo., omnirange, including a north alternate.

§ 600.6053 *VOR civil airway No. 53 (Charleston, S. C., to Milwaukee, Wis.)* From the Charleston, S. C., omnirange station via the Columbia, S. C., omnirange station; Spartanburg, S. C., omnirange station; Asheville, N. C., omnirange station; Tri-City, Tenn., omnirange station; Lexington, Ky., omnirange station; Louisville, Ky., omnirange station; intersection of the Louisville omnirange 333° True and the Indianapolis omnirange 170° True radials; Indianapolis, Ind., omnirange station, including a west alternate from the Louisville omnirange station to the Indianapolis omnirange station via the Louisville omnirange 310° True and the Indianapolis omnirange 185° True radials; Lafayette, Ind., omnirange station, including a west alternate; intersection of the Lafayette omnirange 321° True and the Peotone omnirange 147° True radials; Peotone, Ill., omnirange station; Chicago, Ill., Midway Airport terminal omnirange station; intersection of the Chicago Midway Airport terminal omnirange 325° True and the Naperville, Ill., omnirange 358° True radials; intersection of the Naperville omnirange 358° True and the Milwaukee omnirange 215° True radials; to the Milwaukee, Wis., omnirange station.

§ 600.6054 *VOR civil airway No. 54 (Texarkana, Ark., to Charlotte, N. C.)* From the Texarkana, Ark., omnirange station via the Little Rock, Ark., omnirange station, including a north alternate via the intersection of the Texarkana omnirange 031° True and the Little Rock omnirange 255° True radials; intersection of the Little Rock omnirange 077° True and the Memphis omnirange 261° True radials; Memphis, Tenn., omnirange station, including a north alternate from the Little Rock omnirange station to the Memphis omnirange station via the intersection of the Little Rock omnirange 062° True and the Memphis omnirange 276° True radials; to the Muscle Shoals, Ala., omnirange station. From the Chattanooga, Tenn., omnirange station via the Spartanburg,

S. C., omnirange station; to the Charlotte, N. C., omnirange station.

§ 600.6055 *VOR civil airway No. 55 (Dayton, Ohio, to Green Bay, Wis.)* From the Dayton, Ohio, omnirange station via the Fort Wayne, Ind., omnirange station, including a west alternate; Goshen, Ind., omnirange station; South Bend, Ind., omnirange station; Pullman, Mich., omnirange station; Muskegon, Mich., omnirange station; intersection of the Muskegon omnirange 352° True and the Green Bay omnirange 118° True radials; to the Green Bay, Wis., omnirange station.

§ 600.6056 *VOR civil airway No. 56 (Montgomery, Ala., to Florence, S. C.)* From the Montgomery, Ala., omnirange station via the Columbus, Ga., omnirange station, including a north alternate via the intersection of the Montgomery omnirange 049° True and the Columbus omnirange 270° True radials; intersection of the Columbus omnirange 020° True and the Macon omnirange 272° True radials; Macon, Ga., omnirange station; Augusta, Ga., omnirange station; Columbia, S. C., omnirange station; to the Florence, S. C., omnirange station; including a north alternate via the intersection of the Columbia omnirange 003° True and the Florence omnirange 268° True radials. The portions of this airway which overlap the Savannah River Airspace Reservation (P-378) and the Fort Benning restricted area (R-129) are excluded.

§ 600.6057 *VOR civil airway No. 57 (Graham, Tenn., to Chicago, Ill.)* From the Graham, Tenn., omnirange station via the Bowling Green, Ky., omnirange station; Scotland, Ind., omnirange station; intersection of the Scotland omnirange 356° True and the Lafayette omnirange 186° True radials; Lafayette, Ind., omnirange station; to the Chicago Heights, Ill., omnirange station.

§ 600.6058 *VOR civil airway No. 58 (Pittsburgh, Pa., to Hartford, Conn.)* From the Pittsburgh, Pa., omnirange station via the Philipsburg, Pa., omnirange station; Williamsport, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station; Hartford, Conn., omnirange station to the point of intersection of the Hartford omnirange 130° True and the Riverhead, N. Y., omnirange 042° True radials.

§ 600.6059 *VOR civil airway No. 59 (Evansville, Ind., to Moline, Ill.)* From the Evansville, Ind., omnirange station to the Vandalia, Ill., omnirange station, including an east alternate. From the Springfield, Ill., omnirange station via the Peoria, Ill., omnirange station; Bradford, Ill., omnirange station; to the Moline, Ill., omnirange station.

§ 600.6060 *VOR civil airway No. 60 (Albuquerque, N. Mex., to Tucumcari, N. Mex.)* From the Albuquerque, N. Mex., omnirange station via the Otto, N. Mex., omnirange station, including a south alternate; Las Vegas, N. Mex., omnirange station to the Tucumcari, N. Mex., omnirange station.

§ 600.6061 *VOR civil airway No. 61 (Fort Worth, Tex., to Lawton, Okla.)*. From the Fort Worth, Tex., omnirange station via the Wichita Falls, Tex., omnirange station, including a west alternate, to the Lawton, Okla., omnirange station.

§ 600.6062 *VOR civil airway No. 62 (Santa Fe, N. Mex., to Anton Chico, N. Mex.)* From the Santa Fe, N. Mex., omnirange station to the Anton Chico, N. Mex., omnirange station.

§ 600.6063 *VOR civil airway No. 63 (McAlester Okla., to Milwaukee, Wis.)* From the McAlester, Okla., omnirange station via the Fayetteville, Ark., omnirange station; Springfield, Mo., omnirange station; Columbia, Mo., omnirange station; Quincy, Ill., omnirange station; Burlington, Iowa, omnirange station; Moline, Ill., omnirange station; Janesville, Wis., omnirange station, including a west alternate; to the Milwaukee, Wis., omnirange station, including a west alternate via the intersection of the Janesville omnirange 051° True and the Milwaukee omnirange 286° True radials.

§ 600.6064 *VOR civil airway No. 64 (Long Beach, Calif., to Blythe, Calif.)* From the Long Beach, Calif., omnirange station via the Thermal, Calif., omnirange station; to the Blythe, Calif., omnirange station.

§ 600.6065 *VOR civil airway No. 65 (Bonner Springs, Kans., to St. Joseph, Mo.)* From the point of intersection of the Kansas City, Mo., omnirange 231° True and the St. Joseph omnirange 178° True radials to the St. Joseph, Mo., omnirange station.

§ 600.6066 *VOR civil airway No. 66 (San Diego, Calif., to Midland, Tex.)*. That airspace over United States territory from the San Diego, Calif., omnirange station via the intersection of the San Diego omnirange 108° True and the Yuma omnirange 267° True radials; Yuma, Ariz., omnirange station; intersection of the Yuma omnirange 87° True and the Gila Bend omnirange 261° True radials; Gila Bend, Ariz., omnirange station; Tucson, Ariz., omnirange station including a north alternate via the intersection of the Gila Bend omnirange 100° True and the Tucson omnirange 315° True radials; Douglas, Ariz., omnirange station; the intersection of the Douglas 63° True and the Columbus, N. Mex., omnirange 277° True radials; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station, including a north alternate; Hudspeth, Tex., omnirange station; Culberson, Tex., omnirange station; the intersection of the Culberson omnirange 90° True and the Midland omnirange 234° True radials to the Midland Tex., omnirange station.

§ 600.6067 *VOR civil airway No. 67 (Waterloo, Iowa, to Rochester, Minn.)* From the Waterloo, Iowa, omnirange station via the Mason City, Iowa, omnirange station to the Rochester, Minn., omnirange, including a west alternate.

§ 600.6068 *VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.)* That airspace over United States territory from the Albuquerque, N. Mex., omnirange station via the intersection of the Albuquerque omnirange 120° True and the Corona omnirange 311° True radials; Corona, N. Mex., omnirange station, including a north alternate from the Albuquerque omnirange station to the Corona omnirange station via the intersection of the Albuquerque omnirange 103° True and the Corona omnirange 328° True radials and also a south alternate from the Albuquerque omnirange station to the Corona omnirange station via the intersection of the Albuquerque omnirange 169° True and the Corona omnirange 272° True radials; Roswell, N. Mex., omnirange station, including a north alternate via the intersection of the Corona omnirange 125° True and the Roswell omnirange 335° True radials; Hobbs, N. Mex., omnirange station; Midland, Tex., omnirange station, including a south alternate; San Angelo, Tex., omnirange station, including a south alternate; Junction, Tex., omnirange station; San Antonio, Tex., omnirange station; intersection of the San Antonio omnirange 167° True and the Corpus Christi omnirange 316° True radials; Corpus Christi, Tex., omnirange station; intersection of the Corpus Christi 238° True and the Brownsville 338° True radials to the Brownsville, Tex., omnirange station.

§ 600.6069 *VOR civil airway No. 69 (Little Rock, Ark., to Chicago, Ill.)* From the Little Rock, Ark., omnirange station via the intersection of the Little Rock omnirange 062° True and the Walnut Ridge omnirange 186° True radials; Walnut Ridge, Ark., omnirange station; Farmington, Mo., omnirange station; intersection of the Farmington omnirange 351° True and the Troy omnirange 215° True radials; Troy, Ill., omnirange station, Springfield, Ill., omnirange station; Pontiac, Ill., omnirange station; Joliet, Ill., omnirange station; to the Chicago, Ill., Midway Airport terminal omnirange station.

§ 600.6070 *VOR civil airway No. 70 (Corpus Christi, Tex., to Baton Rouge, La.)*. From the Corpus Christi, Tex., omnirange station via the Palacios, Tex., omnirange station; Galveston, Tex., omnirange station; Lake Charles, La., omnirange station; Lafayette, La., omnirange station; Baton Rouge, La., omnirange station; to the point of intersection of the Baton Rouge omnirange 092° True and the New Orleans, La., omnirange 001° True radials.

§ 600.6071 *VOR civil airway No. 71 (Pine Bluff, Ark., to Kansas City, Mo.)*. From the Pine Bluff, Ark., omnirange station via the intersection of the Pine Bluff omnirange 007° True and the Little Rock omnirange 141° True radials to the Little Rock, Ark., omnirange station. From the Flippin, Ark., omnirange station via the Springfield, Mo., omnirange station; Butler, Mo., omnirange station, including a west alternate via the intersection of the Springfield omnirange 301° True and the Butler omnirange 178° True radials; to the Kansas City, Mo., omnirange station.

§ 600.6072 *VOR civil airway No. 72 (Vichy, Mo., to Albany, N. Y.)*. From the Vichy, Mo., omnirange station via

the intersection of the Vichy omnirange 069° True and the Troy omnirange 246° True radials; Troy, Ill., omnirange station; Vandalia, Ill., omnirange station; Lafayette, Ind., omnirange station; to the point of intersection of the Lafayette omnirange 080° True and the Fort Wayne, Ind., omnirange 226° True radials. From the Findlay, Ohio, omnirange station via the Cleveland, Ohio, omnirange station; Youngstown, Ohio, omnirange station; Bradford, Pa., omnirange station; Elmira, N. Y., omnirange station, Binghamton, N. Y., omnirange station; to the Albany, N. Y., omnirange station.

§ 600.6073 *VOR civil airway No. 73 (Tulsa, Okla., to Salina, Kans.)* From the Tulsa, Okla., omnirange station via the Wichita, Kans., omnirange station; Hutchinson, Kans., omnirange station; intersection of the Hutchinson omnirange 025° True and the Salina omnirange 184° True radials to the Salina, Kans., omnirange station.

§ 600.6074 *VOR civil airway No. 74 (Anthony, Kans., to Little Rock, Ark.)* From the Anthony, Kans., omnirange station via the Ponca City, Okla., omnirange station; Tulsa, Okla., omnirange station, including a south alternate; Fort Smith, Ark., omnirange station, including a north alternate from the Tulsa omnirange station to the Fort Smith omnirange station via the point of intersection of the Tulsa omnirange 091° True and the Neosho, Mo., omnirange 227° True radials; intersection of the Fort Smith omnirange 098° True and the Little Rock omnirange 302° True radials; to the Little Rock, Ark., omnirange station.

§ 600.6075 *VOR civil airway No. 75 (Richmond, Va., to Cleveland, Ohio)* From the Flat Rock, Va., omnirange station to the Gordonsville, Va., omnirange station. From the point of intersection of the Morgantown, W Va., omnirange 134° True and the Elkins, W Va., omnirange 83° True radials via the Morgantown, W Va., omnirange station; Wheeling, W Va., omnirange station to the Cleveland, Ohio, omnirange station.

§ 600.6076 *VOR civil airway No. 76 (Lubbock, Tex., to Galveston, Tex.)* From the Lubbock, Tex., omnirange station via the intersection of the Lubbock omnirange 180° True and the Big Spring omnirange 331° True radials; Big Spring, Tex., omnirange station; San Angelo, Tex., omnirange station, including a north alternate; Austin, Tex., omnirange station; Houston, Tex., omnirange station; to the Galveston, Tex., omnirange station, including a south alternate from the Austin omnirange station to the Galveston omnirange station via the intersection of the Austin omnirange 134° True and the Eagle Lake omnirange 291° True radials and the Eagle Lake, Tex., omnirange station.

§ 600.6077 *VOR civil airway No. 77 (San Angelo, Tex., to Des Moines, Iowa.)* From the San Angelo, Tex., omnirange station via the intersection of the San Angelo omnirange 72° True and the Abilene omnirange 181° True radials; Abilene, Tex., omnirange station; Wichita Falls, Tex., omnirange station, including an east alternate; intersection of the Wichita Falls omnirange 028° True and the Oklahoma City omnirange 202° True radials; Oklahoma City, Okla., omnirange station including an east alternate from the Wichita Falls omnirange station to the Oklahoma City omnirange station via the intersection of the Wichita Falls omnirange 043° True and the Oklahoma City omnirange 187° True radials excluding those portions of this airway which overlap the Fort Sill restricted area (R–208) Ponca City, Okla., omnirange station; Wichita, Kans., omnirange station including a west alternate via the intersection of the Ponca City omnirange 326° True and the Wichita omnirange 194° True radials; Topeka, Kans., omnirange station; St. Joseph, Mo., omnirange station; Lamoni, Iowa, omnirange station; to the Des Moines, Iowa, omnirange station.

§ 600.6078 *VOR civil airway No. 78 (Huron, S. Dak., to Minneapolis, Minn.)* From the Huron, S. Dak., omnirange station via the Watertown, S., Dak., omnirange station, including a south alternate; to the Minneapolis, Minn., omnirange station.

§ 600.6079 *VOR civil airway No. 79 (Culberson, Tex., to Lubbock, Tex.)* From the Culberson, Tex., omnirange station via the intersection of the Culberson omnirange 90° True and the Wink omnirange 235° True radials; Wink, Tex., omnirange station; Hobbs, N. Mex., omnirange station; the intersection of the Hobbs omnirange 86° True and the Lubbock omnirange 199° True radials to the Lubbock, Tex., omnirange station.

§ 600.6080 *VOR civil airway No. 80 (Sioux Falls, S. Dak., to Redwood Falls, Minn.)* From the Sioux Falls, S. Dak., omnirange station to the Redwood Falls, Minn., omnirange station, including a south alternate.

§ 600.6081 *VOR civil airway No. 81 (Midland, Tex., to Amarillo, Tex.)* From the Midland, Tex., omnirange station via the Lubbock, Tex., omnirange station to the Amarillo, Tex., omnirange station, including an east alternate.

§ 600.6082 *VOR civil airway No. 82 (Minneapolis, Minn., to La Crosse, Wis.)* From the Minneapolis, Minn., omnirange station via the Rochester, Minn., omnirange station, including a south alternate via the intersection of the Minneapolis omnirange 179° True and the Rochester omnirange 318° True radials; to the La Crosse, Wis., omnirange station, including a south alternate.

§ 600.6083 *VOR civil airway No. 83 (Carlsbad, N. Mex., to Santa Fe, N. Mex.)* From the Carlsbad, N. Mex., omnirange station via the Roswell, N. Mex., omnirange station; Corona, N. Mex., omnirange station, including an east alternate, via the intersection of the Roswell omnirange 335° True and the Corona omnirange 125° True radials; Otto, N. Mex., omnirange station; to the Santa Fe, N. Mex., omnirange station.

§ 600.6084 *VOR civil airway No. 84 (Bradford, Ill., to Flint, Mich.)* From the Bradford, Ill., omnirange station via the Joliet, Ill., omnirange station; to the Chicago, Ill., Midway Airport terminal omnirange station. From the Pullman, Mich., omnirange station via the Lansing, Mich., omnirange station; to the point of intersection of the Lansing omnirange 068° True and the Salem, Mich., omnirange 342° True radials.

§ 600.6085 *VOR civil airway No. 85 (Rock River, Wyo., to Casper, Wyo.)* From the Rock River, Wyo., omnirange station to the Casper, Wyo., omnirange station, including an east alternate.

§ 600.6086 *VOR civil airway No. 86 (Butte, Mont., to Bozeman, Mont.)* From the Butte, Mont., omnirange station via the Whitehall, Mont., omnirange station to the Bozeman, Mont., omnirange station.

§ 600.6087 *VOR civil airway No. 87 (Gila Bend, Ariz., to Hassayampa, Ariz.)* From the Gila Bend, Ariz., omnirange station to the Hassayampa, Ariz., omnirange station.

§ 600.6088 *VOR civil airway No. 88 (Tulsa, Okla., to Mansfield, Ohio)* From the Tulsa, Okla., omnirange station via the intersection of the Tulsa omnirange 050° True and the Springfield omnirange 261° True radials; Springfield, Mo., omnirange station; Vichy, Mo., omnirange station to the point of intersection of the Vichy omnirange 084° True and the St. Louis, Mo., omnirange 170° True radials. From the Centralia, Ill., omnirange station via the intersection of the Centralia omnirange 075° True and the Scotland omnirange 250° True radials; Scotland, Ind., omnirange station; intersection of the Scotland omnirange 077° True and the Dayton omnirange 235° True radials; Dayton, Ohio, omnirange station; to the Mansfield, Ohio, omnirange station including a north alternate.

§ 600.6089 *VOR civil airway No. 89 (Cheyenne, Wyo., to Rapid City, S. Dak.)* From the Cheyenne, Wyo., omnirange station via the Chadron, Nebr., omnirange station, including an east alternate via the intersection of the Cheyenne omnirange 054° True and the Chadron omnirange 197° True radials; to the Rapid City, S. Dak., omnirange station, including an east alternate and excluding the portion which overlaps the Scenic restricted area (R–190)

§ 600.6091 *VOR civil airway No. 91 (New York, N. Y., to Plattsburg, N. Y.)* From the Idlewild, N. Y., omnirange station via the point of intersection of the Idlewild omnirange 042° True and the Wilton omnirange 185° True; Wilton, Conn., omnirange station; Poughkeepsie, N. Y., omnirange station; Albany, N. Y., omnirange station to the Plattsburg, N. Y., omnirange station.

§ 600.6092 *VOR civil airway No. 92 (Chicago, Ill., to Washington, D. C.)* From the Chicago Heights, Ill., omnirange station via the Goshen, Ind., omnirange station; Waterville, Ohio, omnirange station: Mansfield, Ohio, omnirange station; intersection of the Mansfield omnirange 100° True and the

Pittsburgh omnirange 291° True radials; Pittsburgh, Pa., omnirange station; intersection of the Pittsburgh omnirange 132° True and the Front Royal omnirange 307° True radials; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C., terminal omnirange station.

§ 600.6093 *VOR civil airway No. 93 (Washington, D. C., to Presque Isle, Maine)* That airspace over the United States territory from the Riverdale, Md., nondirectional radio beacon via the Baltimore, Md., omnirange station; intersection of the Baltimore omnirange 015° True and the Allentown omnirange 228° True radials; Allentown, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; Albany, N. Y., omnirange station; intersection of the Albany omnirange 099° True and the Concord omnirange 231° True radials; Concord, N. H., omnirange station; intersection of the Concord omnirange 041° True and the Augusta omnirange 239° True radials; Augusta, Maine, omnirange station; Bangor, Maine, omnirange station; Princeton, Maine, omnirange station; Houlton, Maine, omnirange station; to the Presque Isle, Maine, omnirange station. The portions of this airway which overlap the Washington, D. C., prohibited area (P-56) are excluded.

§ 600.6094 *VOR civil airway No. 94 (Salt Flat, Tex., to Hobbs, N. Mex.)* From the Salt Flat, Tex., omnirange station via the Carlsbad, N. Mex., omnirange station to the Hobbs, N. Mex., omnirange station.

§ 600.6095 *VOR civil airway No. 95 (Phoenix, Ariz., to Winslow, Ariz.)* From the Phoenix, Ariz., omnirange station to the Winslow, Ariz., omnirange station.

§ 600.6096 *VOR civil airway No. 96 (Lafayette, Ind., to Detroit, Mich.)* From the Lafayette, Ind., omnirange station via the intersection of the Lafayette omnirange 080° True and the Fort Wayne omnirange 226° True radials; Fort Wayne, Ind., omnirange station; Waterville, Ohio, omnirange station; to the point of intersection of the Waterville omnirange 025° True and the Salem, Mich., omnirange 098° True radials.

§ 600.6097 *VOR civil airway No. 97 (Miami, Fla., to Minneapolis, Minn.)* From the Miami, Fla., omnirange station via the Tampa, Fla., omnirange station; Tallahassee, Fla., omnirange station, including an east alternate from the Tampa omnirange station to the Tallahassee omnirange station via the intersection of the Tampa omnirange 331° True and the Cross City omnirange 182° True radials, the Cross City, Fla., omnirange station and the intersection of the Cross City omnirange 287° True and the Tallahassee omnirange 150° True radials; Albany, Ga., omnirange station; Atlanta, Ga., omnirange station; Knoxville, Tenn., omnirange station, including an east alternate from the Atlanta omnirange station to the Knoxville omnirange station via the Norcross, Ga., omnirange station and the intersection of the Norcross omnirange 014° True and the Knoxville omnirange 175° True radials; Lexington, Ky., omnirange station; intersection of the Lexington omnirange 347° True and the Cincinnati omnirange 175° True radials; Cincinnati, Ohio, omnirange station; Indianapolis, Ind., omnirange station, including an east and a west alternate; intersection of the Indianapolis omnirange 342° True and the Chicago Heights omnirange 140° True radials; Chicago Heights, Ill., omnirange station; intersection of the Chicago Heights omnirange 342° True and the Janesville omnirange 107° True radials; Janesville, Wis., omnirange station; Lone Rock, Wis., omnirange station, including a west alternate via the intersection of the Janesville omnirange 282° True and the Lone Rock omnirange 161° True radials; La Crosse, Wis., omnirange station; to the Minneapolis, Minn., omnirange station. The portions of this airway above 19,000 feet above mean sea level, which lie within the Tyndall AFB Restricted Area (R-336) and the Tyndall AFB Warning Area (W-337) are excluded daily between sunset and sunrise.

§ 600.6098 *VOR civil airway No. 98 (Fort Wayne, Ind., to Erie, Pa.)* From the Fort Wayne, Ind., omnirange station via the Carleton, Mich., omnirange station; intersection of the Carleton omnirange 076° True and the Erie omnirange 280° True radials; to the Erie, Pa., omnirange station.

§ 600.6101 *VOR civil airway No. 101 (Ogden, Utah, to Burley, Idaho).* From the Ogden, Utah, omnirange station to the Burley, Idaho, omnirange station.

§ 600.6102 *VOR civil airway No. 102 (Lubbock, Tex., to Wichita Falls, Tex.)* From the Lubbock, Tex., omnirange station via the Guthrie, Tex., omnirange station to the Wichita Falls, Tex., omnirange station.

§ 600.6103 *VOR civil airway No. 103 (Elkins, W Va., to Cleveland, Ohio)* From the Elkins, W Va., omnirange station via the Wheeling, W Va., omnirange station; intersection of the Wheeling omnirange 313° True and the Mansfield, Ohio, omnirange 100° True radials; intersection of the Mansfield omnirange 100° True and the Cleveland omnirange 150° True radials; to the Cleveland, Ohio, omnirange station.

§ 600.6104 *VOR civil airway No. 104 (United States-Canadian Border to Plattsburg, N. Y.)* From the United States-Canadian Border via the Massena omnirange 318° True radial to the Massena, N. Y., omnirange station; to the Plattsburg, N. Y., omnirange station.

§ 600.6105 *VOR civil airway No. 105 (Phoenix, Ariz., to Las Vegas, Nev.)* From the Phoenix, Ariz., omnirange station via the Prescott, Ariz., omnirange station to the Las Vegas, Nev., omnirange station.

§ 600.6106 *VOR civil airway No. 106 (Charleston, W Va., to Kennebunk, Maine)* From the Charleston, W. Va., omnirange station via the Morgantown, W. Va., omnirange station; Johnstown, Pa., omnirange station, including a north alternate via the intersection of the Morgantown omnirange 021° True and the Pittsburgh omnirange 117° True radials; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station; Gardner, Mass., omnirange station; intersection of the Gardner omnirange 060° True and the Kennebunk, Maine, omnirange 223° True radials; to the Kennebunk, Maine, omnirange station.

§ 600.6107 *VOR civil airway No. 107 (Los Angeles, Calif., to Red Bluff, Calif.).* From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 301° True and the Fillmore omnirange 163° True radials; Fillmore, Calif., omnirange station; Coalinga, Calif., omnirange station; Oakland, Calif., omnirange station; intersection of the Oakland omnirange 330° True and the Ukiah omnirange 147° True radials; Ukiah, Calif., omnirange station; to the Red Bluff, Calif., omnirange station.

§ 600.6109 *VOR civil airway No. 109 (Paso Robles, Calif., to Fresno, Calif.)* From the Paso Robles, Calif., omnirange station via the Coalinga, Calif., omnirange station to the Fresno, Calif., omnirange station.

§ 600.6110 *VOR civil airway No. 110 (San Francisco, Calif., to Altamont, Calif.)* From the point of intersection of the San Francisco omnirange 218° True and the Salinas omnirange 319° True radials via the San Francisco, Calif., omnirange station to the intersection of the San Francisco omnirange 038° True and the Modesto omnirange 273° True radials.

§ 600.6111 *VOR civil airway No. 111 (Salinas, Calif., to Los Banos, Calif.)* From the Salinas, Calif., omnirange station to the point of intersection of the San Francisco omnirange 111° True and the Salinas omnirange 049° True radials.

§ 600.6112 *VOR civil airway No. 112 (Portland, Oreg., to Spokane, Wash.)* From the Portland, Oreg., omnirange station via the The Dalles, Oreg., omnirange station; intersection of the The Dalles omnirange 036° True and the Pendleton omnirange 254° True radials; Pendleton, Oreg., omnirange station; to the Spokane, Wash., omnirange station.

§ 600.6113 *VOR civil airway No. 113 (Paso Robles, Calif., to Reno, Nev.).* From the Paso Robles, Calif., omnirange station via the intersection of the Paso Robles omnirange 352° True and the Modesto omnirange 176° True radials; Modesto, Calif., omnirange station to the Reno, Nev., omnirange station.

§ 600.6114 *VOR civil airway No. 114 (Pueblo, Colo., to New Orleans, La.)* From the Pueblo, Colo., omnirange station via the Dalhart, Tex., omnirange station; Amarillo, Tex., omnirange station; Childress, Tex., omnirange station; Wichita Falls, Tex., omnirange station; Dallas, Tex., omnirange station, including a north alternate via the intersection

of the Wichita Falls omnirange 109° True and the Dallas omnirange 324° True radials; Gregg County, Tex., omnirange station, including a south alternate via the intersection of the Dallas omnirange 135° True and the Gregg County omnirange 278° True radials; via the direct radial to the point of intersection of the Shreveport, La., omnirange 177° True and the Alexandria omnirange 300° True radials; Alexandria, La., omnirange station, including a north alternate from the Gregg County omnirange station to the Alexandria omnirange station via the Shreveport omnirange station and the intersection of the Shreveport omnirange 177° True and the Alexandria omnirange 300° True radials; Baton Rouge, La., omnirange station; to the New Orleans, La., omnirange station.

§ 600.6115 *VOR civil airway No. 115 (Crestview, Fla., to Charleston, W Va.)* From the Crestview, Fla., omnirange station via the Montgomery, Ala., omnirange station; Birmingham, Ala., omnirange station to the Chattanooga, Tenn., omnirange station. From the Knoxville, Tenn., omnirange station to the Charlestown, W Va., omnirange station.

§ 600.6116 *VOR civil airway No. 116 (Kansas City, Mo., to New York, N. Y.)* From the Kansas City, Mo., omnirange station via the Quincy, Ill., omnirange station; Peoria, Ill., omnirange station; Joliet, Ill., omnirange station; Naperville, Ill., omnirange station; Pullman, Mich., omnirange station; Salem, Mich., omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6117 *VOR civil airway No. 117 (El Centro, Calif., to Daggett, Calif.)* From the El Centro, Calif., LF radio range station via the point of intersection of a straight line bearing 359° True from the El Centro LF radio range station and the Thermal omnirange 122° True radial; Thermal, Calif., omnirange station; to the Daggett, Calif., omnirange station. The portion of this airway which overlaps the Salton Sea restricted area (R-303) is excluded.

§ 600.6118 *VOR civil airway No. 118 (Rock River, Wyo., to Cheyenne, Wyo.)* From the Rock River, Wyo., omnirange station via the Laramie, Wyo., omnirange station to the Cheyenne, Wyo., omnirange station.

§ 600.6119 *VOR civil airway No. 119 (Huntington, W Va., to Bradford, Pa.)* From the Huntington, W Va., nondirectional radio beacon via the Parkersburg, W Va., omnirange station; Wheeling, W Va., omnirange station; Fitzgerald, Pa., omnirange station; to the Bradford, Pa., omnirange station.

§ 600.6120 *VOR civil airway No. 120 (Mullan Pass, Mont., to Miles City, Mont.)* From the Mullan Pass, Mont., omnirange station via the Great Falls, Mont., omnirange station; Lewiston, Mont., omnirange station; to the Miles City, Mont., omnirange station.

§ 600.6121 *VOR civil airway No. 121 (North Bend, Oreg., to Eugene, Oreg.)*. From the North Bend, Oreg., omnirange station to the Eugene, Oreg., omnirange station.

§ 600.6122 *VOR civil airway No. 122 (Crescent City, Calif., to Klamath Falls, Oreg.)* From the Crescent City, Calif., omnirange station to the Medford, Oreg., omnirange station. From the point of intersection of the Medford, Oreg., omnirange 176° True and the Klamath Falls, Oreg., omnirange 273° True radials; to the Klamath Falls, Oreg., omnirange station.

§ 600.6123 *VOR civil airway No. 123 (Newport, Oreg., to Newberg, Oreg.)*. From the Newport, Oreg., omnirange station via the intersection of the Newport omnirange 023° True and the Newberg omnirange 251 True radials to the Newberg, Oreg., omnirange station.

§ 600.6124 *VOR civil airway No. 124 (Burley, Idaho, to Pocatello, Idaho)* From the Burley, Idaho, omnirange station to the Pocatello, Idaho, omnirange station.

§ 600.6125 *VOR civil airway No. 125 (Anthony, Kans., to Hutchinson, Kans.)* From the Anthony, Kans., omnirange station to the Hutchinson, Kans., omnirange station.

§ 600.6126 *VOR civil airway No. 126 (Chicago, Ill., to New York, N. Y.)* From the point of intersection of the Naperville, Ill., omnirange 090° True and the Chicago Heights omnirange 342° True radials via the Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Waterville, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station, Wilkes-Barre-Scranton, Pa., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

§600.6127 *VOR civil airway No. 127 (Livingston, Mont., to Helena, Mont.)* From the Livingston, Mont., omnirange station via the intersection of the Livingston omnirange 321 True and the Helena omnirange 119° True radials to the Helena, Mont., omnirange station.

§ 600.6128 *VOR civil airway No. 128 (Chicago, Ill., to New Bern, N. C.)* From the Chicago, Ill., Midway Airport terminal omnirange station via the Peotone, Ill., omnirange station; intersection of the Peotone omnirange 147° True and the Lafayette omnirange 321° True radials; Lafayette, Ind., omnirange station; intersection of the Lafayette omnirange 118° True and the Cincinnati omnirange 318° True radials; Cincinnati, Ohio, omnirange station; York, Ky., omnirange station, including a south alternate via the intersection of the Cincinnati omnirange 120° True and the York omnirange 272° True radials; Charleston, W Va., omnirange station; Pulaski, Va., omnirange station; Greensboro, N. C., omnirange station; to the Raleigh, N. C., omnirange station, including a north alternate via the Greensboro omnirange 051° True and the Raleigh omnirange 309° True radials and a south alternate via the intersection of the Greensboro omnirange 122° True and the Raleigh omnirange 249° True radials. From the point of intersection of the Wilmington, N. C., omnirange 005° True and the New Bern omnirange 297° True radials; to the New Bern, N. C., omnirange station, excluding the airspace above 5500 feet above mean sea level daily during the period from sunset to sunrise.

§ 600.6129 *VOR civil airway No. 129 (Dixon, Ill., to Eau Claire, Wis.)* From the Polo, Ill., omnirange station via the Lone Rock, Wis., omnirange station; La Crosse, Wis., omnirange station; to the Eau Claire, Wis., omnirange station.

§ 600.6130 *VOR civil airway No. 130 (Albany, N. Y., to Providence, R. I.)*. From the Albany, N. Y., omnirange station via the Hartford, Conn., omnirange station; Norwich, Conn., omnirange station to the point of intersection of the Norwich omnirange 090° True radial and the Providence, R. I., ILS localizer course.

§ 600.6131 *VOR civil airway No. 131 (Ponca City, Okla., to Topeka, Kans.)* From the Ponca City, Okla., omnirange station via the Emporia, Kans., omnirange station; intersection of the Emporia omnirange 050° True and the Topeka omnirange 174° True radials to the Topeka, Kans., omnirange station.

§ 600.6132 *VOR civil airway No. 132 (Cheyenne, Wyo., to Hutchinson, Kans.)* From the Cheyenne, Wyo., omnirange station via the Akron, Colo., omnirange station, Goodland, Kans., omnirange station; to the Hutchinson, Kans., omnirange station.

§ 600.6133 *VOR civil airway No. 133 (Parkersburg, W Va., to Flint, Mich.)*. That airspace over United States territory from the Parkersburg, W Va., omnirange station via the Mansfield, Ohio, omnirange station; intersection of the Mansfield omnirange 345° True and the Salem omnirange 140° True radials; Salem, Mich., omnirange station; to the point of intersection of the Salem omnirange 342° True and the Lansing, Mich., omnirange 068° True radials.

§ 600.6134 *VOR civil airway No. 134 (Evergreen, Ala., to Atlanta, Ga.)* From the Evergreen, Ala., omnirange station via the Columbus, Ga., omnirange station to the Atlanta, Ga., omnirange station, excluding the portion which overlaps the Fort Benning restricted area (R-129)

§ 600.6135 *VOR civil airway No. 135 (Yuma, Ariz., to Las Vegas, Nev.)* From the Yuma, Ariz., omnirange station via the Blythe, Calif., omnirange station; Needles, Calif., omnirange station to the Las Vegas, Nev., omnirange station.

§ 600.6136 *VOR civil airway No. 136 (Pulaski, Va., to Raleigh, N. C.)* From the Pulaski, Va., omnirange station via the intersection of the Pulaski omnirange 094° True and the South Boston omnirange 298° True radials; South Boston, Va., omnirange station; to the Raleigh, N. C., omnirange station.

§ 600.6137 *VOR civil airway No. 137 (San Bernardino, Calif., to Salinas,*

*Calif.*) From the point of intersection of the Palmdale, Calif., omnirange 124° True and the Ontario, Calif., omnirange 038° True radials via the Palmdale, Calif., omnirange station; intersection of the Palmdale omnirange 292° True and the Bakersfield omnirange 149° True radials; Bakersfield, Calif., omnirange station; Coalinga, Calif., omnirange station; to the Salinas, Calif., omnirange station.

§ 600.6138 *VOR civil airway No. 138 (Rock River Wyo., to Sidney, Nebr.)* From the Rock River, Wyo., omnirange station to the Sidney, Nebr., omnirange station.

§ 600.6139 *VOR civil airway No. 139 (Norwich, Conn., to Boston, Mass.)* From the Norwich, Conn., omnirange station via the intersection of the Norwich omnirange 090° True radial and the Providence, R. I., ILS localizer course at the Wyoming, R. I., fan marker; Providence, R. I., ILS localizer, intersection of the Providence ILS localizer course and the Boston ILS localizer course; to the Boston, Mass., localizer.

§ 600.6140 *VOR civil airway No. 140 (Amarillo, Tex., to New York, N. Y.)* From the Amarillo, Tex., omnirange station via the Sayre, Okla., omnirange station, including a north alternate; Oklahoma City, Okla., omnirange station, including a north alternate; Tulsa, Okla., omnirange station; Fayetteville, Ark., omnirange station, including a north alternate via the intersection of the Tulsa omnirange 065° True and the Fayetteville omnirange 287° True radials; Flippin, Ark., omnirange station; Walnut Ridge, Ark., omnirange station; Dyersburg, Tenn., omnirange station; Nashville, Tenn., omnirange station, including a south alternate from the Dyersburg omnirange station to the Nashville omnirange station via the intersection of the Dyersburg omnirange 104° True and the Graham omnirange 269° True radials, and the Graham, Tenn., omnirange station; intersection of the Nashville omnirange 059° True radial and the Corbin VAR west aural course; Corbin, Ky., VAR station; Paynesville, W. Va., nondirectional radio beacon; Montebello, Va., omnirange station; point of intersection of the Front Royal, Va., omnirange 140° True and the Washington, D. C., omnirange 249° True radials; to the Herdon, Va., omnirange station. From the Baltimore Md., omnirange station to the point of intersection of the Baltimore omnirange 045° True radial with the Dover, Del., 310° True radial and the southwest course of the Philadelphia, Pa., radio range station, excluding the portion which overlaps the Aberdeen restricted area (R. 54) From the point of intersection of the Philadelphia, Pa., International Airport ILS 256° True localizer course and the West Chester, Pa., omnirange 170° True radial via the Philadelphia International Airport ILS localizer to the Colts Neck, N. J., omnirange station via the Colts Neck omnirange 242° True radial.

§ 600.6141 *VOR civil airway No. 141 (Nantucket, Mass., to Plattsburg, N. Y.)* From the Nantucket, Mass., omnirange station via the intersection of the Nantucket omnirange 339° True and the Boston omnirange 133° True radials; Boston, Mass., omnirange station; Concord, N. H., omnirange station; Lebanon, N. H., nondirectional radio beacon to the Plattsburg, N. Y., omnirange station.

§ 600.6142 *VOR civil airway No. 142 (Buffalo, N. Y., to Rochester, N. Y.)* From the Buffalo, N. Y., omnirange station via the intersection of the Buffalo omnirange 034° True and the Rochester omnirange 289° True radials to the Rochester, N. Y., omnirange station.

§ 600.6143 *VOR civil airway No. 143 (Charlotte, N. C., to Washington, D. C.)* From the Charlotte, N. C., omnirange station via the Greensboro, N. C., omnirange station, including a west alternate via the intersection of the Charlotte omnirange 359° True and the Greensboro omnirange 238° True radials; to the Montebello, Va., omnirange station. From the Front Royal, Va., omnirange station to the point of intersection of the Front Royal omnirange 037° True and the Washington, D. C., terminal omnirange 319° True radials.

§ 600.6144 *VOR civil airway No. 144 (Chicago, Ill., to Washington, D. C.).* From the Chicago, Ill., Midway Airport terminal omnirange station via the Peotone, Ill., omnirange station; Fort Wayne, Ind., omnirange station; Findlay, Ohio, omnirange station; Mansfield, Ohio, omnirange station; Morgantown, W Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C. terminal omnirange station.

§ 600.6145 *VOR civil airway No. 145 (Utica, N. Y., to the United States-Canadian Border).* From the Utica, N. Y., MF radio range station via the intersection of the Utica MF radio range northwest course and the Watertown omnirange 155° True radial; Watertown, N. Y., omnirange station; to the United States-Canadian Border via the Watertown omnirange 360° True radial.

§ 600.6146 *VOR civil airway No. 146 (Poughkeepsie, N. Y. to Woodstock, Conn.)* From the Poughkeepsie, N. Y., omnirange station to the point of intersection of the Poughkeepsie omnirange 079° True and the Norwich, Conn., omnirange 347° True radials.

§ 600.6147 *VOR civil airway No. 147 (Philadelphia, Pa., to Rochester N. Y.).* From the West Chester, Pa., omnirange station via the Allentown, Pa., omnirange station; intersection of the Allentown omnirange 329° True and the Elmira omnirange 134° True radials; Elmira, N. Y., omnirange station; intersection of the Elmira omnirange 305° True and the Rochester omnirange 103° True radials; to the Rochester, N. Y., omnirange station.

§ 600.6148 *VOR civil airway No. 148 (Thurman, Colo., to North Platte, Nebr.)* From the Thurman, Colo., omnirange station via the Imperial, Nebr., omnirange station to the North Platte, Nebr., omnirange station.

§ 600.6149 *VOR civil airway No. 149 (Allentown, Pa., to Utica, N. Y.)* From the Allentown, Pa., omnirange station via the intersection of the Allentown omnirange 329° True and the Binghamton omnirange 167° True radials; Binghamton, N. Y., omnirange station; to the point of intersection of the Binghamton omnirange 023° True and the southwest course of the Utica, N. Y., radio range.

§ 600.6150 *VOR civil airway No. 150 (Sacramento, Calif., to Reno, Nev.).* From the Sacramento, Calif., omnirange station via the intersection of the Sacramento omnirange 097° True and the Reno omnirange 208° True radials to the Reno, Nev., omnirange station.

§ 600.6151 *VOR civil airway No. 151 (Woonsocket, R. I., to Keene, N. H.)* From the point of intersection of the Norwich, Conn., omnirange 043° True and the Gardner omnirange 152° True radials via the Gardner, Mass., omnirange station; to the Keene, N. H., nondirectional radio beacon.

§ 600.6152 *VOR civil airway No. 152 (Tampa, Fla., to Daytona Beach, Fla.).* From the Tampa, Fla., omnirange station via the Orlando, Fla., omnirange station, including a north alternate via the intersection of the Tampa omnirange 039° True and the Orlando omnirange 258° True radials and also a south alternate via the Lakeland, Fla., omnirange station; to the Daytona Beach, Fla., omnirange station.

§ 600.6153 *VOR civil airway No. 153 (New York, N. Y., to Wilkes-Barre, Pa.).* From the point of intersection of the Caldwell, N. J., omnirange 217° True and the Stroudsburg omnirange 118° True radials via the Stroudsburg, Pa., omnirange station; to the Wilkes-Barre-Scranton, Pa., omnirange station.

§ 600.6154 *VOR civil airway No. 154 (Meridian, Miss., to Macon, Ga.).* From the Meridian, Miss., omnirange station via the intersection of the Meridian omnirange 084° True and the Montgomery omnirange 282° True radials; Montgomery, Ala., omnirange station; Columbus, Ga., omnirange station, including a north alternate via the intersection of the Montgomery omnirange 049° True and the Columbus omnirange 270° True radials; intersection of the Columbus omnirange 020° True and the Macon omnirange 272° True radials; to the Macon, Ga., omnirange station. The portions of this Airway which conflict with the Fort Benning Restricted Area (R-129) are excluded.

§ 600.6155 *VOR civil airway No. 155 (Gordonsville, Va., to Front Royal, Va.)* From the Gordonsville, Va., omnirange station via the direct radial to the point of intersection of the Washington, D. C., terminal omnirange 249° True and the Front Royal omnirange 140° True radials; to the Front Royal, Va., omnirange station.

§ 600.6156 *VOR civil airway No. 156 (Elkins, W Va., to Gordonsville, Va.).* From the Elkins, W. Va., omnirange station to the Gordonsville, Va., omnirange station.

§ 600.6157 *VOR civil airway No. 157 (Wilmington, N. C., to Richmond, Va.)* From the Wilmington, N. C., omnirange station via the Rocky Mount, N. C., omnirange station; Lawrenceville, Va., omnirange station; to the Richmond, Va., LF radio range station, excluding the portion which overlaps the Camp Pickett restricted area (R-44)

§ 600.6158 *VOR civil airway No. 158 (Iowa Falls, Iowa, to Waterloo, Iowa)* From the point of intersection of the Mason City, Iowa, omnirange 188° True and the Waterloo omnirange 267° True radials to the Waterloo, Iowa, omnirange station.

§ 600.6159 *VOR civil airway No. 159 (Miami, Fla., to Albany, Ga.)* From the Miami, Fla., omnirange station via the intersection of the Miami omnirange 338° True and the West Palm Beach omnirange 219° True radials; West Palm Beach, Fla., omnirange station; Vero Beach, Fla., omnirange station; intersection of the Vero Beach omnirange 339° True and the Orlando omnirange 131° True radials; Orlando, Fla., omnirange station; Cross City, Fla., omnirange station; to the Albany, Ga., omnirange station.

§ 600.6160 *VOR civil airway No. 160 (Denver Colo., to Sidney, Nebr.)* From the Denver, Colo., omnirange station to the Sidney, Nebr., omnirange station.

§ 600.6161 *VOR civil airway No. 161 (Tulsa, Okla., to Minneapolis, Minn.)* From the Tulsa, Okla., omnirange station via the Butler, Mo., omnirange station; Blue Springs, Mo., omnirange station; intersection of the Blue Springs omnirange 016° True and the Lamoni omnirange 175° True radials; Lamoni, Iowa, omnirange station; Des Moines, Iowa, omnirange station; Waterloo, Iowa, omnirange station; Rochester, Minn., omnirange station; intersection of the Rochester omnirange 350° True and the Minneapolis-St. Paul International Airport ILS localizer 121° True course, to the Minneapolis-St. Paul, Minn., International Airport ILS localizer. The portions of this airway which overlap the Lake City restricted area (R-307) are excluded.

§ 600.6162 *VOR civil airway No. 162 (Harrisburg, Pa., to Allentown, Pa.)* From the Harrisburg, Pa., omnirange station via the point of intersection of the Harrisburg omnirange 073° True and the Selinsgrove, Pa., omnirange 133° True radials; direct to the Allentown, Pa., omnirange station, including a south alternate from the Harrisburg omnirange station to the Allentown omnirange station via the point of intersection of the West Chester, Pa., omnirange 314° True and the Allentown omnirange 228° True radials.

§ 600.6163 *VOR civil airway No. 163 (Waco, Tex., to Oklahoma City, Okla.)* From the Waco, Tex., omnirange station via the Mineral Wells, Tex., omnirange station; Ardmore, Okla., omnirange station; intersection of the Ardmore omnirange 350° True and the Oklahoma City omnirange 137° True radials to the Oklahoma City, Okla., omnirange station, including an east alternate from the Ardmore omnirange station to the Oklahoma City omnirange station via the intersection of the Ardmore omnirange 011° True and the Oklahoma City omnirange 120° True radials.

§ 600.6164 *VOR civil airway No. 164 (Bradford, Pa., to New York, N. Y.)* From the Bradford, Pa., omnirange station via the intersection of the Bradford omnirange 097° True and the Williamsport omnirange 306° True radials; Williamsport, Pa., omnirange station; via the Williamsport omnirange direct radial to the point of intersection of the Allentown, Pa., omnirange 329° True and the Wilkes-Barre-Scranton, Pa., omnirange 224° True radials; via the Stroudsburg omnirange direct radial to the Stroudsburg, Pa., omnirange station, including a south alternate from the Williamsport omnirange station to the Stroudsburg omnirange station via the intersection of the Williamsport omnirange 125° True and the Stroudsburg omnirange 270° True radials; to the point of intersection of the Stroudsburg omnirange 083° True and the Wilkes-Barre-Scranton, Pa., omnirange 117° True radials.

§ 600.6165 *VOR civil airway No. 165 (Long Beach, Calif., to Palmdale, Calif.)* From the Long Beach, Calif., omnirange station via the intersection of the Long Beach omnirange 346° True and the Palmdale omnirange 200° True radials to the Palmdale, Calif., omnirange station.

§ 600.6166 *VOR civil airway No. 166 (Martinsburg, W Va., to Philadelphia, Pa.)* From the Martinsburg, W Va., omnirange station to the West Chester, Pa., omnirange station.

§ 600.6167 *VOR civil airway No. 167 (New York, N. Y., to Hartford, Conn.)* From the point of intersection of the Colts Neck, N. J., omnirange 151° True and the Idlewild omnirange 195° True radials via the Idlewild, N. Y., omnirange station to the Hartford, Conn., omnirange station.

§ 600.6168 *VOR civil airway No. 168.* (Unassigned.)

§ 600.6169 *VOR civil airway No. 169 (Sidney, Nebr., to Rapid City, S. Dak.)* From the Sidney, Nebr., omnirange station via the intersection of the Sidney omnirange 335° True and the Chadron omnirange 197° True radials; Chadron, Nebr., omnirange station; to the Rapid City, S. Dak., omnirange station, including an east alternate and excluding the portion which overlaps the Scenic restricted area (R-190)

§ 600.6170 *VOR civil airway No. 170 (Erie, Pa., to Philadelphia, Pa.)* From the Erie, Pa., omnirange station via the Bradford, Pa., omnirange station; Selinsgrove, Pa., omnirange station to the West Chester, Pa., omnirange station.

§ 600.6171 *VOR civil airway No. 171 (Louisville, Ky., to Madison, Wis.)* From the Louisville, Ky., omnirange station via the Scotland, Ind., omnirange station; Terre Haute, Ind., omnirange station; Peotone, Ill., omnirange station; Joliet, Ill., omnirange station; intersection of the Joliet omnirange 316° True and the Janesville omnirange 157° True radials; Janesville, Wis., omnirange station; to the point of intersection of the Janesville omnirange 339° True and the Lone Rock omnirange 104° True radials.

§ 600.6172 *VOR civil airway No. 172 (Iowa City, Iowa, to Chicago, Ill.)* From the Iowa City, Iowa, omnirange station via the Moline, Ill., omnirange station; Polo, Ill., omnirange station, including a north alternate from the Iowa City omnirange station to the Polo omnirange station via the intersection of the Iowa City omnirange 063° True and the Polo omnirange 269° True radials; intersection of the Polo omnirange 085° True and the Chicago Midway Airport terminal omnirange 294° True radials; to the Chicago, Ill., Midway Airport terminal omnirange station.

§ 600.6173 *VOR civil airway No. 173 (Springfield, Ill., to Chicago, Ill.)* From the Springfield, Ill., omnirange station via the Roberts, Ill., omnirange station; intersection of the Roberts omnirange 012° True and the Chicago Midway Airport terminal omnirange 198° True radials; to the Chicago, Ill., Midway Airport terminal omnirange station.

§ 600.6174 *VOR civil airway No. 174 (St. Louis, Mo., to Washington, D. C.)* From the St. Louis, Mo., omnirange station via the Troy, Ill., omnirange station; Scotland, Ind., omnirange station; Louisville, Ky., omnirange station; York, Ky., omnirange station; intersection of the York omnirange 076° True and the Elkins omnirange 270° True radials; Elkins, W Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C., terminal omnirange station.

§ 600.6175 *VOR civil airway No. 175 (Vichy, Mo., to Columbia, Mo.)* From the Vichy, Mo., omnirange station via the intersection of the Vichy omnirange 321° True and the Columbia omnirange 209° True radials; to the Columbia, Mo., omnirange station.

§ 600.6176 *VOR civil airway No. 176 (Centralia, Ill., to Scotland, Ind.)* From the Centralia, Ill., omnirange station via the intersection of the Centralia omnirange 075° True and the Scotland omnirange 250° True radials; to the Scotland, Ind., omnirange station.

§ 600.6177 *VOR civil airway No. 177 (Chicago, Ill., to Janesville, Wis.)* From the Naperville, Ill., omnirange station via the intersection of the Naperville omnirange 338° True and the Janesville omnirange 114° True radials; to the Janesville, Wis., omnirange station.

§ 600.6178 *VOR civil airway No. 178 (Farmington, Mo., to Paducah, Ky.)* From the Farmington, Mo., omnirange station to the Paducah, Ky., omnirange station, including a south alternate.

§ 600.6179 *VOR civil airway No. 179 (Paducah, Ky., to Centralia, Ill.)* From the Paducah, Ky., omnirange station to the Centralia, Ill., omnirange station.

§ 600.6180 *VOR civil airway No. 180 (Lansing, Mich., to Selfridge, Mich.).* From the Lansing, Mich., omnirange station to the Selfridge, Mich., omnirange station.

§ 600.6181 *VOR civil airway No. 181 (Sioux Falls, S. Dak., to Watertown, S. Dak.).* From the Sioux Falls, S. Dak., omnirange station to the Watertown, S. Dak., omnirange station.

§ 600.6182 *VOR civil airway No. 182 (Portland, Oreg., to Baker Oreg.)* From the Portland, Oreg., omnirange station via the The Dalles, Oreg., omnirange station; to the Baker, Oreg., omnirange station.

§ 600.6183 *VOR civil airway No. 183 (Santa Barbara, Calif., to Bakersfield, Calif.).* From the Santa Barbara, Calif., omnirange station to the Bakersfield, Calif., omnirange station.

§ 600.6184 *VOR civil airway No. 184 (Erie, Pa., to Philipsburg, Pa.)* From the Erie, Pa., omnirange station via the Fitzgerald, Pa., omnirange station; to the Philipsburg, Pa., omnirange station.

§ 600.6185 *VOR civil airway No. 185 (Augusta, Ga., to Knoxville, Tenn.)* From the Augusta, Ga., omnirange station via the Spartanburg, S. C., omnirange station; Asheville, N. C., omnirange station, including a west alternate from the Augusta omnirange station to the Asheville omnirange station via the intersection of the Augusta omnirange 345° True radial and the Greenville ILS localizer south course, the Greenville, S. C., ILS localizer, and the intersection of the Greenville ILS localizer north course and the Asheville omnirange 189° True radial; intersection of the Asheville omnirange 300° True and the Knoxville omnirange 069° True radials; to the Knoxville, Tenn., omnirange station, including an east alternate from the Asheville omnirange station to the Knoxville omnirange station via the intersection of the Asheville omnirange 329° True and the Knoxville omnirange 069° True radials.

§ 600.6186 *VOR civil airway No. 186 (St. Louis, Mo., to Scotland, Ind.)* From the St. Louis, Mo., omnirange station via the Vandalia, Ill., omnirange station; intersection of the Vandalia omnirange 073° True and the Scotland omnirange 293° True radials; to the Scotland, Ind., omnirange station.

§ 600.6187 *VOR civil airway No. 187 (Chicago, Ill., to Milwaukee, Wis.)* From the point of intersection of the Naperville, Ill., omnirange 064° True and the Chicago Heights, Ill., omnirange 009° True radials via the intersection of the Chicago Heights omnirange 009° True and the Milwaukee omnirange 117° True radials; to the Milwaukee, Wis., omnirange station.

§ 600.6188 *VOR civil airway No. 188 (Detroit, Mich., to New York, N. Y.).* From the Carleton, Mich., omnirange station via the Perry, Ohio, nondirectional radio beacon; Fitzgerald, Pa., omnirange station; Williamsport, Pa., omnirange station; via the Williamsport omnirange direct radial to the point of intersection of the Allentown, Pa., omnirange 329° True and the Wilkes-Barre-Scranton, Pa., omnirange 224° True radials; via the Stroudsburg omnirange direct radial to the Stroudsburg, Pa., omnirange station; to the Caldwell, N. J., omnirange station.

§ 600.6189 *VOR civil airway No. 189 (Pittsburgh, Pa., to Brookville, Pa.)* From the Pittsburgh, Pa., omnirange station to the point of intersection of the Pittsburgh omnirange 040° True and the Bradford, Pa., omnirange 210° True radials.

§ 600.6190 *VOR civil airway No. 190 (Grants, N. Mex., to Evansville, Ind.).* From the Grants, N. Mex., omnirange station via the intersection of the Grants omnirange 067° True and the Santa Fe omnirange 253° True radials; Santa Fe, N. Mex., omnirange station; Las Vegas, N. Mex., omnirange station; Dalhart, Tex., omnirange station; Gage, Okla., omnirange station; intersection of the Gage omnirange 059° True and the Ponca City omnirange 280° True radials; Ponca City, Okla., omnirange station; intersection of the Ponca City omnirange 076° True and the Springfield omnirange 261° True radials; Springfield, Mo., omnirange station; Farmington, Mo., omnirange station; to the Evansville, Ind., omnirange station.

§ 600.6191 *VOR civil airway No. 191 (Walnut Ridge, Ark., to Chicago, Ill.).* From the Walnut Ridge, Ark., omnirange station via the Farmington, Mo., omnirange station; intersection of the Farmington omnirange 351° True and the Troy omnirange 215° True radials; Troy, Ill., omnirange station; Roberts, Ill., omnirange station; intersection of the Roberts omnirange 012° True and the Chicago Midway Airport terminal omnirange 198° True radials; to the Chicago, Ill., Midway Airport terminal omnirange station.

§ 600.6192 *VOR civil airway No. 192 (Grants, N. Mex., to Tucumcari, N. Mex.)* From the Grants, N. Mex., omnirange station via the intersection of the Grants omnirange 136° True and the Corona omnirange 272° True radials; Corona, N. Mex., omnirange station; to the Tucumcari, N. Mex., omnirange station.

§ 600.6193 *VOR civil airway No. 193 (Grand Rapids, Mich., to Traverse City, Mich.)* From the Grand Rapids, Mich., ILS outer marker via the White Cloud, Mich., omnirange station; to the Traverse City, Mich., LF radio range station.

§ 600.6194 *VOR civil airway No. 194 (Royston, Ga., to Norfolk, Va.)* From the point of intersecton of the Royston omnirange 270° True and the Norcross, Ga., omnirange 054° True radials via the Royston, Ga., omnirange station; intersection of the Royston omnirange 078° True and the Charlotte omnirange 241° True radials; Charlotte, N. C., omnirange station; Raleigh, N. C., omnirange station; Rocky Mount, N. C., omnirange station; point of intersection of the Williamston, N. C., VAR north course and the Norfolk ILS localizer southwest course; Norfolk, Va., ILS localizer; to the point of intersection of the Norfolk ILS localizer northeast course and the Norfolk, Va., VAR north course.

§ 600.6195 *VOR civil airway No. 195 (Oakland, Calif., to Red Bluff, Calif.).* From the Oakland, Calif., omnirange station via the Sacramento, Calif., omnirange station; Williams, Calif., omnirange station, including a west alternate from the Oakland omnirange station to the Williams omnirange station via the point of intersection of the Sacramento omnirange 218° True and the Williams omnirange 167° True radials; to the Red Bluff, Calif., omnirange station, including a west alternate via the intersection of the Williams omnirange 339° True and the Red Bluff omnirange 189° True radials.

§ 600.6196 *VOR civil airway No. 196 (Rock River, Wyo., to Chadron, Nebr.)* From the Rock River, Wyo., omnirange station to the Chadron, Nebr., omnirange station.

§ 600.6197 *VOR civil airway No. 197 (Toledo, Ohio, to Detroit, Mich.)* From the Waterville, Ohio, omnirange station to the Carleton, Mich., omnirange station.

§ 600.6198 *VOR civil airway No. 198 (San Antonio, Tex., to Galveston, Tex.)* From the San Antonio, Tex., omnirange station via the Eagle Lake, Tex., omnirange station; to the Galveston, Tex., omnirange station, including a north alternate from the San Antonio omnirange station to the Galveston omnirange station via the point of intersection of the Austin, Tex., omnirange 109° True and the College Station, Tex., omnirange 202° True radials, thence via the Houston, Tex., omnirange station.

§ 600.6199 *VOR civil airway No. 199 (San Francisco, Calif., to Fresno, Calif.)* From the San Francisco, Calif., omnirange station via the intersection of the San Francisco omnirange 111° True and the Fresno omnirange 287° True radials; to the Fresno, Calif., omnirange station.

§ 600.6200 *VOR civil airway No. 200 (Ukiah, Calif., to Reno, Nev.).* From the Ukiah, Calif., omnirange station via the Williams, Calif., omnirange station; intersection of the Williams omnirange 061° True and the Reno omnirange 268° True radials; to the Reno, Nev., omnirange station, including a south alternate from the Williams omnirange station to the Reno omnirange station via the point of intersection of the Williams omnirange 104° True and the Sacramento, Calif., omnirange 055° True radials and the intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials.

§ 600.6201 *VOR civil airway No. 201 (Los Angeles, Calif., to Pasadena, Calif.).* From the point of intersection of the Los Angeles omnirange 207° True and the Long Beach, Calif., omnirange 250° True radials via the Los Angeles, Calif., omnirange station; thence via the direct radial of the Los Angeles omnirange to the point of its intersection with the Long Beach omnirange 346° True and the Palmdale, Calif., omnirange 200° True radials.

§ 600.6202 *VOR civil airway No. 202 (Tucson, Ariz., to Cochise, Ariz.)* From the Tucson, Ariz., MF radio range station via the point of intersection of a straight line bearing 157° True from the Tucson MF radio range and the Cochise omnirange 257° True radial; to the Cochise, Ariz., omnirange station.

§ 600.6203 *VOR civil airway No. 203 (Albany, N. Y., to Massena, N. Y.)* From the Albany, N. Y., omnirange station to the Massena, N. Y., omnirange station.

§ 600.6204 *VOR civil airway No. 204 (Hoquiam, Wash., to Olympia, Wash.)* From the Hoquiam, Wash., omnirange station to the Olympia, Wash., omnirange station, excluding the airspace above 14,500 feet above mean sea level.

§ 600.6205 *VOR civil airway No. 205 (Springfield, Mo., to Kansas City, Mo.)* From the Springfied, Mo., omnirange station via the Blue Springs, Mo., omnirange station, including a west alternate via the intersecton of the Springfield omnirange 316° True and the Blue Springs omnirange 178° True radials; to the Kansas City, Mo., omnirange station. The portion of this airway which overlaps the Lake City restricted area (R-307) is excluded.

§ 600.6206 *VOR civil airway No. 206 (Blue Springs, Mo., to Kirksville, Mo.)* From the Blue Springs, Mo., omnirange station via the intersection of the Blue Springs omnirange 056° True and the Kirksville omnirange 225° True radials; to the Kirksville, Mo., omnirange station. The portion of this airway which overlaps the Lake City Restricted Area (R-307) is excluded.

§ 600.6207 *VOR civil airway No. 207 (Denver Colo., to Egbert, Wyo.)* From the Denver, Colo., omnirange station to the point of intersection of the Denver omnirange 016° True and the Cheyenne omnirange 098° True radials.

§ 600.6208 *VOR civil airway No. 208 (Thermal, Calif., to Needles, Calif.)* From the Thermal, Calif., omnirange station to the Needles, Calif., omnirange station.

§ 600.6209 *VOR civil airway No. 209 (Los Angeles, Calif., to Paso Robles, Calif.)* From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles, omnirange 301 True and the Fillmore omnirange 163° True radials; Fillmore, Calif., omnirange station; to the Paso Robles, Calif., omnirange station.

§ 600.6211 *VOR civil airway No. 211 (Cotulla, Tex., to Junction, Tex.)* From the Cotulla, Tex., omnirange station to the Junction, Tex., omnirange station.

§ 600.6213 *VOR civil airway No. 213 (Rocky Mount, N. C., to Boykins, Va.)* From the Rocky Mount, N. C., omnirange station via its direct radial to the point of intersection of the Lawrenceville, Va., omnirange 116° True radial and the southwest course of the Waverly, Va., LF radio range.

§ 600.6223 *VOR civil airway No. 223 (Herndon, Va., to Harrisburg, Pa.)* From the Herndon, Va., omnirange station to the Harrisburg, Pa., omnirange station.

HAWAIIAN VOR CIVIL AIRWAYS

§ 600.6401 *Hawaiian VOR civil airway No. 1.* From the Hilo, Hawaii, T. H., omnirange station to the intersection of the Hilo omnirange 041° True and the Upolu, Hawaii, T. H., omnirange 096° True radials.

§ 600.6402 *Hawaiian VOR civil airway No. 2.* From the Lihue, Kauai, T. H., omnirange station via the intersection of the Lihue omnirange 126° True and the Honolulu omnirange 246° True radials; Honolulu, Oahu, T. H., omnirange station, including a south alternate between the Lihue, Kauai, T. H., omnirange station and the Honolulu, Oahu, T. H., omnirange station via the intersection of the Lihue omnirange 141° True and the Honolulu omnirange 246° True radials; Lanai, T. H., omnirange station, including a south alternate; the intersection of the Lanai omnirange 111° True and the Upolu omnirange 302° True radials; Upolu, Hawaii, T. H., omnirange station, excluding the portion which overlaps Kahoolawe restricted area, the intersection of the Upolu omnirange 096° True and the Hilo omnirange 336° True radials; Hilo, Hawaii, T. H., omnirange station to the intersection of the Hilo 089° True radial and a point 33 statute miles east from the Hilo, Hawaii, T. H., omnirange station.

§ 600.6403 *Hawaiian VOR civil airway No. 3.* From the intersection of the Hilo omnirange 173° True radial and a point 36 statute miles south from the Hilo, Hawaii, T. H., omnirange station via the Hilo, Hawaii, T. H., omnirange station to the intersection of the Hilo omnirange 006° True and the Upolu, Hawaii, T. H., omnirange 096° True radials.

§ 600.6404 *Hawaiian VOR civil airway No. 4.* From the intersection of the Honolulu omnirange 246° True and Lihue, Kauai, T. H., omnirange 186° True radials via the Honolulu, Oahu, T. H., omnirange station to the intersection of the Honolulu omnirange 061° True and the Maui, T. H., omnirange 351° True radials, excluding the portion below 6,000 feet which overlaps the Kaneohe Naval Airspace Reservation. The portion of this airway which overlaps the Waikane Restricted Area (R-496) is excluded.

§ 600.6405 *Hawaiian VOR civil airway No. 5.* From the intersection of the Maui omnirange 191° True and the Lanai, T. H., omnirange 111° True radials via the Maui, T. H., omnirange station, excluding the portion which overlaps the Kahoolawe restricted area, to the intersection of the Maui omnirange 351° True and the Honolulu, Oahu, T. H., omnirange 061° True radials.

§ 600.6406 *Hawaiian VOR civil airway No. 6.* From the Lanai, T. H., omnirange station to the Maui, T. H., omnirange station.

§ 600.6407 *Hawaiian VOR civil airway No. 7* From the Lanai, T. H., omnirange station to the intersection of the Lanai omnirange 337° True and the Honolulu, Oahu, T. H., omnirange 061° True radials.

§ 600.6408 *Hawaiian VOR civil airway No. 8.* From the intersection of the Maui omnirange 237° True and the Lanai, T. H., omnirange 111° True radials to the Maui, T. H., omnirange station, excluding the portion which overlaps the Kahoolawe restricted area.

§ 600.6409 *Hawaiian VOR civil airway No. 9.* From the intersection of the Honolulu omnirange 179° True and the Lanai, T. H., omnirange 224° True radials to the Honolulu, Oahu, T. H., omnirange station, excluding the portion above 10,000 feet extending from Lat. 20°00'00" North, to the arc of a circle 25 miles south of a point located at Lat. 21°19'40" North, Long. 157°59'35" West.

§ 600.6410 *Hawaiian VOR civil airway No. 10.* From the Upolu, Hawaii, T. H., omnirange station to the intersection of the Upolu omnirange 096° True and the Hilo, Hawaii, T. H., omnirange 041° True radials.

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PART 601—DESIGNATION OF CONTROL AREAS, CONTROL ZONES, AND REPORTING POINTS

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601.266 Red civil airway No. 66 control areas (Santa Barbara, Calif., to Los Angeles, Calif.).
601.267 Red civil airway No. 67 control areas (Crestview, Fla., to Atlanta, Ga.).
601.268 Red civil airway No. 68 control areas (Midland, Tex., to Shreveport, La.).
601.269 Red civil airway No. 69 control areas (Midland, Tex., to Big Spring, Tex.).
601.270 Red civil airway No. 70 control areas (Midland, Tex., to Lubbock, Tex.).
601.271 Red civil airway No. 71 control areas (El Paso, Tex., to Lubbock, Tex.).
601.272 Red civil airway No. 72 control areas (Millville, N. J., to Paterson, N. J.).
601.273 Red civil airway No. 73 control areas (Baltimore, Md., to Millville, N. J.).
601.274 Red civil airway No. 74 control areas (Louisville, Ky., to Cincinnati, Ohio).
601.275 Red civil airway No. 75 control areas (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).
601.276 Red civil airway No. 76 control areas (Williams, Calif., to Auburn, Calif.).
601.277 Red civil airway No. 77 control areas (Greensboro, N. C., to Atlantic City, N. J.).
601.278 Red civil airway No. 78 control areas (Medford, Oreg., to Klamath Falls, Oreg.).
601.279 Red civil airway No. 79 control areas (Neah Bay, Wash., to Everett, Wash.).
601.280 Red civil airway No. 80 control areas (Helena, Mont., to Miles City, Mont.).

Sec.
601.281 Red civil airway No. 81 control areas (Lansing, Mich., to Detroit, Mich.).
601.282 Red civil airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska).
601.283 Red civil airway No. 83 control areas (Gila Bend, Ariz., to Tucson, Ariz.).
601.284 Red civil airway No. 84 control areas (Meridian, Miss., to Columbus, Ga.).
601.285 Red civil airway No. 85 control areas (Akron, Ohio, to Altoona, Pa.).
601.286 Red civil airway No. 86 control areas (Millinocket, Maine, to Houlton, Maine).
601.287 Red civil airway No. 87 control areas (Hawaiian Islands).
601.288 Red civil airway No. 88 control areas (Albuquerque, N. Mex., to Hobbs, N. Mex.).
601.289 Red civil airway No. 89 control areas (Quincy, Ill., to Peoria, Ill.).
601.290 Red civil airway No. 90 control areas (Oxnard, Calif., to Burbank, Calif.).
601.291 Red civil airway No. 91 control areas (Dunkirk, N. Y., to Syracuse, N. Y.).
601.292 Red civil airway No. 92 control areas (Sault Ste. Marie, Mich., to United States-Canadian Border).
601.293 Red civil airway No. 93 control areas (Lincoln, Nebr., to Omaha, Nebr.).
601.294 Red civil airway No. 94 control areas (Providence, R. I., to Hyannis, Mass.).
601.295 Red civil airway No. 95 control areas (Elmira, N. Y., to Utica, N. Y.).
601.296 Red civil airway No. 96 control areas (Palacios, Tex., to Baton Rouge, La.).
601.297 Red civil airway No. 97 control areas (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).
601.298 Red civil airway No. 98 control areas (Vichy, Mo., to Belleville, Ill.).
601.299 Red civil airway No. 99 control areas (Iliamna, Alaska, to Homer, Alaska.).
601.300 Red civil airway No. 100 control areas (South Bend, Ind., to Battle Creek, Mich.).
601.302 Red civil airway No. 102 control areas (Louisville, Ky., to Huntington, W. Va.).
601.303 Red civil airway No. 103 control areas (Kenai, Alaska, to Middleton Island, Alaska).
601.304 Red civil airway No. 104 control areas (Greensboro, N. C., to Raleigh, N. C.).
601.305 Red civil airway No. 105 control areas (Wichita, Kans., to Neosho, Mo.).
601.306 Red civil airway No. 106 control areas (Scottsbluff, Nebr., to North Platte, Nebr.).
601.307 Red civil airway No. 107 control areas (Stanton, Minn., to Red Wing, Minn.).
601.308 Red civil airway No. 108 control areas (Promontory Point, Utah, to Fort Bridger, Wyo.).
601.309 Red civil airway No. 109 control areas (Portland, Oreg., to Spokane, Wash.).

BLUE CIVIL AIRWAYS

Sec.
601.601 Blue civil airway No. 1 control areas (Miami, Fla., to Tampa, Fla.).
601.602 Blue civil airway No. 2 control areas (Montgomery, Ala., to Erie, Pa.).
601.603 Blue civil airway No. 3 control areas (Miami, Fla., to Sault Ste. Marie, Mich.).
601.604 Blue civil airway No. 4 control areas (Nantucket, Mass., to United States-Canadian Border).
601.605 Blue civil airway No. 5 control areas (Galveston, Tex., to Wichita, Kans.).
601.606 Blue civil airway No. 6 control areas (Abilene, Tex., to Muskegon, Mich.).
601.607 Blue civil airway No. 7 control areas (Hollister, Calif., to Williams, Calif.).
601.608 Blue civil airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border).
601.609 Blue civil airway No. 9 control areas (Springfield, Mo., to United States-Canadian Border).
601.610 Blue civil airway No. 10 control areas (Fresno, Calif., to Williams, Calif.).
601.611 Blue civil airway No. 11 control areas (Findlay, Ohio, to Dunkirk, N. Y.).
601.613 Blue civil airway No. 13 control areas (Houston, Tex., to Des Moines, Iowa).
601.614 Blue civil airway No. 14 control areas (El Centro, Calif., to Sacramento, Calif.).
601.615 Blue civil airway No. 15 control areas (Huntington, W. Va., to Youngstown, Ohio).
601.616 Blue civil airway No. 16 control areas (Waverly, Va., to Tappahannock, Va.).
601.617 Blue civil airway No. 17 control areas (Bangor, Maine, to Presque Isle, Maine).
601.618 Blue civil airway No. 18 control areas (Philadelphia, Pa., to United States-Canadian Border).
601.619 Blue civil airway No. 19 control areas (Key West, Fla., to Orlando, Fla.).
601.620 Blue civil airway No. 20 control areas (Millville, N. J., to Allentown, Pa.).
601.622 Blue civil airway No. 22 control areas (Memphis, Tenn., to Wichita, Kans.).
601.623 Blue civil airway No. 23 control areas (Norfolk, Va., to Chincoteague, Va.).
601.625 Blue civil airway No. 25 control areas (Cordova, Alaska, to Big Delta, Alaska).
601.626 Blue civil airway No. 26 control areas (Anchorage, Alaska, to Nenana, Alaska).
601.627 Blue civil airway No. 27 control area (Kodiak, Alaska, to Kotzebue, Alaska).
601.628 Blue civil airway No. 28 control areas (Charleston, S. C., to Bulls Gap, Tenn.).
601.629 Blue civil airway No. 29 control areas (Raleigh, N. C., to Lynchburg, Va.).
601.630 Blue civil airway No. 30 control areas (Brownsville, Tex., to Pueblo, Colo.).
601.631 Blue civil airway No. 31 control areas (Burlington, Iowa, to Madison, Wis.).
601.632 Blue civil airway No. 32 control areas (Pendleton, Oreg., to Talkeetna, Alaska).
601.633 Blue civil airway No. 33 control areas (Lansing, Mich., to Saginaw, Mich.).
601.634 Blue civil airway No. 34 control areas (Terre Haute, Ind., to Peoria, Ill.).
601.635 Blue civil airway No. 35 control areas (Oxnard, Calif., to Bakersfield, Calif.).
601.636 Blue civil airway No. 36 control areas (Akron, Colo., to Kimball, Nebr.).
601.637 Blue civil airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.).
601.638 Blue civil airway No. 38 control areas (Five Finger, Alaska, to United States-Canadian Border).
601.639 Blue civil airway No. 39 control areas (Savannah, Ga., to Elmira, N. Y.).
601.640 Blue civil airway No. 40 control areas (Concord, N. H., to Burlington, Vt.).
601.641 Blue civil airway No. 41 control areas (Hartford, Conn., to United States-Canadian Border).
601.642 Blue civil airway No. 42 control areas (Goshen, Ind., to Saginaw, Mich.).
601.643 Blue civil airway No. 43 control areas (Delta Island, Alaska, to Willow, Alaska).
601.644 Blue civil airway No. 44 control areas (Indianapolis, Ind., to United States-Canadian Border).
601.645 Blue civil airway No. 45 control areas (Greenfield, Mass., to Newport, Vt.).
601.646 Blue civil airway No. 46 control areas (Memphis, Tenn., to Paducah, Ky.).
601.647 Blue civil airway No. 47 control areas (Blackstone, Va., to Dunkirk, N. Y.).
601.649 Blue civil airway No. 49 control areas (Atlantic City, N. J., to Philadelphia, Pa.).
601.651 Blue civil airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho).
601.652 Blue civil airway No. 52 control areas (Paso Robles, Calif., to Fresno, Calif.).
601.653 Blue civil airway No. 53 control areas (Providence, R. I., to Hartford, Conn.).
601.654 Blue civil airway No. 54 control areas (Evergreen, Calif., to Hamilton AFB, Calif.).
601.655 Blue civil airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.).
601.656 Blue civil airway No. 56 control areas (Elizabeth City, N. C., to Washington, D. C.).
601.657 Blue civil airway No. 57 control areas (Elko, Nev., to Burley, Idaho).
601.658 Blue civil airway No. 58 control areas (Nantucket, Mass., to Squantum, Mass.).
601.659 Blue civil airway No. 59 control areas (Pensacola, Fla., to Goodway, Ala.).
601.660 Blue civil airway No. 60 control areas (Sunnyvale, Calif., to Stockton, Calif.).
601.661 Blue civil airway No. 61 control areas (Springfield, Mo., to Kansas City, Mo.).
601.663 Blue civil airway No. 63 control areas (Concord, N. H., to Berlin, N. H.).
601.664 Blue civil airway No. 64 control areas (Wink, Tex., to Hobbs, N. Mex.).

Sec.
601.665 Blue civil airway No. 65 control areas (Shuyak, Alaska, to Homer, Alaska).
601.666 Blue civil airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N. Y.).
601.667 Blue civil airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.).
601.668 Blue civil airway No. 68 control areas (Midland, Tex., to Hobbs, N. Mex.).
601.669 Blue civil airway No. 69 control areas (St. Louis, Mo., to Quincy, Ill.).
601.670 Blue civil airway No. 70 control areas (Waco, Tex., to Tulsa, Okla.).
601.671 Blue civil airway No. 71 control areas (Toledo, Wash., to Seattle, Wash.).
601.672 Blue civil airway No. 72 control areas (Enid, Okla., to Wichita, Kans.).
601.674 Blue civil airway No. 74 control areas (Willard, N. Mex., to Otto, N. Mex.).
601.675 Blue civil airway No. 75 control areas (Cleveland, Ohio, to United States-Canadian Border).
601.676 Blue civil airway No. 76 control areas (Sinclair, Wyo., to Casper, Wyo.).
601.678 Blue civil airway No. 78 control areas (Spring Bay, Utah, to Malad City, Idaho).
601.679 Blue civil airway No. 79 control areas (Annette Island, Alaska, to United States-Canadian Border).
601.680 Blue civil airway No. 80 control areas (Unalakleet, Alaska, to Moses Point, Alaska).
601.681 Blue civil airway No. 81 (Charleston, W. Va., to Akron; Ohio).
601.684 Blue civil airway No. 84 control areas (Augusta, Maine, to Millinocket, Maine).
601.685 Blue civil airway No. 85 control areas (Hutchinson, Kans., to Wichita, Kans.).
601.686 Blue civil airway No. 86 control areas (Goshen, Ind., to Fort Wayne, Ind.).
601.687 Blue civil airway No. 87 control areas (Lexington, Ky., to Dayton, Ohio).

Subpart C—Control Area Extensions

601.1001 Control area extension (Moses Lake, Wash.).
601.1002 Control area extension (Austin, Tex.).
601.1003 Control area extension (Corinne, Utah).
601.1004 Control area extension (Brownsville, Tex.).
601.1005 Control area extension (Jacksonville, Fla.).
601.1006 Control area extension (Lake Charles, La.).
601.1007 Control area extension (Laredo, Tex.).
601.1008 Control area extension (Savannah, Ga.).
601.1009 Control area extension (Augusta, Ga.).
601.1010 Control area extension (Greenwood, S. C.).
601.1011 Control area extension (Daytona Beach, Fla.).
601.1012 Control area extension (Florence, S. C.).
601.1013 Control area extension (Fort Myers, Fla.).
601.1014 Control area extension (Greenville, S. C.).
601.1015 Control area extension (Greenwood, Miss.).
601.1016 Control area extension (Jackson, Tenn.).
601.1017 Control area extension (Reading, Pa.).
601.1018 Control area extension (Meridian, Miss.).
601.1019 Control area extension (Nashville, Tenn.).
601.1020 Control area extension (Macon, Ga.).
601.1021 Control area extension (Belleville, Ill.).
601.1022 Control area extension (West Palm Beach, Fla.).
601.1023 Control area extension (Akron, Colo.).
601.1024 Control area extension (Burlington, Iowa).
601.1025 Control area extension (New Orleans, La.).
601.1026 Control area extension (Grand Island, Nebr.).
601.1027 Control area extension (Kansas City, Mo.).
601.1028 Control area extension (Monroe, La.).
601.1029 Control area extension (Corpus Christi, Tex.).
601.1030 Control area extension (Victorville, Calif.).
601.1031 Control area extension (North Platte, Nebr.).
601.1032 Control area extension (Kotzebue, Alaska).
601.1033 Control area extension (St. Joseph, Mo.).
601.1034 Control area extension (Springfield, Mo.).
601.1035 Control area extension (Little Rock, Ark.).
601.1036 Control area extension (West Palm Beach, Fla.).
601.1037 Control area extension (Pensacola, Fla.).
601.1038 Control area extension (Great Falls, Mont.).
601.1039 Control area extension (Portland, Oreg.).
601.1040 Control area extension (Medford, Oreg.).
601.1041 Control area extension (Boise, Idaho).
601.1042 Control area extension (Columbus, Ohio).
601.1043 Control area extension (Bowling Green, Ky.).
601.1044 Control area extension (Ypsilanti, Mich.).
601.1045 Control area extension (Presque Isle, Maine).
601.1046 Control area extension (Falfurrias, Tex.).
601.1047 Control area extension (Bangor, Maine).
601.1048 Control area extension (Red Bluff, Calif.).
601.1049 Control area extension (Utica, N. Y.).
601.1050 Control area extension (Bakersfield, Calif.).
601.1051 Control area extension (Portland, Maine).
601.1052 Control area extension (Atlanta, Ga.).
601.1053 Control area extension (Houston, Tex.).
601.1054 Control area extension (Sinclair, Wyo.).
601.1055 Control area extension (Elmira, N. Y.).
601.1056 Control area extension (Buffalo, N. Y.).
601.1057 Control area extension (Binghamton, N. Y.).
601.1058 Control area extension (Martinsburg, W. Va.).
601.1059 Control area extension (Lynchburg, Va.).
601.1060 Control area extension (Elkins, W. Va.).
601.1061 Control area extension (Mt. Clemens, Mich.).
601.1062 Control area extension (Raleigh, N. C.).
601.1063 Control area extension (Roanoke, Va.).
601.1064 Control area extension (Chicopee Falls, Mass.).
601.1065 Control area extension (Biloxi, Miss.).
601.1066 Control area extension (New York, N. Y.).
601.1067 Control area extension (Dayton, Ohio).
601.1068 Control area extension (Riverside, Calif.).
601.1069 Control area extension (Santa Barbara, Calif.).
601.1070 Control area extension (Oceanside, Calif.).
601.1071 Control area extension (Burbank, Calif.).
601.1072 Control area extension (Sumter, S. C.).
601.1073 Control area extension (Fresno, Calif.).
601.1074 Control area extension (Los Angeles, Calif.).
601.1075 Control area extension (Ada, Okla.).
601.1076 Control area extension (Phoenix, Ariz.).
601.1077 Control area extension (Elko, Nev.).
601.1078 Control area extension (Reno, Nev.).
601.1079 Control area extension (Rock Springs, Wyo.).
601.1080 Control area extension (Louisville, Ky.).
601.1081 Control area extension (Windsor Locks, Conn.).
601.1082 Control area extension (Montgomery, Ala.).
601.1083 Control area extension (Bartlesville, Okla.).
601.1084 Control area extension (Quincy, Ill.).
601.1085 Control area extension (Edwards Air Force Base, Calif.).
601.1086 Control area extension (Memphis, Tenn.).
601.1087 Control area extension (Akron, Ohio).
601.1088 Control area extension (Alexandria, Minn.).
601.1089 Control area extension (Cincinnati, Ohio).
601.1090 Control area extension (Lawrence, Mass.).
601.1091 Control area extension (Detroit, Mich.).
601.1092 Control area extension (Dickinson, N. Dak.).
601.1093 Control area extension (Fargo, N. Dak.).
601.1094 Control area extension (Flint, Mich.).
601.1095 Control area extension (Fort Wayne, Ind.).
601.1096 Control area extension (Glenview, Ill.).
601.1097 Control area extension (Grand Forks, N. Dak.).
601.1098 Control area extension (Casper, Wyo.).
601.1099 Control area extension (Indianapolis, Ind.).
601.1100 Control area extension (Lone Rock, Wis.).
601.1101 Control area extension (Madison, Wis.).
601.1102 Control area extension (Minneapolis, Minn.).
601.1103 Control area extension (Minot, N. Dak.).
601.1104 Control area extension (Rockford, Ill.).
601.1105 Control area extension (Muskegon, Mich.).

Sec.
601.1106 Control are extension (Whidbey Island, Wash.).
601.1107 Control area extension (Topeka, Kans.).
601.1108 Control area extension (Salina, Kans.).
601.1109 Control area extension (Goodland, Kans.).
601.1110 Control area extension (Hobbs, N. Mex.).
601.1111 Control area extension (San Diego, Calif.).
601.1112 Control area extension (Fort Dix, N. J.).
601.1113 Control area extension (San Francisco, Calif.).
601.1114 Control area extension (Bettles, Alaska).
601.1115 Control area extension (Dodge City, Kans.).
601.1116 Control area extension (Hutchinson, Kans.).
601.1117 Control area extension (Grosse Ile, Mich.).
601.1118 Control area extension (Grand Junction, Colo.).
601.1119 Control area extension (St. Louis, Mo.).
601.1120 Control area extension (Cedar Rapids, Iowa).
601.1121 Control area extension (White Plains, N. Y.).
601.1122 Control area extension (Tri-City, Tenn.).
601.1123 Control area extension (Birmingham, Ala.).
601.1124 Control area extension (Eugene, Oreg.).
601.1125 Control area extension (Tallahassee, Fla.).
601.1126 Control area extension (Knoxville, Tenn.).
601.1127 Control area extension (Pasco, Wash.).
601.1128 Control area extension (Jackson, Miss.).
601.1129 Control area extension (Washington, D. C.).
601.1130 Control area extension (Spokane, Wash.).
601.1131 Control area extension (Sitka, Alaska).
601.1132 Control area extension (West Palm Beach, Fla.).
601.1133 Control area extension (Seattle, Wash.).
601.1134 Control area extension (Columbus, Ga.).
601.1135 Control area extension (Marianna, Fla.).
601.1136 Control area extension (San Juan, P. R.).
601.1137 Control area extension (Big Spring, Tex.).
601.1138 Control area extension (Orlando, Fla.).
601.1139 Control area extension (Lexington, Ky.).
601.1140 Control area extension (Youngstown, Ohio).
601.1141 Control area extension (Boston, Mass.).
601.1142 Control area extension (Boston, Mass.).
601.1143 Control area extension (Nantucket, Mass.).
601.1144 Control area extension (Nantucket, Mass.).
601.1145 Control area extension (Nantucket, Mass.).
601.1146 Control area extension (New York, N. Y.).
601.1147 Control area extension (New York, N. Y.).
601.1148 Control area extension (Millville, N. J.).
601.1149 Control area extension (Norfolk, Va.)
601.1150 Control area extension (Wilmington, N. C.).

Sec.
601.1151 Control area extension (Wilmington, N. C.).
601.1152 Control area extension (Charleston, S. C.).
601.1153 Control area extension (Jacksonville, Fla.).
601.1154 Control area extension (Bismarck, N. Dak.).
601.1155 Control area extension (Omaha, Nebr.).
601.1156 Control area extension (Albany, Ga.).
601.1157 Control area extension (Chicago, Ill.).
601.1158 Control area extension (Cleveland, Ohio).
601.1159 Control area extension (Moline, Ill.).
601.1160 Control area extension (South Bend, Ind.).
601.1161 Control area extension (Chicago, Ill.).
601.1162 Control area extension (Danville, Va.).
601.1163 Control area extension (Vero Beach, Fla.).
601.1164 Control area extension (Quonset Point, R. I.).
601.1165 Control area extension (Oakland, Calif.).
601.1166 Control area extension (Mobile, Ala.).
601.1167 Control area extension (Ontario, Oreg.).
601.1168 Control area extension (Ponca City, Okla.).
601.1169 Control area extension (Idlewild, N. Y.).
601.1170 Control area extension (Campbellton, Ga.).
601.1171 Control area extension (El Paso, Tex.).
601.1172 Control area extension (Rantoul, Ill.).
601.1173 Control area extension (San Francisco, Calif.).
601.1174 Control area extension (Santa Ana, Calif.).
601.1175 Control area extension (Charleston, S. C.).
601.1176 Control area extension (Santa Barbara, Calif.) (Santa Barbara-Honolulu rhumb line route).
601.1177 Control area extension (Long Beach, Calif.) (Long Beach-Honolulu route).
601.1178 Control area extension (Honolulu, T. H.).
601.1179 Control area extension (Hilo, T. H.).
601.1180 Control area extension (San Antonio, Tex.).
601.1181 Control area extension (Elizabeth City, N. C.).
601.1182 Control area extension (Enid, Okla.).
601.1183 Control area extension (Wake Island).
601.1184 Control area extension (Douglas, Ariz.).
601.1185 Control area extension (Cochise, Ariz.).
601.1186 Control area extension (Tucson, Ariz.).
601.1187 Control area extension (Jackson, Mich.).
601.1188 Control area extension (Milwaukee, Wis.).
601.1189 Control area extension (Daggett, Calif.).
601.1190 Control area extension (Fairfield, Calif.).
601.1191 Control area extension (Thermal, Calif.).
601.1192 Control area extension (Merced, Calif.).
601.1193 Control area extension (Monterey, Calif.).

Sec.
601.1194 Control area extension (Sacramento, Calif.).
601.1195 Control area extension (San Angelo, Tex.).
601.1196 Control area extension (Yuma, Ariz.).
601.1197 Control area extension (Dubois, Idaho).
601.1198 Control area extension (Idaho Falls, Idaho).
601.1199 Control area extension (St. Cloud, Minn.).
601.1200 Control area extension (Columbia, S. C.).
601.1201 Control area extension (Saginaw, Mich.).
601.1202 Control area extension (Tucumcari, N. Mex.).
601.1203 Control area extension (Stuttgart, Ark.).
601.1204 Control area extension (Zuni, N. Mex.).
601.1205 Control area extension (Albuquerque, N. Mex.).
601.1206 Control area extension (Midland, Tex.).
601.1207 Control area extension (Carlsbad, N. Mex.).
601.1208 Control area extension (Salt Flat, Tex.).
601.1209 Control area extension (Columbus, N. Mex.).
601.1210 Control area extension (Grandview, Mo.).
601.1211 Control area extension (Dallas, Tex.).
601.1212 Control area extension (White Sulphur Springs, W. Va.).
601.1213 Control area extension (Chatsworth, Calif.).
601.1214 Control area extension (Brownsville, Tex.).
601.1215 Control area extension (Galveston, Tex.).
601.1216 Control area extension (New Orleans, La.).
601.1217 Control area extension (Kodiak, Alaska).
601.1218 Control area extension (Homer, Alaska).
601.1219 Control area extension (Pensacola, Fla.).
601.1220 Control area extension (Johnstown, Pa.).
601.1221 Control area extension (Dothan, Ala.).
601.1222 Control area extension (Pine Bluff, Ark.).
601.1223 Control area extension (Allentown, Pa.).
601.1224 Control area extension (Phillipsburg, Pa.).
601.1225 Control area extension (Erie, Pa.).
601.1226 Control area extension (Tampa, Fla.).
601.1227 Control area extension (Lovelock, Nev.).
601.1228 Control area extension (Tampa, Fla.).
601.1229 Control area extension (Atterbury, Ind.).
601.1230 Control area extension (Miami, Fla.).
601.1231 Control area extension (Newport, Vt.).
601.1232 Control area extension (Miami, Fla.).
601.1233 Control area extension (Key West, Fla.).
601.1234 Control area extension (Key West, Fla.).
601.1235 Control area extension (West Palm Beach, Fla.).
601.1236 Control area extension (Seattle, (Clear Lake), Wash.).
601.1237 Control area extension (Waco, Tex.).
601.1238 Control area extension (Amarillo, Tex.).

Sec.
601.1239 Control area extension (Lubbock, Tex.).
601.1240 Control area extension (Tyler, Tex.).
601.1241 Control area extension (Tulsa, Okla.).
601.1242 Control area extension (Stockton, Calif.).
601.1243 Control area extension (La Crosse, Wis.).
601.1244 Control area extension (Terre Haute, Ind.).
601.1245 Control area extension (Port Allen, Kauai, T. H.).
601.1246 Control area extension (Evansville, Ind.).
601.1247 Control area extension (Las Vegas, Nev.).
601.1248 Control area extension (Richmond, Va.).
601.1249 Control area extension (Aberdeen, S. Dak.).
601.1250 Control area extension (Jamestown, N. Dak.).
601.1251 Control area extension (Mansfield, Ohio).
601.1252 Control area extension (Janesville, Wis.).
601.1253 Control area extension (Bradford, Ill.).
601.1254 Control area extension (Pontiac, Ill.).
601.1255 Control area extension (Findlay, Ohio).
601.1256 Control area extension (Pittsburgh, Pa.).
601.1257 Control area extension (Goshen, Ind.).
601.1258 Control area extension (Lafayette, Ind.).
601.1259 Control area extension (Huron, S. Dak.).
601.1260 Control area extension (Altus, Okla.).
601.1261 Control area extension (Lansing, Mich.).
601.1262 Control area extension (Mason City, Iowa).
601.1263 Control area extension (Rochester, Minn.).
601.1264 Control area extension (Dyersburg, Tenn.).
601.1265 Control area extension (Golva, N. Dak.).
601.1266 Control area extension (Litchfield, Mich.).
601.1267 Control area extension (Springfield, Ill.).
601.1268 Control area extension (Sioux Falls, S. Dak.).
601.1269 Control area extension (Watertown, S. Dak.).
601.1270 Control area extension (Harrisburg, Pa.).
601.1271 Control area extension (Front Royal, Va.).
601.1272 Control area extension (Baltimore, Md.).
601.1273 Control area extension (Syracuse, N. Y.).
601.1274 Control area extension (Niagara Falls, N. Y.).
601.1275 Control area extension (Fairbanks, Alaska).
601.1276 Control area extension (Cheyenne, Wyo.).
601.1277 Control area extension (Denver, Colo.).
601.1278 Control area extension (Des Moines, Iowa).
601.1279 Control area extension (Rapid City, S. Dak.).
601.1280 Control area extension (Sheridan, Wyo.).
601.1281 Control area extension (Pueblo, Colo.).
601.1282 Control area extension (Wichita, Kans.).
601.1283 Control area extension (Toledo, Wash.).
601.1284 Control area extension (Oklahoma City, Okla.).
601.1285 Control area extension (Shreveport, La.).
601.1286 Control area extension (Fort Worth, Tex.).
601.1287 Control area extension (Houghton, Mich.).
601.1288 Control area extension (Sault Ste. Marie, Mich.).
601.1289 Control area extension (Valparaiso, Fla.).
601.1290 Control area extension (Joplin, Mo.).
601.1291 Control area extension (Garden City, Kans.).
601.1292 Control area extension (Manakin, Va.).
601.1293 Control area extension (Fort Smith, Ark.).
601.1294 Control area extension (Everett, Wash.).
601.1295 Control area extension (Falmouth, Mass.).
601.1296 Control area extension (Nantucket, Mass.).
601.1297 Control area extension (Paducah, Ky.).
601.1298 Control area extension (Promontory Point, Utah).
601.1299 Control area extension (Valdosta, Ga.).
601.1300 Control area extension (Prescott, Ariz.).
601.1301 Control area extension (Winslow, Ariz.).
601.1302 Control area extension (Lawton, Okla.).
601.1303 Control area extension (Albany, N. Y.).
601.1304 Control area extension (Poughkeepsie, N. Y.).
601.1305 Control area extension (Wilton, Conn.).
601.1306 Control area extension (Mountain Home, Idaho).
601.1307 Control area extension (Minchumina, Alaska).
601.1308 Control area extension (Gustavus, Alaska).
601.1309 Control area extension (Kodiak, Alaska).
601.1310 Control area extension (Anchorage, Alaska) (Anchorage-Sandspit route).
601.1311 Control area extension (Oscoda, Mich.).
601.1312 Control area extension (Zanesville, Ohio).
601.1313 Control area extension (Sioux City, Iowa).
601.1314 Control area extension (Kirksville, Mo.).
601.1315 Control area extension (Emporia, Kans.).
601.1316 Control area extension (La Junta, Colo.).
601.1317 Control area extension (Tuscaloosa, Ala.).
601.1318 Control area extension (Muscle Shoals, Ala.).
601.1319 Control area extension (Key West, Fla.).
601.1320 Control area extension (Cross City, Fla.).
601.1321 Control area extension (Brunswick, Ga.).
601.1322 Control area extension (Alice, Tex.).
601.1323 Control area extension (Dallas, Tex.) (Dallas-Houston-Austin area).
601.1324 Control area extension (Brunswick, Maine).
601.1325 Control area extension (Tampa, Fla.).
601.1326 Control area extension (Fortuna, Calif.).
601.1327 Control area extension (Crescent City, Calif.).
601.1328 Control area extension (Oxnard, Calif.).
601.1329 Control area extension (Malden, Mo.).
601.1330 Control area extension (Sherman, Tex.).
601.1331 Control area extension (Tacoma, Wash.).
601.1332 Control area extension (Santa Maria, Calif.).
601.1333 Control area extension (Nome, Alaska).
601.1334 Control area extension (Del Rio, Tex.).
601.1335 Control area extension (Lafayette, La.).
601.1336 Control area extension (Eau Claire, Wis.).
601.1337 Control area extension (Wausau, Wis.).
601.1338 Control area extension (Green Bay, Wis.).
601.1339 Control area extension (Oshkosh, Wis.).
601.1340 Control area extension (Miles City, Mont.).
601.1341 Control area extension (Dover, Del.).
601.1342 Control area extension (Sanford, Fla.).
601.1343 Control area extension (Juneau, Alaska).
601.1344 Control area extension (Laconia, N. H.).
601.1345 Control area extension (Rockland, Maine).
601.1346 Control area extension (Bar Harbor, Maine).
601.1347 Control area extension (Colorado Springs, Colo.).
601.1348 Control area extension (Twin Falls, Idaho).
601.1349 Control area extension (Redmond, Oreg.).
601.1350 Control area extension (Kodiak, Alaska).
601.1351 Control area extension (Philadelphia, Pa.).
601.1352 Control area extension (Sedalia, Mo.).
601.1353 Control area extension (Charleston, W. Va.).
601.1354 Control area extension (Salem, Oreg.).
601.1355 Control area extension (Berlin, N. H.).
601.1356 Control area extension (Greenville, Miss.).
601.1357 Control area extension (Fallon, Nev.).
601.1358 Control area extension (Midway Island).
601.1359 Control area extension (Childress, Tex.).
601.1360 Control area extension (Abilene, Tex.).
601.1361 Control area extension (Cotulla, Tex.).
601.1362 Control area extension (Dalhart, Tex.).
601.1363 Control area extension (Lufkin, Tex.).
601.1364 Control area extension (Texarkana, Ark.).
601.1365 Control area extension (Walnut Ridge, Ark.).
601.1366 Control area extension (Gage, Okla.).
601.1367 Control area extension (Wink, Tex.).
601.1368 Control area extension (Greensboro, N. C.).
601.1369 Control area extension (Myrtle Beach, S. C.).
601.1370 Control area extension (Wilmington, N. C.).
601.1371 Control area extension (Hyannis, Mass.).
601.1372 Control area extension (Los Angeles, Calif.).

Sec.
601.1373 Control area extension (Chattanooga, Tenn.).
601.1374 Control area extension (Limestone, Maine).
601.1375 Control area extension (Manchester, N. H.).
601.1376 Control area extension (Victoria, Tex.).
601.1377 Control area extension (Boston, Mass.).
601.1378 Control area extension (Wilmington, Del.).
601.1379 Control area extension (Waterloo, Iowa).
601.1380 Control area extension (Johnston Island).
601.1381 Control area extension (Kwajalein Island).
601.1382 Control area extension (Wake Island).
601.1383 Control area extension (Guam Island).
601.1384 Control area extension (Hopkinsville, Ky.).
601.1385 Control area extension (Rome, N. Y.).
601.1386 Control area extension (Orlando, Fla.).
601.1387 Control area extension (Fayetteville, N. C.).
601.1388 Control area extension (Fort Bragg, N. C.).
601.1389 Control area extension (Miami, Fla.).
601.1390 Control area extension (Oahu-Molokai, T. H.).
601.1391 Control area extension (Gettysburg, Pa.).
601.1392 Control area extension (Ogden, Utah).
601.1400 Control area extension (King Salmon, Alaska) (King Salmon-Shemya route).
601.1401 Control area extension (King Salmon, Alaska) (King Salmon-Adak route).

Subpart D—Control Zones

601.1981 Scope of control zones.
601.1982 Designation of control zones.
601.1983 Three mile radius zones.
601.1984 Five mile radius zones.

ADDITIONAL CONTROL ZONES

601.2001 Albany, N. Y., control zone.
601.2002 Augusta, Maine, control zone.
601.2003 Baltimore, Md., control zone.
601.2004 Bangor, Maine, control zone.
601.2005 Boston, Mass., control zone.
601.2006 Buffalo, N. Y., control zone.
601.2007 Burlington, Vt., control zone.
601.2008 Concord, N. H., control zone.
601.2009 Erie, Pa., control zone.
601.2010 Harrisburg, Pa., control zone.
601.2011 Hartford, Conn., control zone.
601.2012 Millinocket, Maine, control zone.
601.2013 Newark, N. J., control zone.
601.2014 Norfolk, Va., control zone.
601.2015 Philadelphia, Pa., control zone.
601.2016 Wheeling, W. Va., control zone.
601.2017 Pittsburgh, Pa., control zone.
601.2018 Portland, Maine, control zone.
601.2019 Providence, R. I., control zone.
601.2020 Richmond, Va., control zone.
601.2021 Rochester, N. Y., control zone.
601.2022 Washington, D. C., control zone.
601.2023 Albuquerque, N. Mex., control zone.
601.2024 Amarillo, Tex., control zone.
601.2025 Big Spring, Tex., control zone.
601.2026 Brownsville, Tex., control zone.
601.2027 Dallas, Tex., control zone.
601.2028 El Paso, Tex., control zone.
601.2029 Fort Worth, Tex., control zone.
601.2030 Galveston, Tex., control zone.
601.2031 Houston, Tex., control zone.
601.2032 Laredo, Tex., control zone.
601.2033 Little Rock, Ark., control zone.
601.2034 Monroe, La., control zone.
601.2035 New Orleans, La., control zone.
601.2036 Ponca City, Okla., control zone.
601.2037 San Angelo, Tex., control zone.
601.2038 Shreveport, La., control zone.
601.2039 Tulsa, Okla., control zone.
601.2040 Smyrna, Tenn., control zone.
601.2041 Akron, Colo., control zone.
601.2042 Burlington, Iowa, control zone.
601.2043 Casper, Wyo., control zone.
601.2044 Cheyenne, Wyo., control zone.
601.2045 Colorado Springs, Colo., control zone.
601.2046 Columbia, Mo., control zone.
601.2047 Denver, Colo., control zone.
601.2048 Des Moines, Iowa, control zone.
601.2049 Fort Bridger, Wyo., control zone.
601.2050 Garden City, Kans., control zone.
601.2051 Grand Island, Nebr., control zone.
601.2052 Quincy, Ill., control zone.
601.2053 Huron, S. Dak., control zone.
601.2054 Hutchinson, Kans., control zone.
601.2055 Joplin, Mo., control zone.
601.2056 Kansas City, Mo., control zone.
601.2057 Kirksville, Mo., control zone.
601.2058 La Junta, Colo., control zone.
601.2059 Laramie, Wyo., control zone.
601.2060 Pellston, Mich., control zone.
601.2061 Lincoln, Nebr., control zone.
601.2062 Mason City, Iowa, control zone.
601.2063 North Platte, Nebr., control zone.
601.2064 Omaha, Nebr., control zone.
601.2065 Pierre, S. Dak., control zone.
601.2066 Pueblo, Colo., control zone.
601.2067 Rapid City, S. Dak., control zone.
601.2068 Rock Springs, Wyo., control zone.
601.2069 St. Joseph, Mo., control zone.
601.2070 St. Louis, Mo., control zone.
601.2071 Scottsbluff, Nebr., control zone.
601.2072 Sheridan, Wyo., control zone.
601.2073 Rawlings, Wyo., control zone.
601.2074 Sioux City, Iowa, control zone.
601.2075 Springfield, Mo., control zone.
601.2076 Topeka, Kans., control zone.
601.2077 Trinidad, Colo., control zone.
601.2078 Edenton, N. C., control zone.
601.2079 Watertown, S. Dak., control zone.
601.2080 Wichita, Kans., control zone.
601.2081 Geneva, N. Y., control zone.
601.2082 Akron, Ohio, control zone.
601.2083 Alexandria, Minn., control zone.
601.2084 Battle Creek, Mich., control zone.
601.2085 Bismarck, N. Dak., control zone.
601.2086 Chicago, Ill., control zone.
601.2087 Cincinnati, Ohio, control zone.
601.2088 Dodge City, Kans., control zone.
601.2089 Cleveland, Ohio, control zone.
601.2090 Columbus, Ohio, control zone.
601.2091 Dayton, Ohio, control zone.
601.2092 Detroit, Mich., control zone.
601.2093 Dickinson, N. Dak., control zone.
601.2094 Duluth, Minn., control zone.
601.2095 Belleville, Ill., control zone.
601.2096 Evansville, Ind., control zone.
601.2097 Fargo, N. Dak., control zone.
601.2098 Flint, Mich., control zone.
601.2099 Fort Wayne, Ind., control zone.
601.2100 Glenview, Ill., control zone.
601.2101 Goshen, Ind., control zone.
601.2102 Grand Forks, N. Dak., control zone.
601.2103 Grand Rapids, Mich., control zone.
601.2104 Huntington, W. Va., control zone.
601.2105 Indianapolis, Ind., control zone.
601.2106 Jamestown, N. Dak., control zone.
601.2107 Joliet, Ill., control zone.
601.2108 Lansing, Mich., control zone.
601.2109 La Fayette, Ind., control zone.
601.2110 Lone Rock, Wis., control zone.
601.2111 Louisville, Ky., control zone.
601.2112 Madison, Wis., control zone.
601.2113 Milwaukee, Wis., control zone.
601.2114 Minneapolis, Minn., control zone.
601.2115 Minot, N. Dak., control zone.
601.2116 Moline, Ill., control zone.
601.2117 Muskegon, Mich., control zone.
601.2118 Langley AFB, Va., control zone.
601.2119 Peoria, Ill., control zone.
601.2120 Rochester, Minn., control zone.
601.2121 Rockford, Ill., control zone.
601.2122 Detroit, Mich., control zone.
601.2123 South Bend, Ind., control zone.
601.2124 Roswell, N. Mex., control zone.
601.2125 Terre Haute, Ind., control zone.
601.2126 Toledo, Ohio, control zone.
601.2127 Youngstown, Ohio, control zone.
601.2128 Wilmington, N. C., control zone.
601.2129 Bowling Green, Ky., control zone.
601.2130 Atlanta, Ga., control zone.
601.2131 Augusta, Ga., control zone.
601.2132 Biloxi, Miss., control zone.
601.2133 Birmingham, Ala., control zone.
601.2134 Charleston, S. C., control zone.
601.2135 Charlotte, N. C., control zone.
601.2136 Chattanooga, Tenn., control zone.
601.2137 Columbia, S. C., control zone.
601.2138 Crestview, Fla., control zone.
601.2139 Cross City, Fla., control zone.
601.2140 Daytona Beach, Fla., control zone.
601.2141 Dothan, Ala., control zone.
601.2142 Florence, S. C., control zone.
601.2143 Fort Myers, Fla., control zone.
601.2144 Greensboro, N. C., control zone.
601.2145 Greenville, S. C., control zone.
601.2146 Greenwood, Miss., control zone.
601.2147 Waterloo, Iowa, control zone.
601.2148 Jackson, Miss., control zone.
601.2149 Jacksonville, Fla., control zone.
601.2150 Key West, Fla., control zone.
601.2151 Knoxville, Tenn., control zone.
601.2152 Macon, Ga., control zone.
601.2153 Melbourne, Fla., control zone.
601.2154 Memphis, Tenn., control zone.
601.2155 Meridian, Miss., control zone.
601.2156 Miami, Fla., control zone.
601.2157 Mobile, Ala., control zone.
601.2158 Grandview, Mo., control zone.
601.2159 Montgomery, Ala., control zone.
601.2160 Muscle Shoals, Ala., control zone.
601.2161 Nashville, Tenn., control zone.
601.2162 Orlando, Fla., control zone.
601.2163 Pensacola, Fla., control zone.
601.2164 Raleigh, N. C., control zone.
601.2165 Savannah, Ga., control zone.
601.2166 Spartanburg, S. C., control zone.
601.2167 Tallahassee, Fla., control zone.
601.2168 Tampa, Fla., control zone.
601.2169 Tri-City, Tenn., control zone.
601.2170 West Palm Beach, Fla., control zone.
601.2171 Winston-Salem, N. C., control zone.
601.2172 Alma, Ga., control zone.
601.2173 Bakersfield, Calif., control zone.
601.2174 Burbank, Calif., control zone.
601.2175 El Centro, Calif., control zone.
601.2176 Fresno, Calif., control zone.
601.2177 Las Vegas, Nev., control zone.
601.2178 Long Beach, Calif., control zone.
601.2179 Los Angeles, Calif., control zone.
601.2180 Oakland, Calif., control zone.
601.2181 Ogden, Utah, control zone.
601.2182 Palmdale, Calif., control zone.
601.2183 Grand Junction, Colo., control zone.
601.2184 Prescott, Ariz., control zone.
601.2185 Sacramento, Calif., control zone.
601.2186 San Diego, Calif., control zone.
601.2187 San Francisco, Calif., control zone.
601.2188 Salt Lake City, Utah, control zone.
601.2189 Olathe, Kans., control zone.
601.2190 Atlantic City, N. J., control zone.
601.2191 Zanesville, Ohio, control zone.
601.2192 Ontario, Calif., control zone.
601.2193 Kahului, Maui, T. H., control zone.
601.2194 Hilo, Hawaii, T. H., control zone.
601.2195 Windsor Locks, Conn., control zone.
601.2196 Wilmington, Del., control zone.
601.2197 Morgantown, W. Va., control zone.
601.2198 Montpelier, Vt., control zone.
601.2199 Syracuse, N. Y., control zone.
601.2200 Allentown, Pa., control zone.
601.2201 Williamsport, Pa., control zone.
601.2202 Philadelphia, Pa., control zone.
601.2203 Martinsburg, W. Va., control zone.
601.2204 Presque Isle, Maine, control zone.
601.2205 Chincoteague, Va., control zone.
601.2206 New York, N. Y., control zone.
601.2207 White Plains, N. Y., control zone.
601.2208 Stockton, Calif., control zone.
601.2209 Tucson, Ariz., control zone.
601.2210 Santa Barbara, Calif., control zone.
601.2211 Beeville, Tex., control zone.
601.2212 Sumter, S. C., control zone.
601.2213 Salina, Kans., control zone.
601.2214 Goodland, Kans., control zone.

Sec.
601.2215 San Juan, P. R., control zone.
601.2216 Seattle, Wash., control zone.
601.2217 Aberdeen, S. Dak., control zone.
601.2218 Sioux Falls, S. Dak., control zone.
601.2219 Cedar Rapids, Iowa, control zone.
601.2220 Lubbock, Tex., control zone.
601.2221 La Crosse, Wis., control zone.
601.2222 Austin, Tex., control zone.
601.2223 Charleston, W. Va., control zone.
601.2224 Anderson, S. C., control zone.
601.2225 Mansfield, Ohio, control zone.
601.2226 Springfield, Ill., control zone.
601.2227 Dover, Del., control zone.
601.2228 Fairbanks, Alaska, control zone.
601.2229 Fairfield, Calif., control zone.
601.2230 Brunswick, Ga., control zone.
601.2231 Vero Beach, Fla., control zone.
601.2232 Norfolk, Va., control zone.
601.2233 Quonset Point, R. I., control zone.
601.2234 Miami, Fla., control zone.
601.2235 Truth or Consequences, N. Mex., control zone.
601.2236 Whidbey Island, Wash., control zone.
601.2237 Dyersburg, Tenn., control zone.
601.2238 New York, N. Y., control zone.
601.2239 Cordova, Alaska, control zone.
601.2240 Milton, Fla., control zone.
601.2241 Macon, Ga., control zone.
601.2242 Lexington, Ky., control zone.
601.2243 Hempstead, N. Y., control zone.
601.2244 Quantico, Va., control zone.
601.2245 Chanute, Kans., control zone.
601.2246 Oklahoma City, Okla., control zone.
601.2247 Abilene, Tex., control zone.
601.2248 San Antonio, Tex., control zone.
601.2249 Corpus Christi, Tex., control zone.
601.2250 Tyler, Tex., control zone.
601.2251 Albany, Ga., control zone.
601.2252 El Toro, Calif., control zone.
601.2253 Sedalia, Mo., control zone.
601.2254 Falmouth, Mass., control zone.
601.2255 Aguadilla, P. R., control zone.
601.2256 Parkersburg, W. Va., control zone.
601.2257 Rantoul, Ill., control zone.
601.2258 Wichita Falls, Tex., control zone.
601.2259 Kodiak, Alaska, control zone.
601.2260 Fort Smith, Ark., control zone.
601.2261 Yakataga, Alaska, control zone.
601.2262 Honolulu, T. H., control zone.
601.2263 Lafayette, La., control zone.
601.2264 Spokane, Wash., control zone.
601.2265 Wright-Patterson AFB, Ohio, control zone.
601.2266 Springfield, Ohio, control zone.
601.2267 Baltimore, Md., control zone.
601.2268 Ottumwa, Iowa, control zone.
601.2269 Fort Dix, N. J., control zone.
601.2270 Enid, Okla., control zone.
601.2271 Saginaw, Mich., control zone.
601.2272 Wake Island control zone.
601.2273 Cincinnati, Ohio, control zone.
601.2274 Craig AFB, Selma, Ala., control zone.
601.2275 Pensacola, Fla., control zone.
601.2276 Westover, Mass., control zone.
601.2277 Carlsbad, N. Mex., control zone.
601.2278 New Bedford, Mass., control zone.
601.2279 Anchorage, Alaska, control zone.
601.2280 Hobbs, N. Mex., control zone.
601.2281 Tacoma, Wash., control zone.
601.2282 Mt. Clemens, Mich., control zone.
601.2283 Atlanta, Ga., control zone.
601.2284 Traverse City, Mich., control zone.
601.2285 Victorville, Calif., control zone.
601.2286 Columbus, Ga., control zone.
601.2287 San Antonio, Tex., control zone.
601.2288 Longview, Tex., control zone.
601.2289 Houghton, Mich., control zone.
601.2290 Grand Marais, Mich., control zone.
601.2291 Sault Ste. Marie, Mich., control zone.
601.2292 Oceana, Va., control zone.
601.2293 Chicago, Ill., control zone.
601.2294 Nantucket, Mass., control zone.
601.2295 Andrews, Md., control zone.
601.2296 Valparaiso, Fla., control zone.
601.2297 Jackson, Mich., control zone.
601.2298 Omaha, Nebr., control zone.
601.2299 Limestone, Maine, control zone.
601.2300 Upolu Point, Hawaii, T. H., control zone.
601.2301 Waco, Tex., control zone.
601.2302 Willow Grove, Pa., control zone.
601.2303 Great Falls, Mont., control zone.
601.2304 Fort Knox, Ky., control zone.
601.2305 Lawton, Okla., control zone.
601.2306 Paducah, Ky., control zone.
601.2307 Brunswick, Maine, control zone.
601.2308 Valdosta, Ga., control zone.
601.2309 Valdosta, Ga., control zone.
601.2310 Oscoda, Mich., control zone.
601.2311 San Antonio, Tex., control zone.
601.2312 Columbus, Ind., control zone.
601.2313 Pittsburgh, Pa., control zone.
601.2314 Bryan, Tex., control zone.
601.2315 San Bernardino, Calif., control zone.
601.2316 Marianna, Fla., control zone.
601.2317 Tuscaloosa, Ala., control zone.
601.2318 Myrtle Beach, S. C., control zone.
601.2319 Malden, Mo., control zone.
601.2320 Midland, Tex., control zone.
601.2321 Oxnard, Calif., control zone.
601.2322 Fort Worth, Tex., control zone.
601.2323 Grand Prairie, Tex., control zone.
601.2324 New Bern, N. C., control zone.
601.2325 Hyannis, Mass., control zone.
601.2326 Martha's Vineyard, Mass., control zone.
601.2327 Baton Rouge, La., control zone.
601.2328 Manchester, N. H., control zone.
601.2329 Gage, Okla., control zone
601.2330 Alexandria, La., control zone.
601.2331 Lake Charles, La., control zone.
601.2332 Beaumont, Tex., control zone.
601.2333 Palacios, Tex., control zone.
601.2334 Alice, Tex., control zone.
601.2335 Eau Claire, Wis., control zone.
601.2336 Green Bay, Wis., control zone.
601.2337 Wausau, Wis., control zone.
601.2338 Phoenix, Ariz., control zone.
601.2339 Douglas, Ariz., control zone.
601.2340 Sanford, Fla., control zone.
601.2341 Utica, N. Y., control zone.
601.2342 Ardmore, Okla., control zone.
601.2343 Pine Bluff, Ark., control zone.
601.2344 Gulfport, Miss., control zone.
601.2345 Calverton, N. Y., control zone.
601.2346 Guam Island control zone.
601.2347 Guam Island control zone.
601.2348 Midway Island control zone.
601.2349 Kwajalien Island control zone.
601.2350 Childress, Tex., control zone.
601.2351 Cotulla, Tex., control zone.
601.2352 Dalhart, Tex., control zone.
601.2353 Lufkin, Tex., control zone.
601.2354 Texarkana, Ark., control zone.
601.2355 Walnut Ridge, Ark., control zone.
601.2356 Hobart, Okla., control zone.
601.2357 Brunswick, Ga., control zone.
601.2358 Clovis, N. Mex., control zone.
601.2359 Victoria, Tex., control zone.
601.2360 South Weymouth, Mass., control zone.
601.2361 Grosse Ile, Mich., control zone.
601.2362 Merced, Calif., control zone.
601.2363 Elizabeth City, N. C., control zone.
601.2364 Hopkinsville, Ky., control zone.
601.2365 Salem, Oreg., control zone.
601.2366 Riverside, Calif., control zone.
601.2367 Fort Bragg, N. C., control zone.
601.2368 Sault Ste. Marie, Mich., control zone.
601.2369 Sacramento, Calif., control zone.

## Subpart E—Colored Civil Airway Reporting Points

DESIGNATION OF REPORTING POINTS

601.4001 Designation of reporting points.

GREEN CIVIL AIRWAYS

601.4011 Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).
601.4012 Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
601.4013 Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).
601.4014 Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
601.4015 Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).
601.4016 Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).
601.4017 Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
601.4018 Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).
601.4019 Green civil airway No. 9 (Hawaiian Islands).
601.4020 Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.).

AMBER CIVIL AIRWAYS

601.4101 Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).
601.4102 Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska).
601.4103 Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
601.4104 Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).
601.4105 Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).
601.4106 Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
601.4107 Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border).
601.4108 Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.).
601.4109 Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).
601.4110 Amber civil airway No. 10 (Hawaiian Islands).
601.4111 Amber civil airway No. 11 (Hawaiian Islands).
601.4112 Amber civil airway No. 12 (Hawaiian Islands).

RED CIVIL AIRWAYS

601.4202 Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).
601.4203 Red civil airway No. 3 (Phillipsburg, Pa., to Hartford, Conn.).
601.4204 Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex).
601.4205 Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
601.4206 Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.).
601.4207 Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).
601.4208 Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.)
601.4209 Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).
601.4210 Red civil airway No. 10, Amarillo, Tex., to Charleston, S. C.).
601.4211 Red civil airway No. 11 (Enid, Okla., to Boston, Mass.).
601.4212 Red civil airway No. 12 (Joliet, Ill., to Erie, Pa.).
601.4213 Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.).
601.4214 Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).
601.4215 Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).
601.4216 Red civil airway No. 16 (Tallahassee, Fla., to Florence, S. C.).
601.4217 Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.).
601.4218 Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).
601.4219 Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.).
601.4220 Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).

Sec.
601.4221 Red civil airway No. 21 (New York, N. Y., to Boston, Mass.).
601.4222 Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.).
601.4223 Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).
601.4224 Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
601.4226 Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.).
601.4227 Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.).
601.4228 Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).
601.4229 Red civil airway No. 29 (Elmira, N. Y., to Baltimore, Md.).
601.4230 Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).
601.4231 Red civil airway No. 31. (Cheyenne, Wyo., to La Crosse, Wis.).
601.4232 Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).
601.4233 Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.).
601.4234 Red civil airway No. 34 (Charleston, W. Va., to Weeksville, N. C.).
601.4235 Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).
601.4236 Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).
601.4237 Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).
601.4238 Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).
601.4239 Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).
601.4240 Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).
601.4241 Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).
601.4242 Red civil airway No. 42 (Milwaukee, Wis., to Aurora, Ill.).
601.4243 Red civil airway No. 43 (Chicago, Ill., to La Fayette, Ind.).
601.4244 Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border).
601.4245 Red civil airway No. 45 (Blackstone, Va., to Willow Grove, Pa.).
601.4246 Red civil airway No. 46 (Jamestown, N. Dak., to Rochester, Minn.).
601.4247 Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).
601.4248 Red civil airway No. 48 (Missoula, Mont., to Livingston, Mont.).
601.4249 Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
601.4250 Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).
601.4251 Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.).
601.4252 Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).
601.4253 Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash.).
601.4254 Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).
601.4255 Red civil airway No. 55 (Burlington, Iowa, to Columbus, Ohio).
601.4256 Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).
601.4257 Red civil airway No. 57 (Des Moines, Iowa, to Youngstown, Ohio).
601.4258 Red civil airway No. 58 (Augusta, Maine, to United States-Canadian Border).
601.4259 Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).
601.4260 Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).
601.4261 Red civil airway No. 61 (Butler, Pa., to Washington, D. C.).
601.4262 Red civil airway No. 62 (Pittsburgh, Pa., to Altoona, Pa.).
601.4263 Red civil airway No. 63 (Battle Creek, Mich., to United States-Canadian Border).
601.4264 Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).
601.4265 Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).
601.4266 Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).
601.4267 Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.).
601.4268 Red civil airway No. 68 (Midland, Tex., to Shreveport, La.).
601.4269 Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.).
601.4270 Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).
601.4271 Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).
601.4272 Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).
601.4273 Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).
601.4274 Red civil airway No. 74 (Louisville, Ky., to Cincinnati, Ohio).
601.4275 Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).
601.4276 Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).
601.4277 Red civil airway No. 77 (Lynchburg, Va., to Millville, N. J.).
601.4278 Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).
601.4279 Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.).
601.4280 Red civil airway No. 80 (Lewistown, Mont., to Miles City, Mont.).
601.4281 Red civil airway No. 81 (Cadillac, Mich., to Elkins, W. Va.).
601.4282 Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).
601.4283 Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).
601.4284 Red civil airway No. 84 (Meridian, Miss., to Atlanta, Ga.).
601.4285 Red civil airway No. 85 (Akron, Ohio, to Altoona, Pa.).
601.4286 Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).
601.4287 Red civil airway No. 87 (Hawaiian Islands).
601.4288 Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).
601.4289 Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.).
601.4290 Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).
601.4291 Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.).
601.4292 Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).
601.4293 Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.).
601.4294 Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).
601.4295 Red civil airway No. 95 (Elmira, N. Y. to Utica, N. Y.).
601.4296 Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.).
601.6297 Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).
601.4298 Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.).
601.4299 Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska).
601.4300 Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.)
601.4302 Red civil airway No. 102 (Louisville, Ky., to Huntington, W. Va.).
601.4303 Red civil airway No. 103 (Kenai, Alaska, to Middleton Island, Alaska).
601.4304 Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.).
601.4305 Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.).
601.4306 Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.).
601.4307 Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.).
601.4308 Red civil airway No. 108 (Promontory Point, Utah, to Fort Bridger, Wyo.).
601.4309 Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.).

BLUE CIVIL AIRWAYS

601.4601 Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.).
601.4602 Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.).
601.4603 Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.).
601.4604 Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border).
601.4605 Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.).
601.4606 Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.).
601.4607 Blue civil airway No. 7 (Hollister, Calif., to Williams, Calif.).
601.4608 Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).
601.4609 Blue civil airway No. 9 (Springfield, Mo., to United States-Canadian Border).
601.4610 Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).
601.4611 Blue civil airway No. 11 (Findlay, Ohio, to Dunkirk, N. Y.).
601.4613 Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa).
601.4614 Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).
601.4615 Blue civil airway No. 15 (Huntington, W. Va., to Youngstown, Ohio).
601.4616 Blue civil airway No. 16 (Waverly, Va., to Tappahannock, Va.).
601.4617 Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).
601.4618 Blue civil airway No. 18 (Philadelphia, Pa., to United States-Canadian Border).
601.4619 Blue civil airway No. 19 (Key West, Fla., to Orlando, Fla.).
601.4620 Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.).
601.4622 Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.).
601.4623 Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.).
601.4625 Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska).
601.4626 Blue civil airway No. 26 (Anchorage, Alaska, to Nenana, Alaska).
601.4627 Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
601.4628 Blue civil airway No. 28 (Charleston, S. C., to Bull's Gap, Tenn.).
601.4629 Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).
601.4630 Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.).
601.4631 Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.).
601.4632 Blue civil airway No. 32 (Pendleton, Oreg., to Talkeetna, Alaska).
601.4633 Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.).
601.4634 Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).

Sec.
601.4635 Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.).
601.4636 Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.).
601.4637 Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).
601.4638 Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).
601.4639 Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).
601.4640 Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).
601.4641 Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).
601.4642 Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).
601.4643 Blue civil airway No. 43 (Delta Island, Alaska, to Willow, Alaska).
601.4644 Blue civil airway No. 44 (Indianapolis, Ind., to United States-Canadian Border).
601.4645 Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.).
601.4646 Blue civil airway No. 46 (Memphis Tenn., to Paducah, Ky.).
601.4647 Blue civil airway No. 47 (Blackstone, Va., to Dunkirk, N. Y.).
601.4648 Blue civil airway No. 48 (New York, N. Y., to Poughkeepsie, N. Y.).
601.4649 Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).
601.4651 Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).
601.4652 Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).
601.4653 Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).
601.4654 Blue civil airway No. 54 (Evergreen, Calif., to Hamilton AFB, Calif.).
601.4655 Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).
601.4656 Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).
601.4657 Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).
601.4658 Blue civil airway No. 58 (Nantucket, Mass., to Squantum, Mass.).
601.4659 Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.).
601.4660 Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).
601.4661 Blue civil airway No. 61 (Springfield, Mo., to Kansas City, Mo.).
601.4663 Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.).
601.4664 Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).
601.4665 Blue civil airway No. 65 (Shuyak, Alaska, to Homer, Alaska).
601.4666 Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).
601.4667 Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).
601.4668 Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).
601.4669 Blue civil airway No. 69 (St. Louis, Mo., to Quincy, Ill.).
601.4670 Blue civil airway No. 70 (Waco, Tex., to Tulsa, Okla.).
601.4671 Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).
601.4672 Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).
601.4674 Blue civil airway No. 74 (Willard, N. Mex., to Otto, N. Mex.).
601.4675 Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).
601.4676 Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).
601.4678 Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).
601.4679 Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).
601.4680 Blue civil airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska).
601.4681 Blue civil airway No. 81 (Charleston, W. Va., to Akron, Ohio).
601.4684 Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine).
601.4685 Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).
601.4686 Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.).
601.4687 Blue civil airway No. 87 (Lexington, Ky., to Dayton, Ohio).

OTHER REPORTING POINTS

601.5001 Other reporting points.

Subpart F—VOR Civil Airway Control Areas

601.6001 VOR civil airway No. 1 control areas (Charleston, S. C., to New York, N. Y.).
601.6002 VOR civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).
601.6003 VOR civil airway No. 3 control areas (Key West, Fla., to Presque Isle, Maine).
601.6004 VOR civil airway No. 4 control areas (Seattle, Wash., to Washington, D. C.).
601.6005 VOR civil airway No. 5 control areas (Jacksonville, Fla., to Cleveland, Ohio).
601.6006 VOR civil airway No. 6 control areas (Oakland, Calif., to New York, N. Y.).
601.6007 VOR civil airway No. 7 control areas (Miami, Fla., to Green Bay, Wis.).
601.6008 VOR civil airway No. 8 control areas (Long Beach, Calif., to Washington, D. C.).
601.6009 VOR civil airway No. 9 control areas (New Orleans, La., to Milwaukee, Wis.).
601.6010 VOR civil airway No. 10 control areas (Pueblo, Colo., to New York, N. Y.).
601.6011 VOR civil airway No. 11 control areas (Houston, Tex., to Detroit, Mich.).
601.6012 VOR civil airway No. 12 control areas (Santa Barbara, Calif., to Philadelphia, Pa.).
601.6013 VOR civil airway No. 13 control areas (Houston, Tex., to Duluth, Minn.).
601.6014 VOR civil airway No. 14 control areas (Roswell, N. Mex., to Boston, Mass.).
601.6015 VOR civil airway No. 15 control areas (Galveston, Tex., to Minot, N. Dak.).
601.6016 VOR civil airway No. 16 control areas (Los Angeles, Calif., to Boston, Mass.).
601.6017 VOR civil airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.).
601.6018 VOR civil airway No. 18 control areas (Dallas, Tex., to Charleston, S. C.).
601.6019 VOR civil airway No. 19 control areas (El Paso, Tex., to Sheridan, Wyo.).
601.6020 VOR civil airway No. 20 control areas (Laredo, Tex., to Richmond, Va.).
601.6021 VOR civil airway No. 21 control areas (Long Beach, Calif., to United States-Canadian Border).
601.6022 VOR civil airway No. 22 control areas (New Orleans, La., to Jacksonville, Fla.).
601.6023 VOR civil airway No. 23 control areas (San Diego, Calif., to Bellingham, Wash.).
601.6024 VOR civil airway No. 24 control areas (Aberdeen, S. Dak., to Redwood Falls, Minn.).
601.6025 VOR civil airway No. 25 control areas (Los Angeles, Calif., to Ellensburg, Wash.).
601.6026 VOR civil airway No. 26 control areas (Cheyenne, Wyo., to Cleveland, Ohio).
601.6027 VOR civil airway No. 27 control areas (Los Angeles, Calif., to Seattle, Wash.).
601.6028 VOR civil airway No. 28 control areas (Oakland, Calif., to Reno, Nev.).
601.6029 VOR civil airway No. 29 control areas (Salisbury, Md., to United States-Canadian Border).
601.6030 VOR civil airway No. 30 control areas (Milwaukee, Wis., to Nantucket, Mass.).
601.6031 VOR civil airway No. 31 control areas (Baltimore, Md., to Rochester, N. Y.).
601.6032 VOR civil airway No. 32 control areas (Battle Mountain, Nev., to Fort Bridger, Wyo.).
601.6033 VOR civil airway No. 33 control areas (Baltimore, Md., to Buffalo, N. Y.).
601.6034 VOR civil airway No. 34 control areas (Rochester, N. Y., to Wilton, Conn.).
601.6035 VOR civil airway No. 35 control areas (Tallahassee, Fla., to Syracuse, N. Y.).
601.6036 VOR civil airway No. 36 control areas (Buffalo, N. Y., to New York, N. Y.).
601.6037 VOR civil airway No. 37 control areas (Elkins, W. Va., to Erie, Pa.).
601.6038 VOR civil airway No. 38 control areas (Chicago, Ill., to Elkins, W. Va.).
601.6039 VOR civil airway No. 39 control areas (South Boston, Va., to Kennebunk, Maine).
601.6040 VOR civil airway No. 40 control areas (Cleveland, Ohio, to Pittsburgh, Pa.).
601.6041 VOR civil airway No. 41 control areas (Pittsburgh, Pa., to Youngstown, Ohio).
601.6042 VOR civil airway No. 42 control areas (Detroit, Mich., to Washington, D. C.).
601.6043 VOR civil airway No. 43 control areas (Columbus, Ohio, to Erie, Pa.).
601.6044 VOR civil airway No. 44 control areas (Louisville, Ky., to Baltimore, Md.).
601.6045 VOR civil airway No. 45 control areas (Lexington, Ky., to Lansing, Mich.).
601.6046 VOR civil airway No. 46 control areas (New York, N. Y., to Nantucket, Mass.).
601.6047 VOR civil airway No. 47 control areas (Louisville, Ky., to Detroit, Mich.).
601.6048 VOR civil airway No. 48 control areas (Burlington, Iowa, to Pontiac, Ill.).
601.6049 VOR civil airway No. 49 control areas (Dillon, Mont., to Great Falls, Mont.).
601.6050 VOR civil airway No. 50 control areas (St. Joseph, Mo., to Minneapolis, Ind.).
601.6051 VOR civil airway No. 51 control areas (Miami, Fla., to Chicago, Ill.).
601.6052 VOR civil airway No. 52 control areas (Des Moines, Iowa, to St. Louis, Mo.).
601.6053 VOR civil airway No. 53 control areas (Charleston, S. C., to Milwaukee, Wis.).
601.6054 VOR civil airway No. 54 to control areas (Texarkana, Ark., to Charlotte, N. C.).

Sec.
601.6055 VOR civil airway No. 55 control areas (Dayton, Ohio, to Green Bay, Wis.).
601.6056 VOR civil airway No. 56 control areas (Montgomery, Ala., to Florence, S. C.).
601.6057 VOR civil airway No. 57 control areas (Graham, Tenn., to Chicago, Ill.).
601.6058 VOR civil airway No. 58 control areas (Pittsburgh, Pa., to Hartford, Conn.).
601.6059 VOR civil airway No. 59 control areas (Evansville, Ind., to Moline, Ill.).
601.6060 VOR civil airway No. 60 control areas (Albuquerque, N. Mex., to Tucumcari, N. Mex.).
601.6061 VOR civil airway No. 61 control areas (Fort Worth, Tex., to Lawton, Okla.).
601.6062 VOR civil airway No. 62 control areas (Santa Fe, N. Mex., to Anton Chico, N. Mex.).
601.6063 VOR civil airway No. 63 control areas (McAlester, Okla., to Milwaukee, Wis.).
601.6064 VOR civil airway No. 64 control areas (Long Beach, Calif., to Blythe, Calif.).
601.6065 VOR civil airway No. 65 control areas (Bonner Springs, Kans., to St. Joseph, Mo.).
601.6066 VOR civil airway No. 66 control areas (San Diego, Calif., to Midland, Tex.).
601.6067 VOR civil airway No. 67 control areas (Waterloo, Iowa, to Rochester, Minn.).
601.6068 VOR civil airway No. 68 control areas (Albuquerque, N. Mex., to Brownsville, Tex.).
601.6069 VOR civil airway No. 69 control areas (Little Rock, Ark., to Chicago, Ill.).
601.6070 VOR civil airway No. 70 control areas (Corpus Christi, Tex., to Baton Rouge, La.).
601.6071 VOR civil airway No. 71 control areas (Pine Bluff, Ark., to Kansas City, Mo.).
601.6072 VOR civil airway No. 72 control areas (Vichy, Mo., to Albany, N. Y.).
601.6073 VOR civil airway No. 73 control areas (Tulsa, Okla., to Salina, Kans.).
601.6074 VOR civil airway No. 74 control areas (Anthony, Kans., to Little Rock, Ark.).
601.6075 VOR civil airway No. 75 control areas (Richmond, Va., to Cleveland, Ohio).
601.6076 VOR civil airway No. 76 control areas (Lubbock, Tex., to Galveston, Tex.).
601.6077 VOR civil airway No. 77 control areas (San Angelo, Tex., to Des Moines, Iowa).
601.6078 VOR civil airway No. 78 control areas (Huron, S. Dak., to Minneapolis, Minn.).
601.6079 VOR civil airway No. 79 control areas (Culberson, Tex., to Lubbock, Tex.).
601.6080 VOR civil airway No. 80 control areas (Sioux Falls, S. Dak., to Redwood Falls, Minn.).
601.6081 VOR civil airway No. 81 control areas (Midland, Tex., to Amarillo, Tex.).
601.6082 VOR civil airway No. 82 control areas (Minneapolis, Minn., to La Crosse, Wis.).
601.6083 VOR civil airway No. 83 control areas (Carlsbad, N. Mex., to Santa Fe, N. Mex.).
601.6084 VOR civil airway No. 84 control areas (Bradford, Ill., to Flint, Mich.).

Sec.
601.6085 VOR civil airway No. 85 control areas (Rock River, Wyo., to Casper, Wyo.).
601.6086 VOR civil airway No. 86 control areas (Butte, Mont., to Bozeman, Mont.).
601.6087 VOR civil airway No. 87 control areas (Gila Bend, Ariz., to Hassayampa, Ariz.).
601.6088 VOR civil airway No. 88 control areas (Tulsa, Okla., to Mansfield, Ohio).
601.6089 VOR civil airway No. 88 control areas (Cheyenne, Wyo., to Rapid City, S. Dak.).
601.6089 VOR civil airway No. 89 control area (Cheyenne, Wyo., to Rapid City, S. Dak.).
601.6091 VOR civil airway No. 91 control areas (New York, N. Y., to Plattsburg, N. Y.).
601.6092 VOR civil airway No. 92 control areas (Chicago, Ill., to Washington, D. C.).
601.6093 VOR civil airway No. 93 control areas (Washington, D. C., to Presque Isle, Maine).
601.6094 VOR civil airway No. 94 control areas (Salt Flat, Tex., to Hobbs, N. Mex.).
601.6095 VOR civil airway No. 95 control areas (Phoenix, Ariz., to Winslow, Ariz.).
601.6096 VOR civil airway No. 96 control areas (LaFayette, Ind., to Detroit, Mich.).
601.6097 VOR civil airway No. 97 control areas (Miami, Fla., to Minneapolis, Minn.).
601.6098 VOR civil airway No. 98 control areas (Fort Wayne, Ind., to Erie, Pa.).
601.6101 Vor civil airway No. 101 control areas (Ogden, Utah, to Burley, Idaho).
601.6102 VOR civil airway No. 102 control areas (Lubbock, Tex., to Wichita Falls, Tex.).
601.6103 VOR civil airway No. 103 control areas (Elkins, W. Va., to Cleveland, Ohio).
601.6104 VOR civil airway No. 104 control areas (United States-Canadian Border to Plattsburg, N. Y.).
601.6105 VOR civil airway No. 105 control areas (Phoenix, Ariz., to Las Vegas, Nev.).
601.6106 VOR civil airway No. 106 control areas, Charleston, W. Va., to Kennebunk, Maine).
601.6107 VOR civil airway No. 107 control areas (Los Angeles, Calif., to Red Bluff, Calif.).
601.6109 VOR civil airway No. 109 control areas (Paso Robles, Calif., to Fresno, Calif.).
601.6110 VOR civil airway No. 110 control areas (San Francisco, Calif., to Altamont, Calif.).
601.6111 VOR civil airway No. 111 control areas (Salinas, Calif., to Los Banos, Calif.).
601.6112 VOR civil airway No. 112 control areas (Portland, Oreg., to Spokane, Wash.).
601.6113 VOR civil airway No. 113 control areas (Paso Robles, Calif., to Reno, Nev.).
601.6114 VOR civil airway No. 114 control areas (Pueblo, Colo., to New Orleans, La.).
601.6115 VOR civil airway No. 115 control areas. (Crestview, Fla., to Charleston, W. Va.).
601.6116 VOR civil airway No. 116 control areas (Kansas City, Mo., to New York, N. Y.).
601.6117 VOR civil airway No. 117 control areas (El Centro, Calif., to Daggett, Calif.).

Sec.
601.6118 VOR civil airway No. 118 control areas (Rock River, Wyo., to Cheyenne, Wyo.).
601.6119 VOR civil airway No. 119 control areas (Huntington, W. Va., to Bradford, Pa.).
601.6120 VOR civil airway No. 120 control areas (Mullen Pass, Mont., to Miles City, Mont.).
601.6121 VOR civil airway No. 121 control areas (North Bend, Oreg., to Eugene, Oreg.).
601.6122 VOR civil airway No. 122 control areas (Crescent City, Calif., to Klamath Falls, Oreg.).
601.6123 VOR civil airway No. 123 control areas (Newport, Oreg., to Newberg, Oreg.).
601.6124 VOR civil airway No. 124 control areas (Burley, Idaho, to Pocatello, Idaho).
601.6125 VOR civil airway No. 125 control areas (Anthony, Kans., to Hutchinson, Kans.).
601.6126 VOR civil airway No. 126 control areas (Chicago, Ill., to New York, N. Y.).
601.6127 VOR civil airway No. 127 control areas (Livingston, Mont., to Helena, Mont.).
601.6128 VOR civil airway No. 128 control areas (Chicago, Ill., to New Bern, N. C.).
601.6129 VOR civil airway No. 129 control areas Dixon, Ill., to Eau Claire, Wis.).
601.6130 VOR civil airway No. 130 control areas (Albany, N. Y., to Providence, R. I.).
601.6131 VOR civil airway No. 131 control areas (Ponca City, Okla., to Topeka, Kans.).
601.6132 VOR civil airway No. 132 control areas (Cheyenne, Wyo., to Hutchinson, Kans.).
601.6133 VOR civil airway No. 133 control areas (Parkersburg, W. Va., to Flint, Mich.).
601.6134 VOR civil airway No. 134 control areas (Evergreen, Ala., to Atlanta, Ga.).
601.6135 VOR civil airway No. 135 control areas (Yuma, Ariz., to Las Vegas, Nev.).
601.6136 VOR civil airway No. 136 control areas (Pulaski, Va., to Raleigh, N. C.).
601.6137 VOR civil airway No. 137 control areas (San Bernardino, Calif., to Salinas, Calif.).
601.6138 VOR civil airway No. 138 control areas (Rock River, Wyo., to Sidney, Nebr.).
601.6139 VOR civil airway No. 139 control areas (Norwich, Conn., to Boston, Mass.).
601.6140 VOR civil airway No. 140 control areas (Amarillo, Tex., to New York, N. Y.).
601.6141 VOR civil airway No. 141 control areas (Nantucket, Mass., to Plattsburg, N. Y.).
601.6142 VOR civil airway No. 142 control areas (Buffalo, N. Y., to Rochester, N. Y.).
601.6143 VOR civil airway No. 143 control areas (Charlotte, N. C., to Washington, D. C.).
601.6144 VOR civil airway No. 144 control areas (Charlotte, N. C., to Washton, D. C.).
601.6145 VOR civil airway No. 145 control areas (Utica, N. Y. to the United States-Canadian Border).
601.6146 VOR civil airway No. 146 control areas (Poughkeepsie, N. Y., to Woodstock, Conn.).
601.6147 VOR civil airway No. 147 control areas (Philadelphia, Pa., to Rochester, N. Y.).

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601.6148 VOR civil airway No. 148 control areas (Thurman, Colo., to North Platte, Nebr.).
601.6149 VOR civil airway No. 149 control areas (Allentown, Pa., to Utica, N. Y.).
601.6150 VOR civil airway No. 150 control areas (Sacramento, Calif., to Reno. Nev.).
601.6151 VOR civil airway No. 151 control areas (Woonsocket, R. I., to Keene, N. H.).
601.6152 VOR civil airway No. 152 control areas (Tampa, Fla., to Daytona Beach, Fla.).
601.6153 VOR civil airway No. 153 control areas (New York, N. Y., to Wilkes-Barre, Pa.).
601.6154 VOR civil airway No. 154 control areas (Meridian, Miss., to Macon, Ga.).
601.6155 VOR civil airway No. 155 control areas (Gordonsville, Va., to Front Royal, Va.).
601.6156 VOR civil airway No. 156 control areas (Elkins, W. Va., to Gordonsville, Va.).
601.6157 VOR civil airway No. 157 control areas (Wilmington, N. C., to Richmond, Va.).
601.6158 VOR civil airway No. 158 control areas (Iowa Falls, Iowa, to Waterloo, Iowa).
601.6159 VOR civil airway No. 159 control areas (Miami, Fla., to Albany Ga.).
601.6160 VOR civil airway No. 160 control areas (Denver, Colo., to Sidney, Nebr.).
601.6161 VOR civil airway No. 161 control areas (Tulsa, Okla., to Minneapolis, Minn.).
601.6162 VOR civil airway No. 162 control areas (Harrisburg, Pa., to Allentown, Pa.).
601.6163 VOR civil airway No. 163 control areas (Waco, Tex., to Oklahoma City, Okla.).
601.6164 VOR civil airway No. 164 control areas (Bradford, Pa., to New York, N. Y.).
601.6165 VOR civil airway No. 165 control areas (Long Beach, Calif., to Palmdale, Calif.).
601.6166 VOR civil airway No. 166 control areas (Martinsburg, W. Va., to Philadelphia, Pa.).
601.6167 VOR civil airway No. 167 control areas (New York, N. Y., to Hartford, Conn.).
601.6168 VOR civil airway No. 168 control areas.
601.6169 VOR civil airway No. 169 control areas (Sidney, Nebr., to Rapid City, S. Dak.).
601.6170 VOR civil airway No. 170 control areas (Erie, Pa., to Philadelphia, Pa.).
601.6171 VOR civil airway No. 171 control areas (Louisville, Ky., to Madison, Wis.).
601.6172 VOR civil airway No. 172 control areas (Iowa City, Iowa, to Chicago, Ill.).
601.6173 VOR civil airway No. 173 control areas (Springfield, Ill., to Chicago, Ill.).
601.6174 VOR civil airway No. 174 control areas (St. Louis, Mo., to Washington, D. C.).
601.6175 VOR civil airway No. 175 control areas (Vichy, Mo., to Columbia, Mo.).
601.6176 VOR civil airway No. 176 control areas (Centralia, Ill., to Scotland, Ind.).
601.6177 VOR civil airway No. 177 control areas (Chicago, Ill., to Janesville, Wis.).
601.6178 VOR civil airway No. 178 control areas (Farmington, Mo., to Paducah, Ky.).
601.6179 VOR civil airway No. 179 control areas (Paducah, Ky., to Centralia, Ill.)
601.6180 VOR civil airway No. 180 control areas (Lansing, Mich., to Selfridge, Mich.).
601.6181 VOR civil airway No. 181 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.).
601.6182 VOR civil airway No. 182 control areas (Portland, Oreg., to Baker, Oreg.).
601.6183 VOR civil airway No. 183 control areas (Santa Barbara, Calif., to Bakersfield, Calif.).
601.6184 VOR civil airway No. 184 control areas (Erie, Pa., to Phillipsburg, Pa.).
601.6185 VOR civil airway No. 185 control areas (Augusta, Ga., to Knoxville, Tenn.).
601.6186 VOR civil airway No. 186 control areas (St. Louis, Mo. to Scotland, Ind.).
601.6187 VOR civil airway No. 187 control areas (Chicago, Ill., to Milwaukee, Wis.).
601.6188 VOR civil airway No. 188 control areas (Detroit, Mich., to New York, N. Y.).
601.6189 VOR civil airway No. 189 control areas (Pittsburgh, Pa., to Brookville, Pa.).
601.6190 VOR civil airway No. 190 control areas (Grants, N. Mex., to Evansville, Ind.).
601.6191 VOR civil airway No. 191 control areas (Walnut Ridge, Ark., to Chicago, Ill.).
601.6192 VOR civil airway No. 192 control areas (Grant, N. Mex., to Tucumcari, N. Mex.).
601.6193 VOR civil airway No. 193 control areas (Grand Rapids, Mich., to Traverse City, Mich.).
601.6194 VOR civil airway No. 194 control areas (Royston, Ga., to Norfolk, Va.).
601.6195 VOR civil airway No. 195 control areas (Oakland, Calif., to Red Bluff, Calif.).
601.6196 VOR civil airway No. 196 control areas (Rock River, Wyo., to Chadron, Nebr.).
601.6197 VOR civil airway No. 197 control areas (Toledo, Ohio, to Detroit, Mich.).
601.6198 VOR civil airway No. 198 control areas (San Antonio, Tex., to Galveston, Tex.).
601.6199 VOR civil airway No. 199 control areas (San Francisco, Calif., to Fresno, Calif.).
601.6200 VOR civil airway No. 200 control areas (Ukiah, Calif., to Reno, Nev.).
601.6201 VOR civil airway No. 201 control areas (Los Angeles, Calif., to Pasadena, Calif.).
601.6202 VOR civil airway No. 202 control areas (Tucson, Ariz., to Cochise, Ariz.).
601.6203 VOR civil airway No. 203 control areas (Albany, N. Y., to Massena, N. Y.).
601.6204 VOR civil airway No. 204 control areas (Hoquiam, Wash., to Olympia, Wash.).
601.6205 VOR civil airway No. 205 control areas (Springfield, Mo., to Kansas City, Mo.).
601.6206 VOR civil airway No. 206 control areas (Blue Springs, Mo., to Kirksville, Mo.).
601.6207 VOR civil airway No. 207 control areas (Denver, Colo., to Egbert, Wyo.).
601.6208 VOR civil airway No. 208 control areas (Thermal, Calif., to Needles, Calif.).
601.6209 VOR civil airway No. 209 control areas (Los Angeles, Calif., to Paso Robles, Calif.).
601.6211 VOR civil airway No. 211 control areas (Cotulla, Tex., to Junction, Tex.).
601.6213 VOR civil airway No. 213 control areas (Rocky Mount, N. C., to Boyking, Va.).
601.6223 VOR civil airway No. 223 control areas (Herndon, Va., to Harrisburg, Pa.).

HAWAIIAN VOR CIVIL AIRWAY CONTROL AREAS

601.6401 Hawaiian VOR civil airway No. 1 control areas.
601.6402 Hawaiian VOR civil airway No. 2 control areas.
601.6403 Hawaiian VOR civil airway No. 3 control areas.
601.6404 Hawaiian VOR civil airway No. 4 control areas.
601.6405 Hawaiian VOR civil airway No. 5 control areas.
601.6406 Hawaiian VOR civil airway No. 6 control areas.
601.6407 Hawaiian VOR civil airway No. 7 control areas.
601.6408 Hawaiian VOR civil airway No. 8 control areas.
601.6409 Hawaiian VOR civil airway No. 9 control areas.
601.6410 Hawaiian VOR civil airway No. 10 control areas.

Subpart G—VOR Civil Airway Reporting Points

601.7001 Domestic VOR reporting points.
601.7002 Hawaiian VOR reporting points.

AUTHORITY: §§ 601.1 to 601.7001 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551.

## SUBPART A—INTRODUCTION

### GENERAL

§ 601.1 *Basis and purpose.* The basis of this part is found in sections 205 and 601 of the Civil Aeronautics Act of 1938, as amended, and in §§ 60.73 and 60.74 of this title. The purpose of this part is to designate control areas, control zones, and reporting points in order to provide for the safety of aircraft operating in interstate, overseas, and foreign air commerce.

§ 601.2 *Explanation of terms.* As used in this part:

(a) "Control area" shall mean an airspace of defined dimensions extending upward from an altitude of 700 feet above the surface within which air traffic control is exercised.

(b) "Control zone" shall mean an airspace of defined dimensions extending upward from the surface to include one or more airports and within which rules additional to those governing flight in control areas apply for the protection of air traffic.

(c) "Reporting point" shall mean a geographic location in relation to which the position of an aircraft shall be reported.

(d) As used in this part the term "mile" means "statute mile" unless otherwise specified in this part.

### CONTROL AREAS

§ 601.9 *Extent of control areas.* Points or intersections prescribed in designating control areas frequently coin-

cide with points or intersections specified in designating the centerline of civil airways. In such cases the control areas shall include all of the airspace within 5 miles either side of a straight line extended through the center of the points or intersections specified in designating the civil airways and all of the airspace within a 5-mile radius of such points or intersections unless otherwise provided in Subpart B, (§§ 601.11 through 601.1000) Subpart C (§§ 601.1001 through 601.1980) and Subpart F (§§ 601.6001 through 601.6999) In addition, such control areas shall include all the airspace between straight lines connecting the center of the points or intersections specified in designating the main and associated alternate VOR civil airways, unless otherwise specified.

§ 601.10 *Designation of control areas.* The portions of the civil airways and control area extensions described in Subpart B, Subpart C, and Subpart F are designated as control areas.

## SUBPART B—COLORED CIVIL AIRWAY CONTROL AREAS

### GREEN CIVIL AIRWAYS

§ 601.11 *Green civil airway No. 1 control areas (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine)* All of Green civil airway No. 1.

§ 601.12 *Green civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.)* All of Green civil airway No. 2.

§ 601.13 *Green civil airway No. 3 control areas (San Francisco, Calif., to New York, N. Y.)* All of Green civil airway No. 3.

§ 601.14 *Green civil airway No. 4 control areas (Los Angeles, Calif., to Philadelphia, Pa.)* All of Green civil airway No. 4.

§ 601.15 *Green civil airway No. 5 control areas (Los Angeles, Calif., to Boston, Mass.)* All of Green civil airway No. 5.

§ 601.16 *Green civil airway No. 6 control areas (Laredo, Tex., to Norfolk, Va.)* All of Green civil airway No. 6.

§ 601.17 *Green civil airway No. 7 control areas (Nome, Alaska, to Fairbanks, Alaska)* All of Green civil airway No. 7.

§ 601.18 *Green civil airway No. 8 control areas (Cold Bay, Alaska, to Northway, Alaska)* From a line extended at right angles across such airway through a point 50 miles southwest of the King Salmon, Alaska, radio range station to the Northway, Alaska, radio range station.

§ 601.19 *Green civil airway No. 9 control areas (Hawaiian Islands)* All of Green civil airway No. 9.

§ 601.20 *Green civil airway No. 10 control areas (United States-Canadian Border to Denver Colo.).* All of Green civil airway No. 10.

### AMBER CIVIL AIRWAYS

§ 601.101 *Amber civil airway No. 1 control areas (United States-Mexican Border to Nome, Alaska).* All of Amber civil airway No. 1.

§ 601.102 *Amber civil airway No. 2 control areas (Long Beach, Calif., to Point Barrow, Alaska)* All of Amber civil airway No. 2 within the continental limits of the United States. From the intersection of the northwest course of the Snag, Yukon Territory, Canada, radio range and the United States-Canadian Border to a line extended at right angles through a point 25 miles north of the Bettles, Alaska, radio range station.

§ 601.103 *Amber civil airway No. 3 control areas (El Paso, Tex., to Great Falls, Mont.)* All of Amber civil airway No. 3.

§ 601.104 *Amber civil airway No. 4 control areas. (Brownsville, Tex., to Minot, N. Dak.)* All of Amber civil airway No. 4.

§ 601.105 *Amber civil airway No. 5 control areas (Grand Isle, La., to Milwaukee, Wis.)* All of Amber civil airway No. 5.

§ 601.106 *Amber civil airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border)* All of Amber civil airway No. 6.

§ 601.107 *Amber civil airway No. 7 control areas (Key West, Fla., to United States-Canadian Border)* All of Amber civil airway No. 7.

§ 601.108 *Amber civil airway No. 8 control areas. (Los Angeles, Calif., to Ellensburg, Wash.)* All of Amber civil airway No. 8.

§ 601.109 *Amber civil airway No. 9 control areas (Charleston, S. C., to Norfolk, Va.)* All of Amber civil airway No. 9.

§ 601.110 *Amber civil airway No. 10 control areas (Hawaiian Islands)* All of Amber civil airway No. 10.

§ 601.111 *Amber civil airway No. 11 control areas (Hawaiian Islands)* All of Amber civil airway No. 11.

§ 601.112 *Amber civil airway No. 12 control areas (Hawaiian Islands)* All of Amber civil airway No. 12.

§ 601.113 *Amber civil airway No. 13 control areas (Washington, D. C., to New York, N. Y.)* All of Amber civil airway No. 13.

§ 601.114 *Amber civil airway No. 14 control areas (Washington, D. C., to New York, N. Y.)* All of Amber civil airway No. 14.

§ 601.115 *Amber civil airway No. 15 control areas (Washington, D. C., to New York, N. Y.)* All of Amber civil airway No. 15.

§ 601.119 *Amber civil airway No. 19 control areas (Washington, D. C., to New York, N. Y.)* All of Amber civil airway No. 19.

### RED CIVIL AIRWAYS

§ 601.202 *Red civil airway No. 2 control areas (Sheridan, Wyo., to Rapid City, S. Dak.)* All of Red civil airway No. 2.

§ 601.203 *Red civil airway No. 3 control areas (Philipsburg, Pa., to Hartford, Conn.)* All of Red civil airway No. 3.

§ 601.204 *Red civil airway No. 4 control areas (Las Vegas, N. Mex., to Tucumcari, N. Mex.)* All of Red civil airway No. 4.

§ 601.205 *Red civil airway No. 5 control areas (Sioux Falls, S. Dak., to St. Paul, Minn.)* All of Red civil airway No. 5.

§ 601.206 *Red civil airway No. 6 control areas (Denver, Colo., to Omaha, Nebr.)* All of Red civil airway No. 6.

§ 601.207 *Red civil airway No. 7 control areas (Atlanta, Ga., to Greensboro, N. C.)* All of Red civil airway No 7.

§ 601.208 *Red civil airway No. 8 control areas (Dayton, Ohio, to Newark, N. J.)* All of Red Civil airway No. 8.

§ 601.209 *Red civil airway No. 9 control areas (San Diego, Calif., to Casa Grande, Ariz.)* All of Red Civil airway No. 9.

§ 601.210 *Red civil airway No. 10 control areas (Amarillo, Tex., to Charleston, S. C.)* All of Red civil airway No. 10.

§ 601.211 *Red civil airway No. 11 control areas (Enid, Okla., to Boston, Mass.)* All of Red civil airway No. 11.

§ 601.212 *Red civil airway No. 12 control areas (Joliet, Ill., to Erie, Pa.)* All of Red civil airway No. 12.

§ 601.213 *Red civil airway No. 13 control areas (Wheeling, W Va., to Boston, Mass.)* All of Red civil airway No. 13.

§ 601.214 *Red civil airway No. 14 control areas (Lone Rock, Wis., to Louisville, Ky.)*

§ 601.215 *Red civil airway No. 15 control areas (Reno, Nev., to Phoenix, Ariz.)* From the intersection of the northeast course of the Reno, Nev., radio range and the northwest course of the Fallon, Nev., radio range to a line extended at right angles through a point 25 miles southeast of the Fallon, Nev., radio range station. From the Las Vegas, Nev., radio range station to the Phoenix, Ariz., radio range station.

§ 601.216 *Red civil airway No. 16 control areas (Tallahassee, Fla., to Florence, S. C.)* All of Red civil airway No. 16.

§ 601.217 *Red civil airway No. 17 control areas (St. Louis, Mo., to Baltimore, Md.)* All of Red civil airway No. 17.

§ 601.218 *Red civil airway No. 18 control areas (Indianapolis, Ind., to Washington, D. C.)* All of Red civil airway No. 18.

§ 601.219 *Red civil airway No. 19 control areas (Traverse City, Mich., to Norfolk, Va.)* All of Red civil airway No. 19.

§ 601.220 *Red civil airway No. 20 control areas (Lansing, Mich., to Washington, D. C.)* All of Red civil airway No. 20.

§ 601.221 *Red civil airway No. 21 control areas (New York, N. Y., to Boston, Mass.)* All of Red civil airway No. 21.

§ 601.222 *Red civil airway No. 22 control areas (Mount Clemens, Mich., to Albany, N. Y.)* All of Red civil airway No. 22.

§ 601.223 *Red civil airway No. 23 control areas (United States-Canadian Border to New York, N. Y.)* All of Red civil airway No. 23.

§ 601.224 *Red civil airway No. 24 control areas (Amarillo, Tex., to Oklahoma City, Okla.)* All of Red civil airway No. 24.

§ 601.226 *Red civil airway No. 26 control areas (Petersburg, Va., to Corapeake, N. C.)* All of Red civil airway No. 26.

§ 601.227 *Red civil airway No. 27 control areas (Atlanta, Ga., to Detroit, Mich.)* All of Red civil airway No. 27.

§ 601.228 *Red civil airway No. 28 control areas (Rockford, Ill., to Detroit, Mich.)* All of Red civil airway No. 28.

§ 601.229 *Red civil airway No. 29 control areas (Elmira, N. Y., to Baltimore, Md.)* All of Red civil airway No. 29.

§ 601.230 *Red civil airway No. 30 control areas (Shreveport, La., to Jacksonville, Fla.)* All of Red civil airway No. 30.

§ 601.231 *Red civil airway No. 31 controls areas (Cheyenne, Wyo., to La Crosse, Wis.)* All of Red civil airway No. 31.

§ 601.232 *Red civil airway No. 32 control areas (Laredo, Tex., to Houston, Tex.)* All of Red civil airway No. 32.

§ 601.233 *Red civil airway No. 33 control areas (Norfolk, Va., to Boston, Mass.)* All of Red civil airway No. 33.

§ 601.234 *Red civil airway No. 34 control areas (Charleston, W Va., to Weeksville, N. C.)* All of Red civil airway No. 34.

§ 601.235 *Red civil airway No. 35 control areas (Pueblo, Colo., to St. Joseph, Mo.)* All of Red civil airway No. 35.

§ 601.236 *Red civil airway No. 36 control area (Rochester Minn., to La Crosse, Wis.)* All of Red civil airway No. 36.

§ 601.237 *Red civil airway No. 37 control areas (Tyler Tex., to Gordonsville, Va.)* All of Red civil airway No. 37.

§ 601.238 *Red civil airway No. 38 control areas (Big Spring, Tex., to San Antonio, Tex.)* All of Red civil airway No. 38.

§ 601.239 *Red civil airway No. 39 control areas (Bethel, Alaska, to Fairbanks, Alaska)* All of Red civil airway No. 39.

§ 601.240 *Red civil airway No. 40 control areas (Kodiak, Alaska, to Anchorage, Alaska)* All of Red civil airway No. 40.

§ 601.241 *Red civil airway No. 41 control areas (Yakutat, Alaska, to Gustavus, Alaska)* All of Red civil airway No. 41.

§ 601.242 *Red civil airway No. 42 control areas (Milwaukee, Wis., to Aurora, Ill.)* All of Red civil airway No. 42.

§ 601.243 *Red civil airway No. 43 control areas (Chicago, Ill., to La Fayette, Ind.)*. All of Red civil airways No. 43.

§ 601.244 *Red civil airway No. 44 control areas (Bellingham, Wash., to United States-Canadian Border)*. All of Red civil airway No. 44.

§ 601.245 *Red civil airway No. 45 control areas (Blackstone, Va., to Willow Grove, Pa.)* All of Red civil airway No. 45.

§ 601.246 *Red civil airway No. 46 control areas (United States-Canadian Border to Jamestown, N. Dak.)*. All of Red civil airway No. 46.

§ 601.247 *Red civil airway No. 47 control areas (Tampa, Fla., to Daytona Beach, Fla.)* All of Red civil airway No. 47.

§ 601.248 *Red civil airway No. 48 control area (Helena, Mont., to Livingston, Mont.)* All of Red civil airway No. 48.

§ 601.249 *Red civil airway No. 49 control areas (Elko, Nev., to Fort Bridger, Wyo.)* All of Red civil airway No. 49.

§ 601.250 *Red civil airway No. 50 control areas (Galena, Alaska, to Fairbanks, Alaska)* All of Red civil airway No. 50.

§ 601.251 *Red civil airway No. 51 control areas (Blackstone, Va., to Norfolk, Va.)* All of Red civil airway No. 51.

§ 601.252 *Red civil airway No. 52 control areas (Memphis, Tenn., to Birmingham, Ala.)* All of Red civil airway No. 52.

§ 601.253 *Red civil airway No. 53 control areas (Portland, Oreg., to Spokane, Wash.)* All of Red civil airway No. 53.

§ 601.254 *Red civil airway No. 54 control areas (Burley, Idaho, to Salt Lake City, Utah)* All of Red civil airway No. 54.

§ 601.255 *Red civil airway No. 55 control areas (Chicago, Ill., to Columbus, Ohio)* All of Red civil airway No. 55.

§ 601.256 *Red civil airway No. 56 control areas (Red Bluff, Calif., to Whitmore, Calif.)* All of Red civil airway No. 56.

§ 601.257 *Red civil airway No. 57 control areas (Des Moines, Iowa, to Youngstown, Ohio)* All of Red civil airway No. 57.

§ 601.258 *Red civil airway No. 58 control areas (Augusta, Maine, to United States-Canadian Border)* All of Red civil airway No. 58.

§ 601.259 *Red civil airway No. 59 control areas (Garden City, Kans., to Oklahoma City, Okla.)* All of Red civil airway No. 59.

§ 601.260 *Red civil airway No. 60 control areas (Oakland, Calif., to Stockton, Calif.)* All of Red civil airway No. 60.

§ 601.261 *Red civil airway No. 61 control areas (Butler, Pa., to Washington, D. C.)* All of Red civil airway No. 61.

§ 601.262 *Red civil airway No. 62 control areas (Pittsburgh, Pa., to Altoona, Pa.)* All of Red civil airway No. 62.

§ 601.263 *Red civil airway No. 63 control areas (Battle Creek, Mich., to the United States-Canadian Border)*. All of Red civil airway No. 63.

§ 601.264 *Red civil airway No. 64 control areas (United States-Canadian Border to Annette Island, Alaska)*. From the United States-Canadian Border to the Annette Island, Alaska, radio range station.

§ 601.265 *Red civil airway No. 65 control areas (Los Angeles, Calif., to Hayfield Lake, Calif.)* All of Red civil airway No. 65.

§ 601.266 *Red civil airway No. 66 control areas (Santa Barbara, Calif., to Los Angeles, Calif.)* All of Red civil airway No. 66.

§ 601.267 *Red civil airway No. 67 control areas (Crestview, Fla., to Atlanta, Ga.)*. All of Red civil airway No. 67.

§ 601.268 *Red civil airway No. 68 control areas (Midland, Tex., to Shreveport, La.)* All of Red civil airway No. 68.

§ 601.269 *Red civil airway No. 69 control areas (Midland, Tex., to Big Spring, Tex.)*. All of Red civil airway No. 69.

§ 601.270 *Red civil airway No. 70 control areas (Midland, Tex., to Lubbock, Tex.)* All of Red civil airway No. 70.

§ 601.271 *Red civil airway No. 71 control areas (El Paso, Tex., to Lubbock, Tex.)*. All of Red civil airway No. 71.

§ 601.272 *Red civil airway No. 72 control areas (Millville, N. J., to Paterson, N. J.)*. All of Red civil airway No. 72.

§ 601.273 *Red civil airway No. 73 control areas (Baltimore, Md., to Millville, N. J.)*. All of Red civil airway No. 73.

§ 601.274 *Red civil airway No. 74 control areas (Louisville, Ky., to Cincinnati, Ohio)* All of Red civil airway No. 74.

§ 601.275 *Red civil airway No. 75 control areas (United States-Canadian Border Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.)*. All of Red civil airway No. 75.

§601.276 *Red civil airway No. 76 control areas (Williams, Calif., to Auburn, Calif.)*. All of Red civil airway No. 76.

§ 601.277 *Red civil airway No. 77 control areas (Greensboro, N. C., to Atlantic City, N. J.)* All of Red civil airway No. 77.

§ 601.278 *Red civil airway No. 78 control areas (Medford, Oreg., to Klamath Falls, Oreg.)*. All of Red civil airway No. 78.

§ 601.279 *Red civil airway No. 79 control areas (Neah Bay, Wash., to Everett, Wash.)*. All of Red civil airway No. 79.

§ 601.280 *Red civil airway No. 80 control areas (Helena, Mont., to Miles City, Mont.)*. All of Red civil airway No. 80.

§ 601.281 *Red civil airway No. 81 control areas (Lansing, Mich., to Detroit, Mich.)*. All of Red civil airway No. 81.

§ 601.282 *Red civil airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska)* All of Red civil airway No. 82.

§ 601.283 *Red civil airway No. 83 control areas (Gila Bend, Ariz., to Tucson, Ariz.)*. All of Red civil airway No. 83.

§ 601.284 *Red civil airway No. 84 control areas (Meridian, Miss., to Columbus, Ga.)* All of Red civil airway No. 84.

§ 601.285 *Red civil airway No. 85 control areas (Akron, Ohio, to Altoona, Pa.)* All of Red civil airway No. 85.

§ 601.286 *Red civil airway No. 86 control areas (Millinocket, Maine, to Houlton, Maine)* All of Red civil airway No. 86.

§ 601.287 *Red civil airway No. 87 control areas (Hawaiian Islands)* All of Red civil airway No. 87.

§ 601.288 *Red civil airway No. 88 control areas (Albuquerque, N. Mex., to Hobbs, N. Mex.)* All of Red civil airway No. 88.

§ 601.289 *Red civil airway No. 89 control areas (Quincy, Ill., to Peoria, Ill.)* All of Red civil airway No. 89.

§ 601.290 *Red civil airway No. 90 control areas (Oxnard, Calif., to Burbank, Calif.)* All of Red civil airway No. 90.

§ 601.291 *Red civil airway No. 91 control areas (Dunkirk, N. Y., to Syracuse, N. Y.)* All of Red civil airway No. 91.

§ 601.292 *Red civil airway No. 92 control areas (Sault Ste. Marie, Mich., to United States-Canadian Border)* All of Red civil airway No. 92.

§ 601.293 *Red civil airway No. 93 control areas (Lincoln, Nebr., to Omaha, Nebr.)* All of Red civil airway No. 93.

§ 601.294 *Red civil airway No. 94 control areas (Providence, R. I., to Hyannis, Mass.)* All of Red civil airway No. 94.

§ 601.295 *Red civil airway No. 95 control areas (Elmira, N. Y., to Utica, N. Y.)* All of Red civil airway No. 95.

§ 601.296 *Red civil airway No. 96 control areas (Palacios, Tex., to Baton Rouge, La.)* All of Red civil airway No. 96.

§ 601.297 *Red civil airway No. 97 control areas (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.)* All of Red civil airway No. 97.

§ 601.298 *Red civil airway No. 98 control areas (Vichy, Mo., to Belleville, Ill.)* All of Red civil airway No. 98.

§ 601.299 *Red civil airway No. 99 control areas (Iliamna, Alaska, to Homer Alaska)* All of Red civil airway No. 99.

§ 601.300 *Red civil airway No. 100 control areas (South Bend, Ind., to Battle Creek, Mich.)* All of Red civil airway No. 100.

§ 601.302 *Red civil airway No. 102 control areas (Louisville, Ky., to Huntington, W Va.)*. All of Red civil airway No. 102.

§ 601.303 *Red civil airway No. 103 control areas (Kenai, Alaska, to Middleton Island, Alaska)* All of Red civil airway No. 103.

§ 601.304 *Red civil airway No. 104 control areas (Greensboro, N. C., to Raleigh, N. C.)* All of Red civil airway No. 104.

§ 601.305 *Red civil airway No. 105 control areas (Wichita, Kans., to Neosho, Mo.)* All of Red civil airway No. 105.

§ 601.306 *Red civil airway No. 106 control areas (Scottsbluff, Nebr., to North Platte, Nebr.)* All of Red civil airway No. 106.

§ 601.307 *Red civil airway No. 107 control areas (Stanton, Minn., to Red Wing, Minn.)* All of Red civil airway No. 107.

§ 601.308 *Red civil airway No. 108 control areas (Promontory Point, Utah to Fort Bridger Wyo.)* All of Red civil airway No. 108.

§ 601.309 *Red civil airway No. 109 control areas (Portland, Oreg., to Spokane, Wash.)* All of Red civil airway No. 109.

BLUE CIVIL AIRWAYS

§ 601.601 *Blue civil airway No. 1 control areas (Miami, Fla., to Tampa, Fla.)* All of Blue civil airway No. 1.

§ 601.602 *Blue civil airway No. 2 control areas (Montgomery, Ala., to Erie, Pa.)* All of Blue civil airway No. 2.

§ 601.603 *Blue civil airway No. 3 control areas (Miami, Fla., to Sault Ste., Marie, Mich.)* All of Blue civil airway No. 3.

§ 601.604 *Blue civil airway No. 4 control areas (Boston, Mass., to United States-Canadian Border)* All of Blue civil airway No. 4.

§ 601.605 *Blue civil airway No. 5 control areas (Galveston, Tex., to Wichita, Kans.)* All of Blue civil airway No. 5.

§ 601.606 *Blue civil airway No. 6 control areas (Abilene, Tex., to Muskegon, Mich.)* All of Blue civil airway No. 6.

§ 601.607 *Blue civil airway No. 7 control areas (Hollister Calif., to Williams, Calif.)* All of Blue civil airway No. 7.

§ 601.608 *Blue civil airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border)* All of Blue civil airway No. 8.

§ 601.609 *Blue civil airway No. 9 control areas (Springfield, Mo., to United States-Canadian Border)* All of Blue civil airway No. 9.

§ 601.610 *Blue civil airway No. 10 control areas (Fresno, Calif., to Williams, Calif.)* All of Blue civil airway No. 10.

§ 601.611 *Blue civil airway No. 11 control areas (Findlay, Ohio, to Dunkirk, N. Y.)* All of Blue civil airway No. 11.

§ 601.613 *Blue civil airway No. 13 concontrol areas (Houston, Tex., to Des Moines, Iowa)* All of Blue civil airway No. 13.

§ 601.614 *Blue civil airway No. 14 control areas (El Centro, Calif., to Sacramento, Calif.)* All of Blue civil airway No. 14.

§ 601.615 *Blue civil airway No. 15 control areas (Huntington, W Va., to Youngstown, Ohio)* All of Blue civil airway No. 15.

§ 601.616 *Blue civil airway No. 16 control areas (Waverly, Va., to Tappahannock, Va.)* All of Blue civil airway No. 16.

§ 601.617 *Blue civil airway No. 17 control areas (Bangor Maine, to Presque Isle, Maine)* All of Blue civil airway No. 17.

§ 601.618 *Blue civil airway No. 18 control areas (Philadelphia, Pa., to United States-Canadian Border)* All of Blue civil airway No. 18.

§ 601.619 *Blue civil airway No. 19 control areas (Key West, Fla., to Orlando, Fla.)* All of Blue civil airway No. 19.

§ 601.620 *Blue civil airway No. 20 control areas (Millville, N. J., to Allentown, Pa.)* All of Blue civil airway No. 20.

§ 601.622 *Blue civil airway No. 22 control areas (Memphis, Tenn., to Wichita, Kans.)* All of Blue civil airway No. 22.

§ 601.623 *Blue civil airway No. 23 control areas (Norfolk, Va., to Chincoteague, Va.)* All of Blue civil airway No. 23.

§ 601.625 *Blue civil airway No. 25 control areas (Cordova, Alaska, to Big Delta, Alaska)* All of Blue civil airway No. 25.

§ 601.626 *Blue civil airway No. 26 control areas (Anchorage, Alaska, to Nenana, Alaska)* All of Blue civil airway No. 26.

§ 601.627 *Blue civil airway No. 27 control areas (Kodiak, Alaska, to Kotzebue, Alaska)* All of Blue civil airway No. 27.

§ 601.628 *Blue civil airway No. 28 control areas (Charleston, S. C., to Bulls Gap, Tenn.)* All of Blue civil airway No. 28.

§ 601.629 *Blue civil airway No. 29 control areas (Raleigh, N. C., to Lynchburg, Va.)* All of Blue civil airway No. 29.

§ 601.630 *Blue civil airway No. 30 control areas (Brownsville, Tex., to Pueblo, Colo.)* All of Blue civil airway No. 30.

§ 601.631 *Blue civil airway No. 31 control areas (Burlington, Iowa, to Madison, Wis.)* All of Blue civil airway No. 31.

§ 601.632 *Blue civil airway No. 32 control areas (Skwentna, Alaska, to Talkeetna, Alaska)* All of Blue civil airway No. 32.

§ 601.633 *Blue civil airway No. 33 control areas (Lansing, Mich., to Saginaw, Mich.)* All of Blue civil airway No. 33.

§ 601.634 *Blue civil airway No. 34 control areas (Terre Haute, Ind., to Peoria, Ill.)* All of Blue civil airway No. 34.

§ 601.635 *Blue civil airway No. 35 control areas (Oxnard, Calif., to Bakersfield, Calif.)* All of Blue civil airway No. 35.

§ 601.636 *Blue civil airway No. 36 control areas (Akron, Colo., to Kimball, Nebr.)* All of Blue civil airway No. 36.

§ 601.637 *Blue civil airway No. 37 control areas (Casper Wyo., to Rapid City, S. Dak.)* All of Blue civil airway No. 37.

§ 601.638 *Blue civil airway No. 38 control areas (Five Finger, Alaska, to United States-Canadian Border).* All of Blue civil airway No. 38.

§ 601.639 *Blue civil airway No. 39 control areas (Savannah, Ga., to Elmira, N. Y.)* All of Blue civil airway No. 39.

§ 601.640 *Blue civil airway No. 40 control areas (Concord, N. H., to Burlington, Vt.)* All of Blue civil airway No. 40.

§ 601.641 *Blue civil airway No. 41 control areas (Hartford, Conn., to United States-Canadian Border)* All of Blue civil airway No. 41.

§ 601.642 *Blue civil airway No. 42 control areas (Goshen, Ind., to Saginaw, Mich.)* All of Blue civil airway No. 42.

§ 601.643 *Blue civil airway No. 43 control areas (Delta Island, Alaska, to Willow, Alaska)* All of Blue civil airway No. 43.

§ 601.644 *Blue civil airway No. 44 control areas (Indianapolis, Ind., to United States-Canadian Border)* All of Blue civil airway No. 44.

§ 601.645 *Blue civil airway No. 45 control areas (Greenfield, Mass., to Newport, Vt.)* All of Blue civil airway No. 45.

§ 601.646 *Blue civil airway No. 46 control areas (Memphis, Tenn., to Paducah, Ky.)* All of Blue civil airway No. 46.

§ 601.647 *Blue civil airway No. 47 control areas (Blackstone, Va., to Dunkirk, N. Y.)* All of Blue civil airway No. 47.

§ 601.649 *Blue civil airway No. 49 control areas (Atlantic City, N. J., to Philadelphia, Pa.)* All of Blue civil airway No. 49.

§ 601.651 *Blue civil airway No. 51 control areas (Wendover Utah, to Dubois, Idaho)* All of Blue civil airway No. 51.

§ 601.652 *Blue civil airway No. 52 control areas (Paso Robles, Calif., to Fresno, Calif.).* All of Blue civil airway No. 52.

§ 601.653 *Blue civil airway No. 53 control areas (Providence, R. I., to Hartford, Conn.)* All of Blue civil airway No. 53.

§ 601.654 *Blue civil airway No. 54 control areas (Evergreen, Calif., to Hamilton AFB, Calif.)* All of Blue civil airway No. 54.

§ 601.655 *Blue civil airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.).* All of Blue civil airway No. 55.

§ 601.656 *Blue civil airway No. 56 control areas (Elizabeth City, N. C., to Washington, D. C.)* All of Blue civil airway No. 56.

§ 601.657 *Blue civil airway No. 57 control areas (Elko, Nev., to Burley, Idaho).* All of Blue civil airway No. 57.

§ 601.658 *Blue civil airway No. 58 control areas (Nantucket, Mass., to Squantum, Mass.).* All of Blue civil airway No. 58.

§ 601.659 *Blue civil airway No. 59 control areas (Pensacola, Fla., to Goodway, Ala.)* All of Blue civil airway No. 59.

§ 601.660 *Blue civil airway No. 60 control areas (Sunnyvale, Calif., to Stockton, Calif.).* All of Blue civil airway No. 60.

§ 601.661 *Blue civil airway No. 61 control areas (Springfield, Mo., to Kansas City, Mo.).* All of Blue civil airway No. 61.

§ 601.663 *Blue civil airway No. 63 control areas (Concord, N. H., to Berlin, N. H.)* All of Blue civil airway No. 63.

§ 601.664 *Blue civil airway No. 64 control areas (Wink, Tex., to Hobbs, N. Mex.)* All of Blue civil airway No. 64.

§ 601.665 *Blue civil airway No. 65 control areas (Shuyak, Alaska, to Homer, Alaska)* All of Blue civil airway No. 65.

§ 601.666 *Blue civil airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N. Y.)* All of Blue civil airway No. 66.

§ 601.667 *Blue civil airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.)* All of Blue civil airway No. 67.

§ 601.668 *Blue civil airway No. 68 control areas (Midland, Tex., to Hobbs, N. Mex.)* All of Blue civil airway No. 68.

§ 601.669 *Blue civil airway No. 69 control areas (St. Louis, Mo., to Quincy, Ill.)* All of Blue civil airway No. 69.

§ 601.670 *Blue civil airway No. 70 control areas (Waco, Tex., to Tulsa, Okla.)* All of Blue civil airway No. 70.

§ 601.671 *Blue civil airway No. 71 control areas (Toledo, Wash., to Seattle, Wash.)* All of Blue civil airway No. 71.

§ 601.672 *Blue civil airway No. 72 control areas (Enid, Okla., to Wichita, Kans.)* All of Blue civil airway No. 72.

§ 601.674 *Blue civil airway No. 74 control areas (Willard, N. Mex., to Otto, N. Mex.)* All of Blue civil airway No. 74.

§ 601.675 *Blue civil airway No. 75 control areas (Cleveland, Ohio, to United States-Canadian Border)* All of Blue civil airway No. 75.

§ 601.676 *Blue civil airway No. 76 control areas (Sinclair Wyo., to Casper, Wyo.).* All of Blue civil airway No. 76.

§ 601.678 *Blue civil airway No. 78 control areas (Spring Bay, Utah, to Malad City, Idaho)* All of Blue civil airway No. 78.

§ 601.679 *Blue civil airway No. 79 control areas (Annette Island, Alaska to United States-Canadian Border).* All of Blue civil airway No. 79.

§ 601.680 *Blue civil airway No. 80 control areas (Unalakleet, Alaska, to Moses Point, Alaska).* All of Blue civil airway No. 80.

§ 601.681 *Blue civil airway No. 81 control areas (Charleston, W Va., to Akron, Ohio).* All of Blue civil airway No. 81.

§ 601.684 *Blue civil airway No. 84 control areas (Augusta, Maine, to Millinocket, Maine).* All of Blue civil airway No. 84.

§ 601.685 *Blue civil airway No. 85 control areas (Hutchinson, Kans., to Wichita, Kans.).* All of Blue civil airway No. 85.

§ 601.686. *Blue civil airway No. 86 control areas (Goshen, Ind., to Fort Wayne, Ind.).* All of Blue civil airway No. 86.

§ 601.687 *Blue civil airway No. 87 control areas (Lexington, Ky., to Dayton, Ohio).* All of Blue civil airway No. 87.

SUBPART C—CONTROL AREA EXTENSIONS

§ 601.1001 *Control area extension (Moses Lake, Wash.)* That airspace south of Green civil airway No. 2 within a 30-mile radius of the Larsen Air Force Base, Moses Lake, Wash., excluding the portion which overlaps the Hanford, Wash., Airspace Reservation.

§ 601.1002 *Control area extension (Austin, Tex.)* That airspace within a 40-mile radius of the Austin, Tex., radio range station.

§ 601.1003 *Control area extension (Corinne, Utah)* Within 5 miles either side of a line bearing 289° True extending from the Corinne nondirectional radio beacon to Blue civil airway No. 78.

§ 601.1004 *Control area extension (Brownsville, Tex.).* That airspace over United States territory within a 40-mile radius of the Brownsville, Tex., radio range station, excluding the portion which overlaps restricted areas and excluding the portions lying north of Latitude 26°30'00" and more than 3 miles from the United States shoreline.

§601.1005 *Control area extension (Jacksonville, Fla.)* Within 5 miles either side of the Jacksonville ILS localizer course extending from the localizer to a point 10½ miles southwest of the outer marker excluding that portion which lies south of Latitude 30°16'45" and within 5 miles either side of the 64° True radial of the Jacksonville omnirange extending from the omnirange station to a point 20 miles northeast.

§ 601.1006 *Control area extension (Lake Charles, La.)* All that airspace within a 40-mile radius of the Lake Charles, La., radio range station excluding the portion which overlaps the Houston (Beaumont-Palacios-Houston) Control area extension.

§ 601.1007 *Control area extension (Laredo, Tex.)* That airspace over United States territory within a 35-mile radius of the Laredo, Tex., radio range station.

§ 601.1008 *Control area extension (Savannah, Ga.).* From the Savannah, Ga., radio range station extending 5 miles either side of the southeast course of the Savannah radio range to a point 20 miles southeast of the range station, extending 5 miles either side of the southwest course of the radio range to a point 30 miles southwest of the radio range station, extending 5 miles either side of the northwest course of the radio range to a point 25 miles northwest of the radio range station, and within 5

miles either side of the centerline of the east-west runway of Travis Field, Savannah, Ga., from Amber civil airway No. 7 to a point 20 miles west of Travis Field, excluding the portion overlapping the Camp Stewart restricted area.

§ 601.1009 *Control area extension (Augusta, Ga.)* All that area within 5 miles either side of the centerline of the north-south runway of Bush Field, Augusta, Ga., extending to a point 30 miles south of Bush Field.

§ 601.1010 *Control area extension (Greenwood, S. C.)* That airspace bounded on the south by a straight line from a point at lat. 34°07'00" long. 82°-15'00" to a point at lat. 34°19'00" long. 81°38'00" on the east by Blue civil airway No. 28, on the north by the Greenville, S. C. (Greenville-Charlotte-Greensboro) control area extension, on the west by Blue civil airway No. 39 to point of beginning.

§ 601.1011 *Control area extension (Daytona Beach, Fla.)* Within 5 miles either side of the west course of the Daytona Beach radio range extending from the radio range station to a point 20 miles west, and within 5 miles either side of the 244° True radial of the Daytona Beach omnirange extending from the omnirange station to a point 20 miles southwest.

§ 601.1012 *Control area extension (Florence, S. C.)* From the Florence, S. C., radio range station extending 5 miles either side of the southeast course of the radio range to a point 20 miles southeast of the radio range station, and extending 5 miles either side of the northwest course of the radio range to a point 25 miles northwest of the radio station.

§ 601.1013 *Control area extension (Fort Myers, Fla.)* Within 5 miles either side of the lines bearing 45° True and 220° True from Fort Myers, Fla., nondirectional radio beacon extending from Blue civil airway No. 1 on the northeast to a point 20 miles southwest of the nondirectional radio beacon

§ 601.1014 *Control area extension (Greenville, S. C.) (Greenville-Charlotte-Greensboro area)* All that airspace beginning at lat. 35°49'30" long. 79°30'00" thence southwesterly to lat. 34°49'30", long. 80°10'00" thence clockwise along the arc of a 50-mile radius circle centered on the Charlotte, N. C., radio range (at lat. 35°10'30" long. 80°56'00") to lat. 34°27'15" long. 80°52'30", thence westerly to lat. 34°22'30" long. 82°20'00" thence clockwise along the arc of a 30-mile radius circle centered on the Greenville, S. C., radio range (at lat. 34°48'45" long. 82°20'30") to lat. 35°13'30" long. 82°30'00" thence northeast to lat. 35°19'00" long. 82°06'30" thence clockwise along the arc of a 30-mile radius circle centered on the Spartanburg, S. C., radio range to the northwest edge of Green civil airway No. 6, thence along the northwest edge of Green civil airway No. 6 to the arc of a 35-mile radius circle centered between the Winston-Salem and Greensboro, N. C., radio ranges at lat. 36°06'00" long. 80°01'30" thence clockwise along the arc of this 35-mile radius circle to the point of beginning.

§ 601.1015 *Control area extension (Greenwood, Miss.)* From the Greenwood, Miss., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station and extending 5 miles either side of the 66° True and 246° True radials of the Greenwood omnirange to points 20 miles southwest and northeast of the omnirange station.

§ 601.1016 *Control area extension (Jackson, Tenn.)* Within 5 miles either side of the north course of the Jackson, Tenn., radio range extending from the radio range station to a point 20 miles north.

§ 601.1017 *Control area extension (Reading, Pa.)* From the Reading, Pa., ILS localizer extending 5 miles either side of the localizer course to its intersection with the east course of the Harrisburg, Pa., radio range.

§ 601.1018 *Control area extension (Meridian, Miss.)* From the Meridian, Miss., radio range station extending 5 miles either side of the north course of the Meridian, Miss., radio range to a point 20 miles north of the radio range station and extending from the ILS localizer 5 miles either side of the localizer course to a point 30 miles south of the ILS localizer.

§ 601.1019 *Control area extension (Nashville, Tenn.)* That airspace within a 50-mile radius of the Nashville Tenn., radio range station bounded on the northwest by a direct line extending from the Graham, Tenn., omnirange station to the Bowling Green, Ky., omnirange station.

§ 601.1020 *Control area extension (Macon, Ga.)* Within 5 miles either side of the 47° True and 227° True courses of the Macon ILS localizer extending from the localizer to a point 25 miles northeast and to a point 30 miles southwest.

§ 601.1021 *Control area extension (Belleville, Ill.)* All that area within a 40-mile radius of the Scott AFB radio range station, Belleville, Ill.

§ 601.1022 *Control area extension (West Palm Beach, Fla.)* From the West Palm Beach, Fla., radio range station, extending within 5 miles either side of the west course of the West Palm Beach radio range, to a point 20 miles west of the radio range station.

§ 601.1023 *Control area extension (Akron, Colo.)* From the Akron, Colo., radio range station, extending within 5 miles either side of the north course of the Akron radio range, to a point 20 miles north of the radio range station.

§ 601.1024 *Control area extension (Burlington, Iowa)* Within a 15-mile radius of the Burlington, Iowa omnirange station and within 5 miles either side of the 112° True radial of the omnirange extending from the omnirange station to a point 25 miles east.

§ 601.1025 *Control area extension (New Orleans, La.)* All that area within a 25-mile radius of the New Orleans, La., radio range station located in the southeast quadrant and including all the area bounded on the west by the south course of the New Orleans, La., radio range on the south and east by the shoreline and on the north by Green civil airway No. 6; all that air space within a 35-mile radius of the New Orleans, La., radio range station in the southwest and northwest quadrants of the radio range and the airspace in the northeast quadrant of the radio range bounded on the northeast by the northern shoreline of Lake Ponchartrain.

§ 601.1026 *Control area extension (Grand Island, Nebr.)* From the Grand Island, Nebr., radio range station, extending within 5 miles either side of the north course of the Grand Island radio range, to a point 20 miles north of the radio range station and within 5 miles either side of the 180° True and 360° True radials of the Grand Island omnirange extending from the omnirange station to points 25 miles north and south.

§ 601.1027 *Control area extension (Kansas City, Mo.)* All that area within a 42-mile radius of the Kansas City, Mo., Municipal Airport excluding that area outside existing civil airways that lies within the south quadrant of the Kansas City radio range and excluding the portion below 4,000 feet which overlaps the Lake City, Mo., restricted area.

§ 601.1028 *Control area extension (Monroe, La.)* Within 5 miles either side of the northeast and southwest courses of the Monroe radio range extending from the radio range station to a point 25 miles northeast and to a point 20 miles southwest, and within 5 miles either side of the 41° True and 221° True radials of the Monroe omnirange extending from the omnirange station to points 20 miles northeast and southwest.

§ 601.1029 *Control area extension (Corpus Christi, Tex.)* All that airspace lying in the north quadrant of the Corpus Christi, Tex., radio range within a 58-mile radius of the range station bounded on the southwest by Blue civil airway No. 30 and on the southeast by Green civil airway No. 6 including the airspace within 6 miles either side of the northeast course of the Refugio, Tex., radio range extending from the radio range station to a point 32 miles northeast and the airspace within the arc of a circle of 29-mile radius centered on the Normanna, Tex., nondirectional radio beacon bounded on the southwest by Blue civil airway No. 30 and on the east by a line extending from a point at Lat. 28°54'30" Long. 97°33'40" to a point at Lat. 28°38'00", Long. 97°38'30"

§ 601.1030 *Control area extension (Victorville, Calif.)* All that area within the vicinity of George AFB, Victorville, Calif., bounded on the north by Green 4, on the southwest by Blue 14 and on the southeast by Amber 2, and the

airspace north of the George AFB bounded by a line beginning at lat. 35°11'00" long. 117°12"00" thence to lat. 34°57'00" long. 117°12"00" thence to lat. 34°54'45" long. 116°53'45", thence along the northern boundary of Green civil airway No. 4 to lat. 34°49'00", long. 117°29'00" thence to lat. 35°11'-00" long. 117°24'00" thence to point of beginning, excluding the portion which overlaps Restricted Area (R-279)

§ 601.1031 *Control area extension (North Platte, Nebr.)* All that airspace within a 25-mile radius of the North Platte radio range bounded on the south by Green civil airway No. 3, and the airspace bounded on the east by a line 5 miles east of and parallel to the south course of the radio range, on the south by VOR civil airway No. 8 and on the northwest by Red civil airway No. 6.

§ 601.1032 *Control area extension (Kotzebue, Alaska)* Within 5 miles either side of a line bearing 50° True extending from the Kotzebue, Alaska, non-directional radio beacon to a point 25 miles northeast.

§ 601.1033 *Control area extension (St. Joseph, Mo.)* That airspace within a 25-mile radius of Rosecrans Field bounded on the northeast by Amber civil airway No. 4, and on the southeast by Red civil airway No. 35.

§ 601.1034 *Control area extension (Springfield, Mo.)* All that area within a 25-mile radius of the Springfield, Mo., radio range station.

§ 601.1035 *Control area extension (Little Rock, Ark.)* From the Little Rock, Ark., radio range station extending 5 miles either side of the northeast course of the radio range to a point 25 miles northeast of the radio range station.

§ 601.1036 *Control area extension (West Palm Beach, Fla.)* Within 5 miles either side of the 151° True radial of the West Palm Beach omnirange extending from the West Palm Beach omnirange station via the intersection of the West Palm Beach 151° True radial and the Miami, Fla., 060° True radial thence via the Miami 060° True radial to the Miami, Fla., omnirange station. The airspace which lies within Miami Warning Area (W-171) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control)

§ 601.1037 *Control area extension (Pensacola, Fla.)*. That airspace within 8 miles east of and 5 miles west of the north and south courses of the Pensacola, Fla., radio range extending from the radio range station to points 25 miles north and 12 miles south.

§ 601.1038 *Control area extension (Great Falls, Mont.)* That airspace within a 25-mile radius of the Great Falls omnirange station extending from the southern boundary of VOR civil airway No. 120 clockwise to the southeastern boundary of Amber civil airway No. 2, and the airspace within 5 miles either side of the northeast course of the Great Falls radio range extending from the radio range station to a point 30 miles northeast including the airspace within a 30 mile radius of the Great Falls omnirange station which lies within the north quadrant of the Great Falls low frequency radio range.

§ 601.1039 *Control area extension (Portland, Oreg.)* That airspace within a 30-mile radius of the Portland International Airport.

§ 601.1040 *Control area extension (Medford, Oreg.)* From the Medford, Oreg., radio range station, extending within 5 miles either side of the west course of the Medford radio range, to a point 20 miles west of the radio range station.

§ 601.1041 *Control area extension (Boise, Idaho)* Within 5 miles either side of the southwest course of the Boise radio range extending from the radio range station to a point 20 miles southwest including the airspace in the south quadrant of the Boise radio range bounded on the northeast and southeast by the Mountain Home, Idaho, control area extension and on the southwest by a line drawn 135° True from a point at lat. 43°20'20" long. 116°29'15" extending to the Mountain Home control area extension.

§ 601.1042 *Control area extension (Columbus, Ohio)* That airspace within a 15-mile radius of the Columbus, Ohio, omnirange station; that airspace southwest of Columbus bounded on the north by Green civil airway No. 4, on the east by Blue civil airway No. 15, on the south by Red civil airway No. 8 and on the west by VOR civil airway No. 47; that airspace southeast of Columbus within a 30-mile radius of Lockbourne Air Force Base extending clockwise from the south boundary of Red civil airway No. 8 to the east boundary of Blue civil airway No. 15.

§ 601.1043 *Control area extension (Bowling Green, Ky.)* From the Bowling Green, Ky., radio range station extending 5 miles either side of the southeast course of the radio range to a point 20 miles southeast of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station and all that area within a 15 mile radius of the Bowling Green omnirange station.

§ 601.1044 *Control area extension (Ypsilanti, Mich.)* From the Willow Run Airport, Ypsilanti, Mich. ILS localizer extending 5 miles either side of the localizer course to a point 20 miles southwest of the ILS outer marker.

§ 601.1045 *Control area extension (Presque Isle, Maine)* From the Presque Isle, Maine, radio range station extending 5 miles either side of the west course of the radio range to a point 15 miles west of the radio range station, including all that area bounded on the north and east by Blue civil airway No. 17, on the south by Red civil airway No. 86 and on the west by Amber civil airway No. 7.

§ 601.1046 *Control area extension (Falfurrias, Tex.)*. Within 5 miles on the northwest side and 15 miles on the southeast side of the southwest course of the Kingsville, Tex., radio range extending from the Falfurrias nondirectional radio beacon to a point 35 miles southwest of the nondirectional radio beacon.

§ 601.1047 *Control area extension (Bangor, Maine)* That airspace within a 25-mile radius of Dow Air Force Base, Bangor, Maine.

§ 601.1048 *Control area extension (Red Bluff, Calif.)*. From the Red Bluff, Calif., radio range station extending 5 miles either side of the east course of the radio range to a point 25 miles east of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station.

§ 601.1049 *Control area extension (Utica, N. Y.)* From the Utica, N. Y., radio range station, within 5 miles either side of the northwest course of the Utica, N. Y., radio range, extending 20 miles northwest of the Utica, N. Y., radio range station and within 5 miles either side of the northeast course of the Utica radio range extending from the radio range station to a point 15 miles northeast.

§ 601.1050 *Control area extension (Bakersfield, Calif.)* From the Bakersfield, Calif., radio range station extending within 5 miles either side of the southwest course of the Bakersfield, Calif., radio range to a point 25 miles southwest of the radio range station including the airspace in the northwest quadrant of the radio range bounded on the northeast by VOR civil airway No. 137 and on the west by VOR civil airway No. 107.

§ 601.1051 *Control area extension (Portland, Maine)*. From the Portland, Maine, radio range station, within 5 miles either side of the northwest course of the Portland, Maine, radio range extending 20 miles northwest of the Portland, Maine, radio range station.

§ 601.1052 *Control area extension (Atlanta, Ga.)*. All that airspace within a 50-mile radius of the Atlanta radio range station including the airspace north of Atlanta bounded on the west by VOR civil airway No. 5, on the north by VOR civil airway No. 54 and on the east by VOR civil airway No. 97, and the airspace east of Atlanta bounded on the northwest by VOR civil airway No. 20, on the east by VOR civil airway No. 35 and on the south by VOR civil airway No. 18.

§ 601.1053 *Control area extension (Houston, Tex.) (Beaumont-Palacios-Houston area)*. All that airspace beginning at Latitude 30°22'00" Longitude 94°03'00" thence clockwise along an arc with a 25-mile radius centered on the Beaumont, Tex., radio range station to Latitude 29°38'35", Longitude 94°00'00" thence south to Latitude 29°37'30" Longitude 94°00'00" thence southwesterly 3 nautical miles from and parallel to the shoreline to Latitude 28°23'20" Longitude 96°17'30" thence clockwise along an arc with a 25-miles radius centered on the Palacios, Tex., radio range station to Latitude 28°55'00" Longitude

96°38'45" thence northeasterly to Latitude 29°58'30" Longitude 95°58'30", thence clockwise along an arc with a 50-mile radius centered on the Houston, Tex., radio range station to Latitude 30°20'25" Longitude 95°17'00" thence east to point of beginning. The portions of this control area which overlap the Palacios Restricted Area R-494 and Palacios Warning Area W-494 are excluded.

§ 601.1054 *Control area extension (Sinclair Wyo.)* From the Sinclair, Wyo., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1055 *Control area extension (Elmira, N. Y.)* Within a 15-mile radius of the Elmira, N. Y., omnirange station.

§ 601.1056 *Control area extension (Buffalo, N. Y.)* Within a 15-mile radius of the Buffalo, N. Y., omnirange station.

§ 601.1057 *Control area extension (Binghamton, N. Y.)* Within a 15-mile radius of the Binghamton, N. Y., omnirange station.

§ 601.1058 *Control area extension (Martinsburg, W Va.)* Within 5 miles either side of the southwest and northeast courses of the Martinsburg radio range extending from the radio range station to a point 20 miles southwest and to a point 33 miles northeast, and that airspace within a 15-mile radius of the Martinsburg, W Va., omnirange station.

§ 601.1059 *Control area extension (Lynchburg, Va.)* From the Lynchburg, Va., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

§ 601.1060 *Control area extension (Elkins, W Va.)* From the Elkins, W. Va., radio range station, within 5 miles either side of the south course of the Elkins radio range, extending 10 miles south of the Elkins, W Va., airport and all that area within a 15 mile radius of the Elkins omnirange station.

§ 601.1061 *Control area extension (Mt. Clemens, Mich.)* All that airspace bounded on the north by an arc having a radius of 40 miles from Selfridge Air Force Base, Mt. Clemens, Mich., on the east and southeast by the United States-Canadian Boundary, and on the southwest by Red civil airway No. 20 and the Flint, Mich., control area extension.

§ 601.1062 *Control area extension (Raleigh, N. C.)* That airspace within a 30-mile radius of the Raleigh, N. C., radio range station, within 5 miles either side of the southeast course of the Raleigh radio range extending from the range station to a point 41 miles southeast, and within 5 miles either side of the Raleigh ILS localizer course extending from the localizer to a point 30 miles southwest.

§ 601.1063 *Control area extension (Roanoke, Va.)* From the Roanoke, Va., radio range station extending 5 miles either side of the south course of the Roanoke, Va., radio range to a point 20 miles south of the radio range station.

§ 601.1064 *Control area extension (Chicopee Falls, Mass.)* That airspace east of Chicopee Falls bounded on the northwest by Red civil airway No. 33, on the northeast by VOR civil airway No. 151 and the Worcester, Mass., control zone, on the southeast by Amber civil airway No. 7 and on the southwest by Green civil airway No. 2 excluding the airspace below 2500 feet Mean Sea Level; that airspace north of Chicopee Falls bounded on the west by Blue civil airway No. 41, on the north by VOR civil airway No. 2 and on the southeast by VOR civil airway No. 39; that airspace northwest of Chicopee Falls lying within an arc of 38 statute miles centered on Westover, Mass., Air Force Base bounded on north by VOR civil airway No. 2, on the east by Blue civil airway No. 41 and on the southwest by Green civil airway No. 2.

§ 601.1065 *Control area extension (Biloxi, Miss.)* All that area within a 25-mile radius of the Keesler AFB, Biloxi, Miss., radio range station, excluding Airspace Warning Areas.

§ 601.1066 *Control area extension (New York, N. Y.)* All that area within a 40-mile radius of the Empire State Building, New York, N. Y., located at Latitude 40°45'00" Longitude 73°59'15"

§ 601.1067 *Control area extension (Dayton, Ohio)* That airspace within a 15-mile radius of the Dayton, Ohio, omnirange station including the airspace within 5 miles either side of the Dayton ILS localizer course extending from the localizer to a point 20 miles southwest of the ILS outer marker.

§ 601.1068 *Control area extension (Riverside, Calif.)* That airspace bounded on the east by a line extending between a point at Lat. 33°51'00" Long. 116°50'40" and a point at Lat. 33°45'45" Long. 116°50'00" on the south by VOR civil airway No. 64, on the northwest by VOR civil airway No. 8 and on the north by Green civil airway No. 5, and that airspace bounded by lines beginning at a point at Lat. 33°36'45" Long. 116°48'-40" thence to Lat. 33°30'00", Long. 116°47'55" thence to Lat. 33°30'00", Long. 116°48'40" thence to Lat. 33°12'-00" Long. 116°33'20" thence to Lat. 33°10'25" Long. 116°35'35" thence to Lat. 33°12'00" Long. 116°46'00" thence to Lat. 33°38'45" Long. 117°14'30", thence to point of beginning.

§ 601.1069 *Control area extension (Santa Barbara, Calif.)* Within 5 miles either side of the west and southeast courses of the Santa Barbara radio range extending from the radio range station to a point 25 miles west and 20 miles southeast.

§ 601.1070 *Control area extension (Oceanside, Calif.)* Within 5 miles either side of a line bearing 293° True extending from the Oceanside non-directional radio beacon to its point of intersection with a line bearing 221° True from the Los Angeles radio range station; within 5 miles either side of a line bearing 284° True extending from the Oceanside non-directional radio beacon to its point of intersection with a line bearing 181° True from the Los Angeles omnirange station.

§ 601.1071 *Control area extension (Burbank, Calif.)* That airspace east of the Burbank, Calif., radio range station bounded on the west by Amber civil airway No. 1, on the south by Green civil airway No. 5, on the southeast by Amber civil airway No. 2 and on the northeast by a line 5 miles northeast of and parallel to the southeast course of the Burbank radio range; that airspace southwest of the Burbank, Calif., radio range station bounded on the north by Red civil airway No. 90, on the east by Amber civil airway No. 1, on the south by Amber civil airway No. 8 and on the west by a line 5 miles west of and parallel to a direct line between the Canoga Park, Calif., non-directional radio beacon and the intersection of the west course of the Los Angeles, Calif., radio range and the southeast course of the Camarillo, Calif., radio range.

§ 601.1072 *Control area extension (Sumter S. C.)* From the Shaw AFB radio range station, Sumter, S. C., extending 5 miles either side of the southwest course of the Shaw AFB radio range between the southern boundary of Red civil airway No. 16 and the northeast boundary of Blue civil airway No. 28, excluding the portion which overlaps the Shaw AFB restricted area.

§ 601.1073 *Control area extension (Fresno, Calif.)* Within 5 miles either side of the northeast course of the Fresno, Calif., radio range extending from the radio range station to a point 20 miles northeast, within 5 miles either side of the Fresno ILS localizer front course extending to a point 15 miles southeast of the Fresno Air Terminal, and that airspace within a 35-mile radius of the Fresno Air Terminal extending clockwise from a line bearing 153° True from the Fresno Air Terminal to a line 5 miles northeast of and parallel to the back course of the Fresno ILS localizer.

§ 601.1074 *Control area extension (Los Angeles, Calif.)* Within 5 miles either side of the west and south courses of the Los Angeles radio range extending from the radio range station to points 40 miles west and south; within 5 miles either side of a line bearing 221° True extending from the Los Angeles radio range station to a point 40 miles southwest; within 5 miles either side of the southeast course of the Camarillo, Calif., radio range extending from Amber civil airway No. 8 to the intersection of the southeast course of the Camarillo radio range with a bearing of 221° True from the Los Angeles radio range station; within 5 miles either side of a line bearing 181° True extending from the Los Angeles omnirange station to a point 40 miles south of the omnirange station.

§ 601.1075 *Control area extension (Ada, Okla.)* All that area within a 15-mile radius of the Ada, Okla., Municipal Airport.

§ 601.1076 *Control area extension (Phoenix, Ariz.)* From the Phoenix, Ariz., radio range station extending 5 miles either side of the east course of the

Phoenix, Ariz., radio range to a point 25 miles east of the radio range station.

§ 601.1077 *Control area extension (Elko, Nev.)* From the Elko, Nev., radio range station extending 5 miles either side of the north course of the Elko, Nev., radio range to a point 25 miles from the radio range station, and extending 5 miles on either side of the south course of the Elko, Nev., radio range to a point 25 miles south of the radio range station.

§ 601.1078 *Control area extension (Reno, Nev.)* From the Reno, Nev., radio range station extending 5 miles either side of the north course of the Reno, Nev., radio range to a point 50 miles north of the radio range station.

§ 601.1079 *Control area extension (Rock Springs, Wyo.)* From the Rock Springs, Wyo., radio range station extending 5 miles either side of the north course of the Rock Springs, Wyo., radio range to a point 25 miles north of the radio range station, and extending 5 miles either side of the south course of the Rock Springs, Wyo., radio range to a point 25 miles south of the radio range station.

§ 601.1080 *Control area extension (Louisville, Ky.)* All that area within a 15-mile radius of the Louisville omnirange station excluding danger areas, and all that area within 5 miles either side of the 122° True radial of the Louisville omnirange extending from the omnirange station to a point 25 miles southeast, the area within 5 miles either side of the 154° True radial of the omnirange extending from the omnirange station to a point 25 miles southeast, and the area within 5 miles either side of the Louisville ILS localizer course extending from the localizer to a point 13.2 miles southwest, and all that area northeast of the Louisville radio range station bounded on the southeast by Amber civil airway No. 6 and on the west and northwest by Red civil airway No. 74.

§ 601.1081 *Control area extension (Windsor Locks, Conn.)* All that area in the vicinity of Bradley Field, Windsor Locks, Conn., bounded on the southwest and west by Blue 41, on the northwest by Red 33, on the northeast by Green 2 and on the east by Amber 7, and all that area southwest of Bradley Field bounded on the northwest by Red 33, on the northeast by Blue 41 and on the south by Red 13.

§ 601.1082 *Control area extension (Montgomery, Ala.)* That airspace bounded on the north by Lat. 32°52'00" on the east by Long. 86°00'00" on the south by Lat. 31°45'00" and on the west by Long. 87°30'00".

§ 601.1083 *Control area extension (Bartlesville, Okla.)* All that area within a 20-mile radius of the Phillips Airport, Bartlesville, Okla.

§ 601.1084 *Control area extension (Quincy, Ill.)* That airspace within a 25-mile radius of the Quincy non-directional radio beacon including the airspace north of Quincy bounded on the east by VOR civil airway No. 63, on the southwest by VOR civil airway No. 52 and on the northwest by VOR civil airway No. 10.

§ 601.1085 *Control area extension (Edwards Air Force Base, Calif.)* All that airspace bounded on the south by Green civil airway No. 4, on the southwest by Blue civil airway No. 14, on the north by Lat. 34°58'00" on the east by Long. 117°48'00" including the airspace within 5 miles either side of a line bearing 56° True extending from the Edwards Air Force Base and passing through the Edwards omnirange station site at Lat. 35°00'18" Long. 117°41'14" to a point 15 miles northeast of the omnirange station site, excluding the portions which overlap Restricted Area (R-279) and excluding the portion above 20,000 feet MSL which conflicts with Restricted Area (R-484).

§ 601.1086 *Control area extension (Memphis, Tenn.)* That airspace within a 50-mile radius of the Memphis, Tenn., radio range station lying in the southeast, southwest and northwest quadrants of the radio range; the airspace within a 25-mile radius of the Memphis radio range station lying in the northeast quadrant of the radio range and the airspace within a 10-mile radius of the Memphis Naval Air Station.

§ 601.1087 *Control area extension (Akron, Ohio).* From the Akron-Canton Airport, Akron, Ohio, ILS localizer extending 5 miles either side of the localizer course to a point 20 miles south of the ILS outer marker, and extending 5 miles either side of a direct line between the Akron, Ohio, radio range station and the Brecksville, Ohio, fan marker.

§ 601.1088 *Control area extension (Alexandria, Minn.).* From the Alexandria, Minn., radio range station extending 5 miles either side of the north course of the Alexandria, Minn., radio range to a point 20 miles north of the radio range station, including all that area within a 15 mile radius of the Alexandria omnirange station, and all that area within 5 miles either side of the 50° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1089 *Control area extension (Cincinnati, Ohio)* All that airspace within a 15-mile radius of the Cincinnati, Ohio, omnirange station and that airspace northwest of Cincinnati bounded on the north by Red civil airway No. 18, on the east by VOR civil airway No. 47 and on the southwest by the east alternate of VOR civil airway No. 97.

§ 601.1090 *Control area extension (Lawrence, Mass.)* Within 5 miles either side of a direct line extending from the Lawrence, Mass., nondirectional radiobeacon to the Bedford, Mass., outer marker.

§ 601.1091 *Control area extension (Detroit, Mich.).* That airspace within a 20-mile radius of the Willow Run Airport, Detroit, Mich., and the airspace north of Detroit bounded on the south by VOR civil airway No. 116, on the west by VOR civil airway No. 133, on the north by Red civil airway No. 63 and on the east by Red civil airway No. 20.

§ 601.1092 *Control area extension (Dickinson, N. Dak.).* From the Dickinson, N. Dak., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station including all that area within a 15-mile radius of the Dickinson omnirange station, and all that area within 5 miles either side of the 15° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1093 *Control area extension (Fargo, N. Dak.).* From the Fargo, N. Dak., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the Glyndon fan marker, and extending from the ILS localizer 5 miles either side of the localizer course to a point 20 miles south of the outer marker, and all that area within a 15 mile radius of the Fargo omnirange station.

§ 601.1094 *Control area extension (Flint, Mich.).* From the Flint, Mich., outer compass locator extending 5 miles either side of the 88° and 268° True courses of the outer compass locator to points 25 miles east and west of the outer compass locator.

§ 601.1095 *Control area extension (Fort Wayne, Ind.)* All that area within a 15-mile radius of the Fort Wayne omnirange station including that area within 5 miles either side of the 318° True radial of the omnirange extending from the omnirange station to a point 25 miles northwest and that area within 5 miles either side of the Fort Wayne ILS localized course extending from the localizer to a point 20 miles southeast of the outer marker.

§ 601.1096 *Control area extension (Glenview, Ill.).* From the Glenview, Ill., radio range station extending 5 miles either side of the northwest course of the Glenview, Ill., radio range to a point 20 miles northwest of the radio range station.

§ 601.1097 *Control area extension (Grand Forks, N. Dak.).* From the Grand Forks, N. Dak., radio range station extending 5 miles either side of the south course of the Grand Forks, N. Dak., radio range to a point 20 miles south of the radio range station.

§ 601.1098 *Control area extension (Casper Wyo.).* All that area within a 25-mile radius of the Casper, Wyo., radio range station in the northeast, southwest and northwest quadrants of the radio range, excluding the portion which overlaps restricted areas.

§ 601.1099 *Control area extension (Indianapolis, Ind.).* From the Weir-Cook Municipal Airport, Indianapolis, Ind., ILS localizer extending 5 miles either side of the ILS localizer course to a point 20 miles southwest of the ILS outer marker and all that area within a 15-mile radius of the Indianapolis omnirange station.

§ 601.1100 *Control area extension (Lone Rock, Wis.)* That airspace within a 15-mile radius of the Lone Rock omnirange station including the airspace

within 5 miles either side of the 24° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1101 *Control area extension (Madison, Wis.)* Within 5 miles either side of a line bearing 183° True from the Madison, Wis., outer marker extending from the outer marker to a point 25 miles south.

§ 601.1102 *Control area extension (Minneapolis, Minn.)* All that area within a 30-mile radius of the Minneapolis-St. Paul International Airport lying within the east, south, and west quadrants of the Minneapolis radio range, including all that area within a 15-mile radius of the Minneapolis omnirange station and the airspace north of Minneapolis bounded on the northwest by VOR civil airway No. 13, on the east by Blue civil airway No. 9 and on the southwest by VOR civil airway No. 26.

§ 601.1103 *Control area extension (Minot, N. Dak.)* All that area within a 15-mile radius of the Minot, N. Dak., omnirange station.

§ 601.1104 *Control area extension (Rockford, Ill.)* From the Rockford, Ill., radio range station extending 5 miles either side of the west course of the Rockford, Ill., radio range to a point 20 miles west of the radio range station.

§ 601.1105 *Control area extension (Muskegon, Mich.)* That airspace within a 15-mile radius of the Muskegon omnirange station and within 5 miles either side of the southeast course of the Muskegon radio range extending from the radio range station to the western boundary of Red civil airway No. 28.

§ 601.1106 *Control area extension (Whidbey Island, Wash.)* All that area beginning at lat. 48°30'00" long. 123°07'15" thence northeast to lat. 48°35'50", long. 122°58'40" thence east-northeast to lat. 48°42'15", long. 122°41'00", thence southerly to lat. 48°01'20" long. 122°27'10" thence northwesterly to lat. 48°06'30" long. 122°52'35" thence northwesterly to lat. 48°12'00" long. 122°59'30" thence to point of beginning, excluding the portions which overlap restricted areas.

§ 601.1107 *Control area extension (Topeka, Kans.)* All that area within a 25-mile radius of the Topeka, Kans., omnirange station.

§ 601.1108 *Control area extension (Salina, Kans.)* That airspace north of Salina, Kansas, within a 30-mile radius of a point at Latitude 38°52'39" Longitude 97°38'54" bounded on the south by VOR civil airway No. 4, and the airspace southeast of the Salina omnirange station bounded on the north by VOR civil airway No. 4 and on the west by VOR civil airway No. 73 within a 25-mile radius of the omnirange station.

§ 601.1109 *Control area extension (Goodland, Kans.)* From the Goodland, Kans., omnirange station extending 5 miles either side of the 22° True radial of the omnirange to a point 20 miles north and within 5 miles either side of the 202° True radial of the Goodland omnirange extending from the omnirange station to a point 25 miles southwest.

§ 601.1110 *Control area extension (Hobbs, N. Mex.)* From the Hobbs, N. Mex., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1111 *Control area extension (San Diego, Calif.)* From the San Diego, Calif., radio range station extending 5 miles either side of the southwest course of the San Diego, Calif., radio range to a point 25 miles southwest of the radio range station.

§ 601.1112 *Control area extension (Fort Dix, N. J.)* All that area bounded on the north by Red civil airway No. 3 on the east by VOR civil airway No. 1, on the southeast by Green civil airway No. 5, on the southwest by Red civil airway No. 73 and on the west by Blue civil airway No. 20, excluding the portion which overlaps the Fort Dix, N. J., restricted area and the Lakehurst, N. J., caution area.

§ 601.1113 *Control area extensions (San Francisco, Calif.)* All that area bounded on the northeast by a line extending through the San Francisco, Calif., and Moffett Field, Calif., radio range stations, on the northwest by a line 5 miles northwest of and parallel to the southwest course of the San Francisco, Calif., radio range, on the west by a line 3 nautical miles off shore, on the southeast by a line 5 miles southeast of and parallel to the southwest course of the Moffett Field radio range, and including all that area northeast of the San Francisco, Calif., radio range station bounded on the northwest by Amber civil airway No. 8, on the northeast by Blue civil airway No. 10 and on the southeast and southwest by Green civil airway No. 3, and including all that area northeast of the San Francisco radio range station bounded on the northwest by Green civil airway No. 3, on the east by Blue civil airway No. 7 and on the south by Red civil airway No. 60, and all that area beginning at a point on the western boundary of Blue civil airway No. 10 at the point of intersection with lat. 38°15'00" thence along the western boundaries of Blue civil airway No. 10, Blue civil airway No. 54 and Amber civil airway No. 8 to a point at which the western boundary of Amber civil airway No. 8 intersects the coastline, thence along the coastline in a northwesterly direction to Point Reyes, Calif., thence in a northeasterly direction to lat. 38°15'-00" long. 122°45'00", thence to the point of beginning.

§ 601.1114 *Control area extension (Bettles, Alaska)* Within 5 miles either side of the southeast course of the Bettles, Alaska, radio range extending from the radio range station to a point 25 miles southeast.

§ 601.1115 *Control area extension (Dodge City, Kans.)* Within 5 miles either side of the 341 and 161° True radials of the Dodge City omnirange extending from the omnirange station to points 25 miles north and south.

§ 601.1116 *Control area extension (Hutchinson, Kans.)* All that area within a 25-mile radius of the Hutchinson, Kans., radio range station.

§ 601.1117 *Control area extension (Grosse Ile, Mich.)* That airspace south of the Grosse Ile Naval Air Station bounded on the northwest by VOR civil airway No. 96, on the north by VOR civil airway No. 10, on the northeast by Red civil airway No. 19 and on the southeast by a line through a point at Lat. 41°51'10" Long. 83°08'35" and a point at Lat. 41°45'20", Long. 83°20'25"

§ 601.1118 *Control area extension (Grand Junction, Colo.)* Within 5 miles either side of a line bearing 305° True extending from Walker Airport, Grand Junction, Colo., to a point 30 miles northwest of the airport, and within 5 miles either side of the 357° True radial of the Grand Junction omnirange extending from the omnirange station to a point 15 miles north.

§ 601.1119 *Control area extension (St. Louis, Mo.)* All that area within a 25-mile radius of the St. Louis, Mo., radio range station in the northeast and southwest quadrants of the radio range.

§ 601.1120 *Control area extension (Cedar Rapids, Iowa)* Within 5 miles either side of a line bearing 266° True extending from the Cedar Rapids Municipal Airport to a point 25 miles west, and within 5 miles either side of a line bearing 90° True from the airport to a point 25 miles east.

§ 601.1121 *Control area extension (White Plains, N. Y.)* From the Westchester Airport White Plains, N. Y., ILS localizer extending 5 miles either side of the localizer course to its intersection with the south course of the New Hackensack, N. Y., radio range.

§ 601.1122 *Control area extension (Tri-City, Tenn.)* That airspace within a 28-mile radius of the Tri-City radio range station lying in the east quadrant of the radio range; that airspace within a 30-mile radius of the radio range station lying in the west quadrant of the radio range, and the airspace within 5 miles either side of the 289° True radial of the Tri-City omnirange extending from the omnirange station to a point 50 miles northwest.

§ 601.1123 *Control area extension (Birmingham, Ala.)* All that airspace within a 40-mile radius of the Birmingham, Ala., radio range station including the airspace north of the radio range station bounded on the north by lat. 34°30'00" on the southeast by Blue civil airway No. 2 and on the southwest by Red civil airway No. 52.

§ 601.1124 *Control area extension (Eugene, Oreg.)* Within 5 miles either side of the west course of the Eugene, Oreg., radio range extending from the radio range station to VOR civil airway No. 27.

§ 601.1125 *Control area extension (Tallahassee, Fla.)* Within 5 miles either side of the south course of the Tallahassee radio range extending from the radio range station to a point 25

miles south, within 5 miles either side of the Tallahassee (Dale Mabry) ILS localizer course extending from the localizer to a point 30 miles southeast, within 5 miles either side of the 162° True radial of the Tallahassee omnirange extending from the omnirange station to a point 20 miles southeast, and that airspace northwest of Tallahassee bounded on the east by VOR civil airway No. 97, on the southwest by VOR civil airway No. 7, and on the north by VOR civil airway No. 22-N, excluding the airspace above 19,000 feet mean sea level between sunset and sunrise which lies within Tyndall AFB Restricted Area R-336.

§ 601.1126 *Control area extension (Knoxville, Tenn.)* That airspace within a 40-mile radius of the Knoxville, Tenn., radio range station beginning at a point south of Knoxville on the western edge of Red civil airway No. 27 and extending counterclockwise to a point at lat. 36°15'00" long. 84°30'00" thence bounded on the northwest by a straight line from this point to a point at lat. 36°00'00" long. 84°56'30" thence bounded on the west by VOR civil airway No. 51, on the southwest by the Chattanooga control area extension, on the south by VOR civil airway No. 54, and on the east by the western boundary of Red civil airway No. 27 to point of beginning, excluding the airspace which lies within Prohibited Area PA-78.

§ 601.1127 *Control area extension (Pasco, Wash.)* That airspace beginning at a point at lat. 46°13'03" long. 119°03'45" within 5 miles either side of lines drawn 179° True and 269° True extending from that point to their intersection with the northeast boundary of Green civil airway No. 10; that airspace bounded by lines 5 miles south of and 10 miles north of and parallel to a line drawn 89° True from the point of beginning extending to the northwest boundary of VOR civil airway No. 103 on the south, to long. 118°43'30" on the north, bounded on the west by long. 119°03'45" and including the airspace within 5 miles either side of the northwest course of the Walla Walla, Wash., radio range from the radio range station northwestward to long. 118°43'30"

§ 601.1128 *Control area extension (Jackson, Miss.)* From the Jackson, Miss., ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles northwest of the ILS localizer.

§ 601.1129 *Control area extension (Washington, D. C.)* All that area within a 40-mile radius of the Washington National Airport, excluding that portion northeast of the airport bounded on the west by the eastern boundary of Red civil airways Nos. 29 and 45 and on the south by the northern boundary of Green civil airway No. 5 and excluding the Washington Airspace Reservation and restricted areas.

§ 601.1130 *Control area extension (Spokane, Wash.)* Within 5 miles either side of the north course of the Spokane radio range extending from the radio range station to a point 25 miles north, within 5 miles either side of the 22° and 322° True radials of the Spokane omnirange extending from the omnirange station to points 25 miles northeast and northwest, and that airspace south of Spokane bounded on the north by VOR civil airway No. 2, on the southwest by a line 5 miles southwest of and parallel to a 297° True bearing from the Pine City, Wash., fan marker, and on the southeast by a line 5 miles southeast of and parallel to a 64° True bearing from the Pine City, Wash. fan marker.

§ 601.1131 *Control area extension (Sitka, Alaska)* Within 5 miles either side of the southwest course of the Sitka, Alaska, radio range extending from the radio range station to a point 25 miles southwest.

§ 601.1132 *Control area extension (West Palm Beach, Fla.)* Within 5 miles either side of the 36° True radial of the West Palm Beach omnirange extending from the omnirange station to a point 100 miles northeast, thence northwestward within 5 miles either side of the 127° True radial of the Daytona Beach, Fla., omnirange to its intersection with the centerline of Control area extension No. 1150, excluding the portion below 2,000 ft. which lies outside the continental limits of the United States.

§ 601.1133 *Control area extension (Seattle, Wash.)* That airspace within a 30-mile radius of the Seattle-Tacoma International Airport excluding the portion which overlaps the Fort Lewis Restricted Area R-244; that airspace south-southwest of Seattle bounded on the east by Blue civil airway No. 71, on the south by lat. 46°35'00", and on the west by long. 123°03'00"

§ 601.1134 *Control area extension (Columbus, Ga.)* Within 5 miles either side of the 57° True radial of the Columbus omnirange extending from the omnirange station to a point 20 miles northeast, excluding the airspace overlapping restricted areas, and the area within 5 miles either side of a line bearing 235° True through the Muscogee County Airport ILS outer compass locator extending from Red civil airway No. 84 on the northeast to Red civil airway No. 84 on the southwest.

§ 601.1135 *Control area extension (Marianna, Fla.)* Within 5 miles either side of the 130° True radial of the Marianna omnirange extending from the omnirange station to a point 20 miles southeast, excluding the airspace above 19,000 feet overlapping Tyndall AFB restricted area (R-336) between sunset and sunrise.

*(San Juan, P R.)* Within a radius of 100 nautical miles of the Isle Grande Airport, San Juan, P R., excluding the airspace over existing restricted areas and warning areas. (Designated to conform with Recommendation No. 6 of the Rules of the Air and Air Traffic Control Committee of the Second ICAO Caribbean Regional Air Navigation Meeting, as approved by the Council of ICAO.)

§ 601.1137 *Control area extension (Big Spring, Tex.).* That airspace within a 37-mile radius of the Big Spring radio range station.

§ 601.1138 *Control area extension (Orlando, Fla.).* Within 5 miles either side of the northwest course of the Orlando radio range extending from the radio range station to a point 25 miles northwest; that airspace northeast of Orlando bounded on the south by a line 5 miles southeast of and parallel to the northeast course of the Orlando radio range, on the northeast by Amber civil airway No. 7 and on the northwest by Red civil airway No. 47, and all that airspace bounded on the north by Latitude 29°00'00", on the west by Tampa control area extension No. 1325, on the south by Latitude 27°45'00" and on the east and northeast by Blue civil airway No. 19 and the northwest course of the Orlando radio range.

§ 601.1139 *Control area extension (Lexington, Ky.).* Within 5 miles either side of a line bearing 222° True extending from the Lexington, Ky., nondirectional radio beacon to a point 20 miles southwest, and within 5 miles either side of the 123° True radial of the Lexington omnirange extending from the omnirange station to a point 25 miles southeast, within 5 miles either side of a line bearing 313° True extending from the Lexington nondirectional radio beacon to its point of intersection with the east course of the Louisville, Ky., radio range.

§ 601.1140 *Control area extension (Youngstown, Ohio).* That airspace southeast of Youngstown bounded on the north by VOR civil airway No. 6, on the east by VOR civil airway No. 37, on the south by Red civil airway No. 85 and on the southwest and west by VOR civil airway No. 41.

§ 601.1141 *Control area extension (Boston, Mass.)* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the midway point of a direct line between the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1142 *Control area extension (Boston, Mass.)* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1143 *Control area extension (Nantucket, Mass.)* That airspace

with tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., nondirectional radio beacon to a circle 15 miles in radius centered at the midway point on a direct line between the Nantucket, Mass., nondirectional radio beacon and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that airspace which lies within the confines of civil airways, and excluding those portions which overlap Warning Areas (W-21, W-95 and W-104)

§ 601.1144 *Control area extension (Nantucket, Mass.)* That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., nondirectional radio beacon to a circle 15 miles in radius centered on the intersection of a Great Circle course between the Nantucket nondirectional radio beacon and the Azores Santa Maria nondirectional radio beacon and the western boundary of the ICAO Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of civil airways.

§ 601.1145 *Control area extension (Nantucket, Mass.)* That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., nondirectional radio beacon to a circle 15 miles in radius centered on the intersection of a rhumb line between the Nantucket nondirectional radio beacon and the Kindley AFB Bermuda radio range station and the western boundary of the ICAO Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of civil airways.

§ 601.1146 *Control area extension (New York, N. Y.)* That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the east course of the New York (La Guardia), N. Y., radio range and the northeast course of the Mitchel AFB, N. Y., radio range to a circle 5 miles in radius centered at the intersection of the southeast course of the Quonset, R. I. (Navy) radio range and a line bearing 254° True from the Nantucket, Mass., nondirectional radio beacon to a circle 5 miles in radius centered on the Nantucket nondirectional radio beacon, excluding that portion below 2,000 feet between the intersection of the east course of the New York (La Guardia) radio range and the southwest course of the Providence, R. I., radio range and the Nantucket nondirectional radio beacon. In addition, that portion below 7,950 feet MSL which lies within the confines of the Montauk Point Restricted Area (R-487) and the Montauk Point Warning Area (W-487) (published in § 608.40 of this chapter) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 601.1147 *Control area extension (New York, N. Y.)* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Newark, N. J., radio range and the southwest course of the Mitchel AFB, N. Y., radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Newark, N. J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1148 *Control area extension (Millville, N. J.)* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Millville, N. J., radio range station and the intersection of the southeast course of the Millville, N. J., radio range and the Atlantic Ocean U. S. Coastline to a circle 15 miles in radius centered on the intersection of the southeast course of the Millville, N. J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1149 *Control area extension (Norfolk, Va.)* That airspace within a 55-mile radius of a point located at latitude 36°57'44" longitude 76°24'44", excluding the airspace which overlaps all danger areas, warning areas and caution areas and excluding the portion below 2,000 feet beyond the shoreline of the United States.

§ 601.1150 *Control area extension (Wilmington, N. C.)* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Wilmington, N. C., omnirange station to a circle 15 miles in radius centered at the midway point on a direct line between the Wilmington, N. C., omnirange station and the West Palm Beach, Fla., radio range station to a circle 5 miles in radius centered on the West Palm Beach, Fla., radio range station, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1151 *Control area extension (Wilmington, N. C.)* That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Wilmington, N. C., omnirange station to a circle 5 miles in radius centered at a point at lat. 33°55'00" long. 77°19'00" to a circle 15 miles in radius centered at the intersection of a line bearing 133° True from the Wilmington, N. C., omnirange station and the Western boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1152 *Control area extension (Charleston, S. C.)* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Charleston, S. C., radio range station and a circle 5 miles in radius centered at the intersection of the southeast course of the Charleston, S. C., radio range and the Atlantic Ocean U. S. Coastline to a circle 15 miles in radius centered at the intersection of the southeast course of the Charleston, S. C., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1153 *Control area extension (Jacksonville, Fla.)* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Jacksonville, Fla., radio range station to a circle 15 miles in radius centered on the intersection of the east course of the Jacksonville, Fla., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet and above 20,500 feet which lies outside the continental limits of the United States.

§ 601.1154 *Control area extension (Bismarck, N. Dak.)* All that area within a 15-mile radius of the Bismarck omnirange station including all that area 5 miles either side of the ILS localizer course extending from the localizer to a point 20 miles southeast of the outer marker, and all that area within 5 miles either side of the 114° True radial of the omnirange station extending from the omnirange station to a point 25 miles southeast.

§ 601.1155 *Control area extension (Omaha, Nebr.)* All that airspace within a 25-mile radius of the Omaha radio range station and the airspace southwest of Omaha bounded on the north by VOR civil airways No. 8-S, 6-S and Red civil airway No. 93, on the east by Amber civil airway No. 4 and the St. Joseph, Mo., control area extension, on the south by a line extending from a point at Lat. 40°00'00", Long. 95°17'00", to a point at Lat. 40°30'00", Long. 96°51'00", to a point at Lat. 40°30'00", Long. 97°20'00" and bounded on the west by Long. 97°20'00"

§ 601.1156 *Control area extension (Albany, Ga.)* Within 5 miles either side of the west course of the Albany radio range extending from the radio range station to a point 25 miles west and within 5 miles either side of the 335° True radial of the Albany omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1157 *Control area extension (Chicago, Ill.)* From the Chicago, Ill., O'Hare International Airport ILS localizer extending 5 miles either side of the localizer course to a point 20 miles northwest of the outer marker.

§ 601.1158 *Control area extension (Cleveland, Ohio)* That airspace lying over United States territory within a 30-mile radius of the Cleveland-Hopkins Airport excluding the portion which overlaps the Akron Caution Area (No. C-419)

§ 601.1159 *Control area extension (Moline, Ill.)* That airspace within a 15-mile radius of the Moline omnirange station, within 5 miles either side of the Moline ILS localizer west course extending from the localizer to a point 35 miles west of the Quad City Airport, and the airspace east of Moline bounded on the north by Green civil airway No. 3, on the

south by a line 5 miles south of and parallel to the Moline ILS localizer east course, on the east by Long. 90°02'00" and on the west by VOR civil airway No. 63.

§ 601.1160 *Control area extension (South Bend, Ind.)* From the South Bend, Ind., ILS localizer extending 5 miles either side of the localizer course to a point 20 miles east of the outer marker and all that area within a 15-mile radius of the South Bend omnirange station.

§ 601.1161 *Control area extension (Chicago, Ill.)* All that area within a 30-mile radius of the Chicago-Midway Airport excluding the portion overlapping restricted areas; all that area within a 15-mile radius of the Chicago Heights omnirange station; all that area east of the Chicago Midway Airport bounded on the northwest by Red civil airway No. 28, on the east by Blue civil airway No. 6 and on the south by Red civil airway No. 12, and all that area southeast of Chicago Midway Airport bounded on the north by Red civil airway No. 12, on the east by Blue civil airway No. 6, on the south by Green civil airway No. 3 and on the west by Red civil airway No. 14.

§ 601.1162 *Control area extension (Danville, Va.)* Within a 5-mile radius of the Danville Municipal Airport extending 5 miles either side of a track bearing 356° True from the airport to a point 10 miles north, and extending 5 miles either side of a track bearing 57° True from the airport to a point 10 miles northeast of the airport.

§ 601.1163 *Control area extension (Vero Beach, Fla.)* That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Vero Beach omnirange station to a circle 10 miles in radius centered on the intersection of the east course of the Melbourne, Fla., radio range and the center of Control area extension No. 1150, excluding that portion below 5,000 feet except that airspace which lies within existing control area or control area extension.

§ 601.1164 *Control area extension (Quonset Point, R. I.)* All that area bounded by a line beginning at a point on the southern boundary of Red civil airway No. 94 at lat. 41°35'00";, long. 71°06'30" thence westward along that airway boundary to the southeastern boundary of Red civil airway No. 21, thence southwesterly along the southeastern boundary of that airway to lat. 41°32'00" long. 71°33'25" thence perpendicularly southeastward to a point 3 miles from the southwest course of the Providence, R. I., radio range, thence southwestward paralleling the southwest course of the Providence, R. I., radio range to a point at lat. 41°17'00" long. 71°44'45" on an arc of a circle with a 27-mile radius centered on the Quonset Point, R. I., NAS radio range station, thence counterclockwise along this arc to lat. 41°17'15" long. 71°00'40" thence northwestward to lat. 41°29'25" long. 71°12'00" thence northeastward to lat. 41°35'00" long. 71°06'30" point of beginning, excluding the portions which overlap restricted areas and caution areas.



§ 601.1165 *Control area extension (Oakland, Calif.)* All that area in the vicinity of Hayward, Calif., bounded by the eastern boundary of Blue civil airway No. 10, the southern boundary of Red civil airway No. 60 and the northern boundary of Blue civil airway No. 60.

§ 601.1166 *Control area extension (Mobile, Ala.)*. Within a 25-mile radius of Brookley AFB, Mobile, Ala., excluding the portion which overlaps Caution Area C-146, and within 5 miles either side of the 292° True radial of the Mobile omnirange extending from the omnirange station to a point 25 miles northwest.

§ 601.1167 *Control area extension (Ontario, Oreg.)* That airspace within an 8½-mile radius of the Ontario Airport including the airspace southeast of Ontario bounded on the northeast by Green civil airway No. 10, on the south by the Boise, Idaho, control area extension, on the southwest by a line 12 miles southwest of and parallel to Green civil airway No. 10.

§ 601.1168 *Control area extension (Ponca City, Okla.)* Within a 15-mile radius of the Ponca City Airport and within 5 miles either side of the 284° True radial of the Ponca City omnirange extending from the omnirange station to a point 25 miles west.

§ 601.1169 *Control area extension (Idlewild, N. Y.)* That airspace within 5 miles either side of a direct line extending from the intersection of the southeast course of the Mitchel AFB, N. Y., radio range and the Riverhead, N. Y., omnirange 223° True radial to the Nantucket, Mass., nondirectional radio beacon excluding the airspace below 2,000 feet. In addition, that portion below 7,950 feet MSL which lies within the confines of the Montauk Point Restricted Area (R-487) and the Montauk Point Warning Area (W-487) (published in § 608.40 of this chapter) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 601.1170 *Control area extension (Campbellton, Ga.)* From the Campbellton, Ga., radio range station extending 5 miles either side of the north course of the radio range to its intersection with the northwest course of the Atlanta, Ga., radio range, and extending 5 miles either side of the south course of the Campbellton radio range to its intersection with the southwest course of the Atlanta, Ga., radio range.

§ 601.1171 *Control area extension (El Paso, Tex.)* Within 5 miles either side of the north course of the El Paso radio range extending from the radio range station to a point 10 miles north of the Newman nondirectional radio beacon, excluding the portion which overlaps danger areas, and all that area south of El Paso bounded on the northeast by VOR civil airway No. 66, on the south by a line 5 miles south of and parallel to a direct line between the Clint, Tex., nondirectional radio beacon and the Hudspeth, Tex., omnirange station, and on the west by a line 5 miles west of and parallel to the centerline of the south course of the El Paso, Tex., radio range, excluding the portion which lies outside the continental limits of the United States.

§ 601.1172 *Control area extension (Rantoul, Ill.)* Within a 25-mile radius of the Rantoul (Chanute), Ill., AFB radio range station.

§ 601.1173 *Control area extension (San Francisco, Calif.)*. All that airspace bounded by a line beginning at a point on the coastline at 37°51'00" Long. 122°33'40", thence easterly along the coastline to Lat. 37°14'00" Long. 122°24'55" thence southwestward along a bearing of 240° True from the Pescadero, Calif., nondirectional radio beacon (located at Lat. 37°14'09", Long. 122°23'57") to Lat. 36°16'00" Long. 124°26'00", thence northwesterly along the eastern boundary of the Oakland Flight Information Region to Lat. 37°42'00", Long. 125°24'00" thence easterly to Lat. 37°50'15" Long. 124°26'00", thence to Lat. 37°43'00", Long. 124°00'00" thence to Lat. 37°47'00" Long. 123°00'00" thence to Lat. 37°51'00" Long. 122°33'40" the point of beginning.

§ 601.1174 *Control area extension (Santa Ana, Calif.)*. All that area bounded on the northeast by Amber civil airway No. 1, on the southwest by the Oceanside, Calif., control area extension and on the west by the Los Angeles, Calif., control area extension.

§ 601.1175 *Control area extension (Charleston, S. C.)*. Within 5 miles either side of the 341° True radial of the Charleston, S. C., omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1176 *Control area extension (Santa Barbara, Calif.) (Santa Barbara-Honolulu rhumb line route)* From the Santa Barbara, Calif., radio range station extending 5 miles either side of a rhumb line bearing 244° True from the Santa Barbara, Calif., radio range station to its intersection with the Eastern Boundary of the Oakland Flight Information Region.

§ 601.1177 *Control area extension (Long Beach, Calif.) (Long Beach-Honolulu route)* From the Long Beach, Calif., radio range station extending 5 miles either side of the southwest course of the Long Beach, Calif., radio range to its intersection at Lat. 31°56'30" Long. 120°04'00" with a rhumb line bearing 251° True from the San Diego, Calif., radio range station thence 5 miles either side of that rhumb line to its intersection with the Eastern Boundary of the Oakland Flight Information Region.

§ 601.1178 *Control area extension (Honolulu, T. H.)* All that area within a radius of 25 miles from the Honolulu radio range station extending clockwise from a point 25 miles northeast of the radio range station on Green civil airway No. 9 to a point 25 miles southwest of the radio range station on Green civil airway No. 9.

§ 601.1179 *Control area extension (Hilo, T. H.)* All that airspace within a radius of 25 miles from the Hilo, T. H., radio range station extending clockwise from a point 25 miles north of the Hilo range station on Amber civil airway No.

12 to a point 25 miles east of the Hilo range station on Red civil airway No. 87.

§ 601.1180 *Control area extension (San Antonio, Tex.)* All that area within a 60-mile radius of the San Antonio, Tex., radio range station and that airspace northeast of the San Antonio radio range station bounded on the northwest by the Austin, Tex., control area extension, on the northeast by Red civil airway No. 32 and on the south by a straight line between points located at lat. 29°48'25" long. 97°25'30" and lat. 29°52'40", long. 97°10'25"

§ 601.1181 *Control area extension (Elizabeth City, N. C.)* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Weeksville, N. C. (Navy) radio range station to a circle 10 miles in radius centered on the intersection of the southeast course of the Weeksville, N. C. (Navy) radio range and the western boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1182 *Control area extension (Enid, Okla.)* All that area within a 25-mile radius of the Enid, Okla., Vance AFB, radio range station.

§ 601.1183 *Control area extension (Wake Island)* From the Wake Island non-directional radio beacon extending 5 miles either side of rhumb lines to point 3 nautical miles off the shoreline of the Island of Wake between the following points: Wake-Honolulu; Wake-Tokyo; Wake-Guam; Wake-Midway.

§ 601.1184 *Control area extension (Douglas, Ariz.)* Within 5 miles either side of the 131° and 311° True radials of the Douglas omnirange extending from the United States-Mexican Border to a point 15 miles northwest of the omnirange station.

§ 601.1185 *Control area extension (Cochise, Ariz.)* From the Cochise, Ariz., radio range station extending 5 miles either side of the southeast course of the radio range to a point 25 miles southeast of the radio range station.

§ 601.1186 *Control area extension (Tucson, Ariz.)* Within 5 miles either side of the west course of the Tucson radio range extending from the radio range station to a point 25 miles west and the airspace south of Tucson bounded on the north by Green civil airway No. 5, on the northeast by VOR civil airway No. 66, and on the west and south by VOR civil airway No. 202, excluding the portion which overlaps the Sahuarita restricted area R-310.

§ 601.1187 *Control area extension (Jackson, Mich.)* Within 5 miles either side of a 313° True bearing extending from the Jackson, Mich., nondirectional radio beacon to a point 25 miles northwest.

§ 601.1188 *Control area extension (Milwaukee, Wis.)* From the Milwaukee, Wis., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station, and all that area west of the Milwaukee, Wis., radio range station bounded on the north by Green civil airway No. 2, on the southeast by Red civil airway No. 57 and on the southwest by Red civil airway No. 42, and all that area within a 15-mile radius of the Milwaukee omnirange station.

§ 601.1189 *Control area extension (Daggett, Calif.)* From the Daggett, Calif., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

§ 601.1190 *Control area extension (Fairfield, Calif.)* All that area northeast of the Fairfield, Calif., Travis AFB radio range station bounded on the west by Blue civil airway No. 7, on the northeast by Amber civil airway No. 1 and on the southeast by Amber civil airway No. 8, and all that area west of the Travis AFB radio range station bounded on the southwest by Blue civil airway No. 54, on the south by Amber civil airway No. 8, on the east by Blue civil airway No. 7, on the north by a line between points at latitude 38°21'30" longitude 121°57'00" and latitude 38°08'30" longitude 122°33'10" and on the west by longitude 122°33'10"

§ 601.1191 *Control area extension (Thermal, Calif.)* Within 5 miles either side of the 80° True radial of the Thermal omnirange extending from the omnirange station to the Hayfield Lake, Calif., nondirectional radio beacon.

§ 601.1192 *Control area extension (Merced, Calif.)* That airspace in the vicinity of Castle AFB, Merced, Calif., bounded on the east by Amber civil airway No. 1, on the south by VOR civil airway No. 100, on the west by Blue civil airway No. 14, and on the north by the 15-mile radius circular control area centered at the Modesto, Calif., omnirange station.

§ 601.1193 *Control area extension (Monterey, Calif.)* The area bounded by a line 5 miles southeast of and parallel to the 229° True radial of the Salinas VOR radio range extending from the western boundary of VOR civil airway No. 27 to a point at latitude 36°27'30" N., longitude 121°52'30" W., thence to a point 3 nautical miles offshore and 5 statute miles southeast of the southwest course of the Moffett, Calif., NAS radio range; thence in a northeasterly direction parallel to the southwest course of the Moffett NAS radio range to the western boundary of VOR civil airway No. 27; thence southeasterly along the western boundary of VOR civil airway No. 27 to the point of beginning, excluding the area below 3000 feet within the boundaries of the Fort Ord restricted area.

§ 601.1194 *Control area extension (Sacramento, Calif.)* That airspace within a 50-mile radius of Mather Air Force Base lying in the east quadrant of the Sacramento radio range bounded on the northwest by Green civil airway No. 3 and on the southwest by Amber civil airway No. 1, that airspace north of Sacramento bounded on the north by Red civil airway No. 76, on the southeast by Green civil airway No. 3 and on the southwest by Amber civil airway No. 1, and the airspace bounded on the south by Red civil airway No. 76, on the west by longitude 121°30'00", on the north by latitude 39°09'00" and on the east by longitude 121°20'00"

§ 601.1195 *Control area extension (San Angelo, Tex.)* That airspace within a 30-mile radius of the San Angelo, Tex., radio range station lying in the southeast and northeast quadrants of the radio range including that airspace lying in the northwest quadrant of the radio range extending from the north course of the radio range westward to VOR civil airway No. 76N.

§ 601.1196 *Control area extension (Yuma, Ariz.)* From the Yuma, Ariz., radio range station extending 5 miles either side of the south course of the radio range to a point 15 miles south of the radio range station.

§ 601.1197 *Control area extension (Dubois, Idaho)* From the Dubois, Idaho, radio range station extending 5 miles either side of the east course of the Dubois radio range to its intersection with the northeast course of the Idaho Falls, Idaho, radio range.

§ 601.1198 *Control area extension (Idaho Falls, Idaho)* From the Idaho Falls, Idaho, radio range station extending 5 miles either side of the northwest course of the radio range to its intersection with Blue civil airway No. 51, and extending 5 miles either side of the northeast course of the radio range to its intersection with the east course of the Dubois, Idaho, radio range.

§ 601.1199 *Control area extension (St. Cloud, Minn.)* That airspace within 5 miles either side of a line bearing 57° True from the St. Cloud Airport extending from the airport to a point 20 miles northeast.

§ 601.1200 *Control area extension (Columbia, S. C.)* From the Columbia Airport extending 5 miles either side of the center line of the northeast-southwest runway to a point 30 miles southwest of the airport.

§ 601.1201 *Control area extension (Saginaw, Mich.)* From the Saginaw, Mich., non-directional radio beacon extending 5 miles either side of a track 347° True to a point 25 miles northwest of the non-directional radio beacon.

§ 601.1202 *Control area extension (Tucumcari, N. Mex.)* From the Tucumcari, N. Mex., radio range station extending 5 miles either side of the north and south courses of the radio range to points 25 miles north and south of the radio range station.

§ 601.1203 *Control area extension (Stuttgart, Ark.)* That airspace south of Stuttgart bounded on the north by Red civil airway No. 37, on the southeast by VOR civil airway No. 11 and on the southwest by Blue civil airway No. 22.

§ 601.1204 *Control area extension (Zuni, N. Mex.)* From the Zuni, N. Mex., radio range station extending 5 miles either side of the south course of

the radio range to a point 25 miles south of the radio range station.

§ 601.1205 *Control area extension (Albuquerque, N. Mex.)* That airspace northwest of Albuquerque bounded on the northwest by VOR civil airway No. 190, on the south by VOR civil airway No. 12 and on the east by VOR civil airway No. 19; that airspace north of Albuquerque bounded on the east by a line 5 miles east of and parallel to a 03° True bearing from the Kirtland AFB, on the south by VOR civil airway No. 12, and on the west and north by VOR civil airway No. 19.

§ 601.1206 *Control area extension (Midland, Tex.)* That airspace within a 25-mile radius of the Midland radio range station; that airspace within 5 miles either side of the Midland ILS localizer southwest course extending from the localizer to lat. 31°30'00" and that airspace between the Midland, Tex., and El Paso, Tex., radio range stations bounded on the north by Green 5 and on the southwest, south and southeast by VOR civil airway No. 66.

§ 601.1207 *Control area extension (Carlsbad, N. Mex.)* Within 5 miles either side of the 165° True radial of the Carlsbad omnirange extending from the omnirange station to VOR civil airway No. 16N.

§ 601.1208 *Control area extension (Salt Flat, Tex.)*. From the Salt Flat, Tex., radio range station extending 5 miles either side of the north course of the radio range to a point 15 miles north of the radio range station.

§ 601.1209 *Control area extension (Columbus, N. Mex.)* From the Columbus, N. Mex., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1210 *Control area extension (Grandview, Mo.)* That airspace bounded on the northwest by Green civil airway No. 4, on the east by VOR civil airway No. 13, on the south by Lat. 38°30'00" and on the west by the Olathe NAS Caution Area C-198 and the Olathe NAS control zone.

§ 601.1211 *Control area extension (Dallas, Tex.)* All that area southeast of the Dallas, Tex., radio range station bounded on the west by Blue civil airway No. 5, on the north by Red civil airway No. 10, on the east by a line beginning at Lat. 32°42'15" Long. 96°21'15" and extending via Lat. 32°17'00" Long. 96°25'00" to the Waco, Tex., radio range station.

§ 601.1212 *Control area extension (White Sulphur Springs, W Va.)* That airspace within 5 miles either side of lines bearing 227° True and 47° True from the Greenbrier Airport extending from Red civil airway No. 37 on the southwest to a point 10 miles northeast of the airport.

§ 601.1213 *Control area extension (Chatsworth, Calif.)* All that area bounded on the northwest by Green civil airway No. 4, on the east by Amber civil airway No. 1, and on the south by Red civil airway No. 90.

§ 601.1214 *Control area extension (Brownsville, Tex.)* All that area either side of a rhumb line between the Brownsville, Tex., radio range station and the Tampa, Fla., radio range station extending 5 miles on either side of such line from the Brownsville, Tex., radio range station to the coastline, excluding the portion lying within the Territory of Mexico, thence diverging at an angle of 15° on the north side and bounded on the south side by the northern boundary of the Mexico Oceanic Control Area to the western boundary of the New Orleans Oceanic Control Area excluding that portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1215 *Control area extension (Galveston, Tex.)* All that area extending from the Houston, Tex., control area to the New Orleans Oceanic Control Area, bounded on the west by a line from lat. 29°04'40", long. 95°00'00" to lat. 28°02'20" long. 94°20'00" and bounded on the east by a line from lat. 29°16'00", long. 94°43'15" to lat. 28°15'00" long. 92°42'00" excluding that portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1216 *Control area extension (New Orleans, La.)* All that airspace from the United States shoreline to the New Orleans Oceanic Control Area bounded on the north by a direct line from the Callender, La., nondirectional radio beacon to a point coinciding with the northernmost limit of the New Orleans Oceanic Control Area at Lat. 29°25'00" Long. 87°00'00", on the southeast and south by the New Orleans Oceanic Control Area, on the west by Long. 90°15'00" and on the northwest by the New Orleans domestic control area extension, excluding the portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1217 *Control area extension (Kodiak, Alaska)* That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Kodiak, Alaska, radio range station to the circumference of a circle 10 miles in radius centered at the point of intersection of a line bearing 107° True from the Kodiak radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

§ 601.1218 *Control area extension (Homer Alaska)* That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Homer, Alaska, radio range station to the circumference of a circle 10 miles in radius centered at the point of intersection of a line bearing 118° True from the Homer radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

§ 601.1219 *Control area extension (Pensacola, Fla.)*. Within 5 miles either side of the northeast and southwest courses of the Saufley Field NAAS radio range extending from Blue civil airway No. 59 to a point 10 miles southwest of the Saufley Field NAAS radio range station, excluding the portion overlapping the Pensacola restricted areas.

§ 601.1220 *Control area extension (Johnstown, Pa.)* From the Johnstown, Pa., non-directional radio beacon extending 5 miles either side of a bearing 219° True from the non-directional radio beacon to Red civil airway No. 20.

§ 601.1221 *Control area extension (Dothan, Ala.)* From the Dothan, Ala., radio range station extending 5 miles either side of the northeast course of the radio range to a point 25 miles northeast of the radio range station, excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise.

§ 601.1222 *Control area extension (Pine Bluff, Ark.)*. Within 5 miles either side of the 20° True and 200° True radials of the Pine Bluff, Ark., omnirange extending from Green civil airway No. 5 on the northeast to a point 25 miles southwest of the omnirange station and within 5 miles either side of the 7° True and 187° True radials of the Pine Bluff omnirange extending from the omnirange station to points 20 miles north and south.

§ 601.1223 *Control area extension (Allentown, Pa.)* All that area within a 15-mile radius of the Allentown, Pa., omnirange station.

§ 601.1224 *Control area extension (Philipsburg, Pa.)* All that area within a 15-mile radius of the Philipsburg, Pa., omnirange station.

§ 601.1225 *Control area extension (Erie, Pa.)*. All that area within a 15-mile radius of the Erie, Pa., omnirange station.

§ 601.1226 *Control area extension (Tampa, Fla.)* From the Tampa, Fla., radio range station to the eastern boundary of the New Orleans Oceanic Control Area along a rhumb line between the Tampa, Fla., radio range station and the Callendar, La., non-directional radio beacon, extending 5 miles either side of the rhumb line at the Tampa radio range station thence diverging to a width of 10 miles either side of the rhumb line at its intersection with the eastern boundary of the New Orleans Oceanic Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1227 *Control area extension (Lovelock, Nev.)*. From the Lovelock, Nev., omnirange station extending 5 miles either side of the 18° True radial of the omnirange to a point 15 miles north, and extending 5 miles either side of the 198° True radial of the omnirange to Green civil airway No. 3.

§ 601.1228 *Control area extension (Tampa, Fla.)* All that area 5 miles either side of a straight line from the Tampa, Fla., radio range station to the Key West, Fla., radio range station, excluding that portion below 2,000 feet which lies outside the continental limits of the United States, and excluding the portion which overlaps Airspace Warning Areas (W-173) and (W-174).

§ 601.1229 *Control area extension (Atterbury, Ind.)* That airspace bounded on the south by Lat. 39°10'00" on the west by Long. 86°00'00" and on the east and northeast by VOR civil airway No. 51, excluding the portion which overlaps Atterbury restricted area (R-65)

§ 601.1230 *Control area extension (Miami, Fla.)* From the intersection of the southeast course of the Fort Myers, Fla., radio range and the west course of the Miami, Fla., radio range to the eastern boundary of the New Orleans Oceanic Control Area, along a rhumb line between that intersection and the Brownsville, Tex., radio range station, extending 5 miles either side of the rhumb line between that intersection and a point on the coastline at Lat. 25°48'50" Long. 81°30'40" thence extending 5 miles on the south side and diverging on the north side of the rhumb line to a width of 10 miles at its intersection with the eastern boundary of the New Orleans Oceanic Control Area, excluding the portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1231 *Control area extension (Newport, Vt.)* That airspace over United States territory within 5 miles either side of a 32° True bearing extending from the Newport, Vt., nondirectional radio beacon to a point 10 miles northeast.

§ 601.1232 *Control area extension (Miami, Fla.)* An area bounded by a line beginning on the eastern edge of Amber civil airway No. 7 at Lat. 25°53'00" thence easterly to the western boundary of the Miami Oceanic/Nassau Control Area at Lat. 25°55'00", Long. 79°00'00" thence due south along that boundary to Lat. 24°40'00" thence southwesterly to Lat. 24°00'00" Long. 80°25'00" thence due north to the eastern edge of Amber No. 7, thence along Amber 7 to Lat. 25°53'00", point of beginning, excluding that portion below 1,000 feet which lies outside the continental limits of the United States.

§ 601.1233 *Control area extension (Key West, Fla.)* From the Key West, Fla., radio range station to the northern boundary of the Havana, Cuba, Control Area, extending 5 miles either side of a rhumb line between the Key West, Fla., radio range station and the Rancho Boyeros, Havana, Cuba, non-directional radio beacon, excluding the portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1234 *Control area extension (Key West, Fla.)* From the intersection of the southwest course of the Homestead, Fla., radio range and the northeast course of the Key West, Fla., radio range to the northern boundary of the Havana, Cuba, Control Area, extending 5 miles either side of a rhumb line between that intersection and the Rancho Boyeros, Havana, Cuba, nondirectional radio beacon, excluding the portion below 2,000 feet between Amber civil airway No. 7 and the Havana, Cuba, Control Area boundary.

§ 601.1235 *Control area extension (West Palm Beach, Fla.)* From the West Palm Beach, Fla., radio range station extending 5 miles either side of the east course of the West Palm Beach, Fla., radio range to its intersection with the western boundary of the Miami Oceanic/Nassau Control Area, excluding the portion below 2,000 feet outside the continental limits of the United States and excluding the portion which overlaps Airspace Warning Areas.

§ 601.1236 *Control area extension (Seattle (Clear Lake) Wash.)* All that airspace bounded by a line beginning on the eastern edge of VOR civil airway No. 23 at Lat. 48°32'00" thence due east to Long. 122°14'00" thence clockwise along the arc of a circle 5 miles in radius centered at Lat. 48°27'30" Long. 122° 14'00" to Lat. 48°28'25" Long. 122° 07'40" thence southeast to Lat. 48°12' 30" Long. 122°03'05" thence southwest to a point on the eastern edge of Green civil airway No. 10 at Lat. 47°59'00", thence northerly along the eastern edge of Green civil airway No. 10 and VOR civil airway No. 23 to point of beginning.

§ 601.1237 *Control area extension (Waco, Tex.)* All that area within a 25-mile radius of the Waco, Tex., radio range station in the east quadrant of the radio range bounded on the northwest by the present control area and on the southwest by Blue civil airway No. 5.

§ 601.1238 *Control area extension (Amarillo, Tex.)* All that airspace within a 50-mile radius of the Amarillo radio range station.

§ 601.1239 *Control area extension (Lubbock, Tex.)* All that airspace within a 25-mile radius of the Lubbock radio range station in the southwest, northwest, and northeast quadrants of the radio range and within a 40-mile radius of the radio range station in the southeast quadrant of the radio range.

§ 601.1240 *Control area extension (Tyler Tex.)* All that airspace within a 25-mile radius of the Tyler, Tex., radio range station including the area between the Dallas, Tex., radio range station and the Shreveport, La., radio range station bounded on the north by Red 10, on the south by Red 68 and on the west by Blue 5.

§ 601.1241 *Control area extension (Tulsa, Okla.)* That airspace within a 25-mile radius of the Tulsa, Okla., radio range station; that airspace southwest of Tulsa bounded on the northwest by VOR civil airway No. 14, on the southeast by VOR civil airway No. 15 and on the southwest by VOR civil airway No. 163; that airspace south of Tulsa bounded on the west and northwest by VOR civil airway No. 15E, on the east and southeast by lines 5 miles east of and parallel to direct lines extending between the Tulsa, Okla., omnirange station, the McAlester, Okla., omnirange station and the Dallas, Tex., omnirange station and on the south by the Sherman, Tex., Perrin AFB control area extension.

§ 601.1242 *Control area extension (Stockton, Calif.)* All that area within a 15-mile radius of the Modesto, Calif., omnirange station; all that area southwest of the Stockton, Calif., radio range station bounded on the west by Blue civil airway No. 7, on the north by Red civil airway No. 60, on the east by Blue civil airway No. 14 and on the south by the northern boundary of the Vernalis restricted area, all that area northwest of the Stockton, Calif., radio range station bounded on the south by Red civil airway No. 60, on the west by Blue civil airway No. 7, on the northwest by Green civil airway No. 3, on the east by Amber civil airway No. 1 and Blue civil airway No. 14, excluding the portion which overlaps the Antioch restricted area.

§ 601.1243 *Control area extension (La Crosse, Wis.)* Within a 25-mile radius of the La Crosse Airport from Green civil airway No. 2 on the southeast course of the La Crosse radio range extending clockwise to Red civil airway No. 36, and all that area within a 15-mile radius of the La Crosse omnirange station.

§ 601.1244 *Control area extension (Terre Haute, Ind.)* Within 5 miles either side of the 2° True radial of the Terre Haute omnirange station extending from the omnirange station to a point 25 miles north, including all that area within a 15 mile radius of the Terre Haute omnirange station.

§ 601.1245 *Control area extension (Port Allen, Kauai, T H.)* All that area within a radius of 25 miles from the Port Allen radio range station extending clockwise from the north course of the Port Allen radio range to Red civil airway No. 87.

§ 601.1246 *Control area extension (Evansville, Ind.)* All that area within a 15-mile radius of the Evansville omnirange station excluding the portion which overlaps danger areas, and the area within 5 miles either side of a line bearing 37° True extending from the Evansville outer marker to a point 25 miles northeast of the outer marker.

§ 601.1247 *Control area extension (Las Vegas, Nev.)* That airspace bounded on the northwest by Amber civil airway No. 2, on the northeast by Red civil airway No. 15, on the east by Blue civil airway No. 67, and on the south by a line 5 miles south of and parallel to a track of 86° True from the Good Springs, Nev., non-directional radio beacon, and that airspace within 5 miles either side of a line extending from the intersection of the Morman Mesa, Nev., omnirange 192° True radial and the Las Vegas, Nev., omnirange 86° True radial to the intersection of the southeast course of the Las Vegas, Nev., radio range with the north course of the Needles, Calif., radio range.

§ 601.1248 *Control area extension (Richmond, Va.)* That airspace within a 25-mile radius of the Richmond, Va., radio range station, bounded on the southeast by the Norfolk control area extension.

§ 601.1249 *Control area extension (Aberdeen, S. Dak.)* All that area within a 15 mile radius of the Aberdeen omnirange station.

§ 601.1250 *Control area extension (Jamestown, N. Dak.)* All that area within a 15-mile radius of the Jamestown omnirange station including the area within 5 miles either side of the 191° True radial of the omnirange extending from the omnirange station to a point 25 miles south.

§ 601.1251 *Control area extension (Mansfield, Ohio)* All that area within a 15-mile radius of the Mansfield omnirange station including the area within 5 miles either side of the 130° True radial of the omnirange extending from the omnirange station to a point 25 miles southeast including all that area west of the Mansfield omnirange station bounded on the southeast by VOR civil airway No. 88, on the southwest by Red civil airway No. 55 and on the north by Red civil airway No. 17.

§ 601.1252 *Control area extension (Janesville, Wis.)* All that area within a 15-mile radius of the Janesville omnirange station.

§ 601.1253 *Control area extension (Bradford, Ill.)* All that area within a 15-mile radius of the Bradford omnirange station.

§ 601.1254 *Control area extension (Pontiac, Ill.)* All that area within a 15-mile radius of the Pontiac omnirange station.

§ 601.1255 *Control area extension (Findlay, Ohio)* All that area within a 15-mile radius of the Findlay omnirange station.

§ 601.1256 *Control area extension (Pittsburgh, Pa.)* All that airspace within a 35-mile radius of the Pittsburgh, Pa., radio range station.

§ 601.1257 *Control area extension (Goshen, Ind.)* That airspace within a 15-mile radius of the Goshen omnirange station, and the airspace northeast of the omnirange station bounded on the west by Blue civil airway No. 3, on the north by Red civil airway No. 12, on the northeast by Red civil airway No. 57, and on the south by Green civil airway No. 3.

§ 601.1258 *Control area extension (Lafayette, Ind.)* That airspace within 5 miles either side of a line bearing 247° True extending from Purdue University Airport, West Lafayette, Ind., to Blue civil airway No. 34.

§ 601.1259 *Control area extension (Huron, S. Dak.)* All that area within a 15-mile radius of the Huron omnirange station.

§ 601.1260 *Control area extension (Altus, Okla.)* That airspace within a 35-statute-mile radius of the Altus Air Force Base including the airspace bounded on the northwest by VOR civil airway No. 14, on the east by VOR civil airway No. 77 and on the south by Red civil airway No. 10 excluding the airspace which overlaps Fort Sill restricted area (R-208)

§ 601.1261 *Control area extension (Lansing, Mich.)* All that area within a 15-mile radius of the Lansing omnirange station including the area within 5 miles either side of the 232° True radial of the omnirange extending from the omnirange station to a point 25 miles southwest, and within 5 miles either side of the northwest couse of the Lansing radio range extending from the radio range station to Blue civil airway No. 42.

§ 601.1262 *Control area extension (Mason City, Iowa)*. All that area within a 15-mile radius of the Mason City omnirange station.

§ 601.1263 *Control area extension (Rochester Minn.)*. That airspace within a 15-mile radius of the Rochester, Minn., omnirange station.

§ 601.1264 *Control area extension (Dyersburg, Tenn.)*. Within 5 miles either side of a line bearing 95° True and 275° True extending from the Dyersburg non-directional radio beacon to points 20 miles east and west and within 5 miles either side of the 78° True and 258° True radials of the Dyersburg omnirange extending from the omnirange station to points 20 miles northeast and southwest.

§ 601.1265 *Control area extension (Golva, N. Dak.)* All that area within a 15-mile radius of the Golva omnirange station.

§ 601.1266 *Control area extension (Litchfield, Mich.)*. That airspace within a 15-mile radius of the Litchfield, Mich., omnirange station and the airspace southeast of the omnirange station bounded on the north by VOR civil airway No. 10, on the northeast by VOR civil airway No. 45, on the southeast by VOR civil airway No. 98 and on the southwest by VOR civil airway No. 30.

§ 601.1267 *Control area extension (Springfield, Ill.)* All that area within a 15-mile radius of the Springfield omnirange station.

§ 601.1268 *Control area extension (Sioux Falls, S. Dak.)*. All that area within a 15-mile radius of the Sioux Falls omnirange station.

§ 601.1269 *Control area extension (Watertown, S. Dak.)*. That airspace within a 15-mile radius of the Watertown omnirange station and within 5 miles either side of the 6° True radial of the omnirange extending from the omnirange station to a point 25 miles north of the omnirange station.

§ 601.1270 *Control area extension (Harrisburg, Pa.)* All that area within a 15-mile radius of the Harrisburg omnirange station.

§ 601.1271 *Control area extension (Front Royal, Va.)*. All that area within a 15-mile radius of the Front Royal omnirange station.

§ 601.1272 *Control area extension (Baltimore, Md.)*. All that area within a 15-mile radius of the Baltimore omnirange station, excluding the portion which overlaps restricted areas.

§ 601.1273 *Control area extension (Syracuse, N. Y.)*. All that area within a 15-mile radius of the Syracuse omnirange station.

§ 601.1274 *Control area extension (Niagara Falls, N. Y.)* All that area within 5 miles either side of a direct line extending from the Niagara Falls ILS outer marker to the Dunkirk, N. Y., nondirectional radio beacon, excluding the portion which lies outside the continental United States.

§ 601.1275 *Control area extension (Fairbanks, Alaska)* From the Fairbanks ILS localizer extending 5 miles either side of the localizer course to a point 25 miles northeast of the localizer and within 5 miles either side of the east course of the Fairbanks radio range extending from the radio range station to a point 25 miles east of the Chena, Alaska, nondirectional radio beacon.

§ 601.1276 *Control area extension (Cheyenne, Wyo.)*. All that area within a 25-mile radius of the Cheyenne, Wyo., radio range station in the southeast quadrant of the radio range and all that area within 5 miles either side of the 32° True radial of the Cheyenne, Wyo., omnirange station from the omnirange station extending to a point 25 miles northeast.

§ 601.1277 *Control area extension (Denver, Colo.)* All that area within a 25-mile radius of the Denver, Colo., radio range station in the southeast quadrant of the radio range, excluding the portion which overlaps restricted areas and all that area within 5 miles either side of a track bearing 40° True from the Denver, Colo. (Stapleton), ILS outer compass locator extending to a point 25 miles northeast of the ILS outer compass locator, and within 5 miles either side of a track bearing 174° True from the Aurora nondirectional radio beacon to a point 25 miles south of the Aurora nondirectional radio beacon.

§ 601.1278 *Control area extension (Des Moines, Iowa)* All that area within a 25-mile radius of the Des Moines, Iowa, radio range station in the northwest and northeast quadrants of the radio range.

§ 601.1279 *Control area extension (Rapid City, S. Dak.)* All that area within a 25-mile radius of the Rapid City, S. Dak., radio range station in the northwest, northeast and southeast quadrants of the radio range.

§ 601.1280 *Control area extension (Sheridan, Wyo.)*. All that area within a 25-mile radius of the Sheridan, Wyo., radio range station in the north and east quadrants of the radio range.

§ 601.1281 *Control area extension (Pueblo, Colo.)*. All that area within a 25-mile radius of the Pueblo, Colo., radio range station in the northeast and southeast quadrants of the radio range.

§ 601.1282 *Control area extension (Wichita, Kans.)* All that area bounded on the north by a line 10 miles north of and parallel to the 259° True and 79° True radials of the Emporia, Kans., omnirange, on the east by a line 10 miles east of and parallel to the 209° True and 29° True radials of the Emporia, Kans., omnirange, on the south by a line 10 miles south of and parallel to the 85° True and 265° True radials of the Anthony, Kans., omnirange and on the west by a line 10 miles west of and parallel to the 195° True and 15° True radials of the Hutchinson, Kans., omnirange.

§ 601.1283 *Control area extension (Toledo, Wash.)* From the Toledo, Wash., radio range station extending 5 miles either side of the west course of the Toledo, Wash., radio range to a point 25 miles west of the radio range station, excluding the portion which overlaps restricted areas.

§ 601.1284 *Control area extension (Oklahoma City, Okla.)* That airspace within a 25-mile radius of the Oklahoma City radio range station; that airspace east of Oklahoma City bounded on the northwest by VOR civil airway No. 14 and on the south and southeast by Amber civil airway No. 4, that airspace northeast of Oklahoma City bounded on the west by VOR civil airway No. 77, on the southeast by VOR civil airway No. 14N and on the northeast by VOR civil airway No. 74S.

§ 601.1285 *Control area extension (Shreveport, La.)* All that airspace within a 40-nautical-mile radius of the Barksdale Air Force Base, Shreveport, La., and the airspace between the Shreveport, La., Texarkana, Ark., and Dallas, Tex., radio range stations bounded on the east by Blue civil airway No. 13, on the northwest by Green civil airway No. 5 and on the south by Red civil airway No. 10.

§ 601.1286 *Control area extension (Fort Worth, Tex.)* All that airspace between Waco, Tex., Fort Worth-Dallas, Tex., and Oklahoma City, Okla., bounded on the southeast and east by Blue civil airway No. 5, on the southwest and west by Amber civil airway No. 4 and on the north by the Oklahoma City, Okla., control area extension; all that airspace between Waco, Tex., Fort Worth, Tex., Wichita Falls, Tex., and Abilene, Tex., bounded on the east by Amber civil airway No. 4, on the northeast by Red civil airway No. 10, on the northwest by Blue civil airway No. 6, on the south by Green civil airway No. 5 to Mineral Wells, Tex., thence on the west and southwest by Blue civil airway No. 70, and all that airspace between Fort Worth, Tex., Wichita Falls, Tex., and Oklahoma City, Okla., bounded on the east by Amber civil airway No. 4, on the west by Blue civil airway No. 6, and on the south by VOR civil airway No. 114N.

§ 601.1287 *Control area extension (Houghton, Mich.)* From the Houghton, Mich., radio range station extending 5 miles either side of the north and south courses of the radio range to points 25 miles north and south of the radio range station.

§ 601.1288 *Control area extension (Sault Ste. Marie, Mich.)* Within 5 miles either side of a bearing 330° True extending from the Kinross Airport through the Kinross outer marker to its intersection with the west course of the Sault Ste. Marie, Mich., radio range, and the airspace southeast of Sault Ste. Marie bounded on the northeast by Red civil airway No. 97 and the United States-Canadian Border, on the south by Lat. 46°09'00" and on the west by Blue civil airway No. 3.

§ 601.1289 *Control area extension (Valparaiso, Fla.)* From the Valparaiso, Fla., Eglin AFB radio range station extending 5 miles on the west side and 2 miles on the east side of the north course of the Eglin AFB radio range to Red civil airway No. 30, and extending 5 miles either side of the south course of the radio range to the Eglin AFB Airspace Warning Area.

§ 601.1290 *Control area extension (Joplin, Mo.)* That airspace within a 25-mile radius of the Joplin Airport.

§ 601.1291 *Control area extension (Garden City, Kans.)* Within 5 miles either side of the 120° True radial of the Garden City omnirange extending from the omnirange station to a point 25 miles southeast and within 5 miles either side of the north course of the Garden City radio range extending from the radio range station to a point 25 miles north.

§ 601.1292 *Control area extension (Manakin, Va.)* All that area within 5 miles either side of the northwest course of the Richmond, Va., radio range extending from the intersection of the northwest course of the Richmond, Va., radio range and the southwest course of the Washington, D. C., radio range to a point 15 miles northwest.

§ 60.1293 *Control area extension (Fort Smith, Ark.)* Within 5 miles either side of the 54° True and 234° True radials of the Fort Smith omnirange extending from the Fort Smith Municipal Airport to a point 25 miles northeast of the omnirange station, excluding the portion which overlaps restricted areas.

§ 601.1294 *Control area extension (Everett, Wash.)* All that airspace bounded on the north by a line 5 miles north of and parallel to the east course of the Everett, Wash., radio range, on the northeast by an arc of a circle 5 miles in radius centered on the intersection of the east course of the Everett, Wash., radio range and the northeast course of the Seattle, Wash., radio range, on the southeast by a line 5 miles southeast of and parallel to the northeast course of the Seattle, Wash., radio range, on the south by Green civil airway No. 2 and on the west by Green civil airway No. 10.

§ 601.1295 *Control area extension (Falmouth, Mass.)* All that area within 5 miles either side of a direct line extending from the Otis Air Force Base, Falmouth, Mass., to the Martha's Vineyard Airport and the area within 5 miles either side of a line bearing 180° True from the Martha's Vineyard Airport extending from the airport to New York control area extension No. 1146, excluding the portion which overlaps restricted areas, and that airspace within a 10-mile radius of Otis Air Force Base and within 5 miles either side of a line bearing 42° True extending from the Otis AFB to the western boundaries of restricted area (R-22) and warning area (W-21) excluding the portion which overlaps restricted area (R-14)

§ 601.1296 *Control area extension (Nantucket, Mass.)* That airspace within 5 miles either side of a direct line extending from the Nantucket nondirectional radio beacon to the Martha's Vineyard, Mass., nondirectional radio beacon.

§ 601.1297 *Control area extension (Paducah, Ky.)* All that area within 5 miles either side of a line bearing 220° True extending from the Paducah, Ky., non-directional radio beacon to a point 20 miles southwest.

§ 601.1298 *Control area extension (Promontory Point, Utah)* That airspace bounded on the north by VOR civil airway No. 6, on the east by VOR civil airway No. 21, on the south by VOR civil airway No. 32 and on the west by a line extending from latitude 40°51'30", longitude 112°56'30", to latitude 41°00'00", longitude 112°56'30" to latitude 41°00'00", longitude 112°45'00" to latitude 41°12'25", longitude 112°45'00".

§ 601.1299 *Control area extension (Valdosta, Ga.)* All that area bounded on the north by Latitude 32°00'00" on the east by Amber civil airway No. 6, on the south by Red civil airway No. 30, and on the west by Red civil airway No. 16.

§ 601.1300 *Control area extension (Prescott, Ariz.)* Within 5 miles either side of the northwest course of the Prescott, Ariz., radio range extending from the radio range station to a point 25 miles northwest.

§ 601.1301 *Control area extension (Winslow, Ariz.)* Within 5 miles either side of the north and south courses of the Winslow radio range extending from the radio range station to points 25 miles north and south, and within 5 miles either side of the 314° and 134° True radials of the Winslow omnirange extending from the omnirange station to points 25 miles northwest and southeast.

§ 601.1302 *Control area extension (Lawton, Okla.)* All that area bounded on the west by long. 98°30'00", on the north by the Fort Sill, Okla., restricted area, on the southeast by VOR civil airway No. 77, and on the south by VOR civil airway No. 61.

§ 601.1303 *Control area extension (Albany, N. Y.)* All that area within a 15-mile radius of the Albany, N. Y., omnirange station.

§ 601.1304 *Control area extension (Poughkeepsie, N. Y.)* All that area within a 15-mile radius of the Poughkeepsie, N. Y., omnirange station.

§ 601.1305 *Control area extension (Wilton, Conn.)* All that area within a 15-mile radius of the Wilton, Conn., omnirange station.

§ 601.1306 *Control area extension (Mountain Home, Idaho)* Within 5 miles either side of a direct line extending from the Mountain Home nondirectional radio beacon to the Boise, Idaho, radio range station, and the airspace within a 25-mile radius of the Mountain Home Air Force Base bounded on the northeast by Red civil airway No. 1, excluding the portion which overlaps restricted areas.

§ 601.1307 *Control area extension (Minchumina, Alaska)* Within 5 miles either side of the southeast course of

the Minchumina radio range extending from the radio range station to a point 25 miles southeast.

§ 601.1308 *Control area extension (Gustavus, Alaska)* Within 5 miles either side of the northwest course of the Gustavus, Alaska, radio range extending from the radio range station to a point 15 miles northwest.

§ 601.1309 *Control area extension (Kodiak, Alaska)* Within 5 miles either side of the east course of the Kodiak, Alaska radio range extending from the radio range station to a point 25 miles east.

§ 601.1310 *Control area extension (Anchorage, Alaska) (Anchorage-Sandspit route)* All that airspace within 5 miles either side of direct lines between the Whittier, Alaska, Fan Marker, the Middleton Island, Alaska, nondirectional radio beacon and the Sandspit, British Columbia, radio range station extending from the Whittier Fan Marker to the United States-Canadian Border.

§ 601.1311 *Control area extension (Oscoda, Mich.)* That airspace within a 30-mile radius of Wurtsmigh AFB, Oscoda, Mich., excluding the portions which overlap Restricted Areas R-31, R-91 and R-491.

§ 601.1312 *Control area extension (Zanesville, Ohio)* All that airspace within 5 miles either side of a line bearing 30° True and 210° True from the Zanesville nondirectional beacon extending from Green civil airway No. 4 to a point 20 miles southwest of the Zanesville Municipal Airport.

§ 601.1313 *Control area extension (Sioux City, Iowa)* All that airspace within a 25-mile radius of the Sioux City omnirange station extending from the 234° True radial clockwise to the western boundary of Amber civil airway No. 4 and within 5 miles either side of a line bearing 136° True from the Sioux City outer compass locator extending from the outer compass locator to a point 25 miles southeast.

§ 601.1314 *Control area extension (Kirksville, Mo.)* Within 5 miles either side of the 316° True radial of the Kirksville omnirange extending from the omnirange station to a point 25 miles northwest.

§ 601.1315 *Control area extension (Emporia, Kans.)*. Within 5 miles either side of the 134° True and 314° True radials of the Emporia omnirange extending from the omnirange station to points 25 miles southeast and northwest.

§ 601.1316 *Control area extension (La Junta, Colo.)* All that airspace northwest of the La Junta radio range station bounded on the northeast by a line 5 miles northeast of and parallel to the northwest course of the La Junta radio range, on the south by VOR civil airway No. 10 and on the west by Amber civil airway No. 3.

§ 601.1317 *Control area extension (Tuscaloosa, Ala.)* Within 5 miles either side of the 60° True radial of the Tuscaloosa omnirange extending from the omnirange station to a point 20 miles northeast.

§ 601.1318 *Control area extension (Muscle Shoals, Ala.)*. Within 5 miles either side of the 118° True and 298° True radials of the Muscle Shoals omnirange extending from the omnirange station to points 20 miles southeast and northwest.

§ 601.1319 *Control area extension (Key West, Fla.)*. Within 5 miles either side of the 313° True radial of the Key West omnirange extending from the omnirange station to Warning Area W-174 and within 5 miles either side of the west course of the Key West radio range extending from the radio range station to Warning Area W-174.

§ 601.1320 *Control area extension (Cross City, Fla.)* Within 5 miles either side of the 118° True radial of the Cross City omnirange extending from the omnirange station to a point 20 miles southeast.

§ 601.1321 *Control area extension (Brunswick, Ga.)*. Within 5 miles either side of the 293° True radial of the Brunswick omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1322 *Control area extension (Alice, Tex.)* All that airspace within a 35-mile radius of the Alice, Tex., radio range station excluding the portion which overlaps restricted areas.

§ 601.1323 *Control area extension (Dallas, Tex.) (Dallas-Houston-Austin area)*. All that airspace bounded on the northeast by a line 5 miles east of and parallel to a direct line from the Dallas, Tex., radio range station to the Houston, Tex., radio range station, on the east by Red civil airway No. 96, on the southwest by Red civil airway No. 32, and on the northwest by Amber civil airway No. 4 to the Waco, Tex., radio range station and by Blue civil airway No. 5 to the Dallas, Tex., radio range station.

§ 601.1324 *Control area extension (Brunswick, Maine)*. That airspace bounded on the west by Amber civil airway No. 7, on the north by Blue civil airway No. 84, on the east by long. 69°15'00" on the south by Warning Area W-103, on the southwest by a line 5 miles northeast of and parallel to the southeast course of the Portland, Maine, radio range.

§ 601.1325 *Control area extension (Tampa, Fla.)* All that airspace within a radius of 50 statute miles of the Tampa, Fla., radio range station, excluding the portions which overlap restricted areas and airspace warning areas, and including the area bounded on the northeast by a line 5 miles northeast of and parallel to a line extending from the intersection of the north course of the Tampa, Fla., radio range and the southeast course of the Cross City, Fla., radio range to the intersection of the southeast course of the Tampa, Fla., radio range and a line bearing 45° True from the Fort Myers, Fla., nondirectional radio beacon, on the southeast by the Fort Myers, Fla., control area extension, on the west by direct lines extending from the Fort Myers, Fla., nondirectional radio beacon to the Tampa, Fla., omnirange station thence to the point of beginning.

§ 601.1326 *Control area extension (Fortuna, Calif.)*. Within 5 miles either side of the 18° True radial of the Fortuna omnirange extending from the omnirange station to a point 30 miles northeast.

§ 601.1327 *Control area extension (Crescent City, Calif.)*. Within 5 miles either side of the 330° True and 235° True radials of the Crescent City omnirange extending from the omnirange station to points 20 miles northwest and southwest.

§ 601.1328 *Control area extension (Oxnard, Calif.)*. All that airspace bounded on the northeast by Amber civil airway No. 8, on the east by Longitude 119°11'30" on the south by a line 2 miles north of and parallel to the Point Magu Warning Area (W-289) on the west by Longitude 120°00'00" and on the northwest by Control Area Extension No. 1176, excluding the airspace below 4000 feet MSL lying within the Santa Cruz Island Warning Area (W-412)

§ 601.1329 *Control area extension (Malden, Mo.)*. Within 5 miles either side of the 120° True and 300° True radials of the Malden, Mo., omnirange extending from the omnirange station to points 25 miles southeast and northwest.

§ 601.1330 *Control area extension (Sherman, Tex.)* That airspace within a 70-mile radius of Perrin AFB, Sherman, Tex., bounded on the south by Green civil airway No. 5 and on the west and northwest by VOR civil airway No. 15 including the airspace within a 15-mile radius of Cox Field, Paris, Tex., and the airspace bounded on the east by a line 5 miles east of and parallel to a straight line extending from the Sulphur Springs, Tex., omnirange station to the McAlester, Okla., omnirange station, and on the northwest by the Tulsa, Okla., control area extension.

§ 601.1331 *Control area extension (Tacoma, Wash.)*. That airspace within a 40-nautical-mile radius of McChord Air Force Base and within 5 miles either side of the east course of the Toledo, Wash., radio range extending from the radio range station to a point 20 miles east, excluding the portions which overlap Hood Canal Caution Area (C-243) and the Fort Lewis Restricted Area (R-244), excluding the portion which conflicts with Olympic Peninsula Restricted Area (R-241) and excluding the portion which overlaps VOR civil airway No. 27.

§ 601.1332 *Control area extension (Santa Maria, Calif.)*. From the intersection of the Paso Robles, Calif., omnirange 169° True radial and the Santa Barbara, Calif., omnirange 304° True radial extending 5 miles either side of the Santa Barbara omnirange 304° True radial to a point 20 miles northwest and extending 5 miles either side of the Paso Robles omnirange 169° True radial to the northern boundary of control area extension No. 1176.

§ 601.1333 *Control area extension (Nome, Alaska)* Within 5 miles either side of the west and southwest courses of the Nome, Alaska, radio range extending from the radio range station to points 25 miles west and southwest.

§ 601.1334 *Control area extension (Del Rio, Tex.)* That airspace over United States Territory within a 25-mile radius of Laughlin Air Force Base, Del Rio, Tex., excluding the portions which overlap Laughlin AFB Restricted Area (R-427) and Del Rio Restricted Area (R-425)

§ 601.1335 *Control area extension (Lafayette, La.)* Within 5 miles either side of the 352° True radial of the Lafayette omnirange extending from the omnirange station to a point 15 miles north, and within 5 miles either side of a line bearing 7° True from the Lafayette non-directional radio beacon extending from the beacon to a point 15 miles north, and the airspace east of Lafayette bounded on the northwest by Red civil airway No. 96, on the northeast by VOR civil airway No. 114 and on the south by Green civil airway No. 6.

§ 601.1336 *Control area extension (Eau Claire, Wis.)* That airspace within a 15-mile radius of the Eau Claire omnirange station and within 5 miles either side of the 04° True radial of the omnirange extending from the omnirange station to a point 20 miles north.

§ 601.1337 *Control area extension (Wausau, Wis.)* That airspace within a 15-mile radius of the Wausau omnirange station including the airspace southeast of the omnirange station bounded on the northeast by VOR civil airway No. 26S, on the south by lat. 44° 30'00" and on the west by a line 5 miles west of and parallel to the 166° True radial of the Wausau omnirange station.

§ 601.1338 *Control area extension (Green Bay, Wis.)* That airspace within a 15-mile radius of the Green Bay omnirange station and within 5 miles either side of the 322° True radial of the Green Bay omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1339 *Control area extension (Oshkosh, Wis.)* All that airspace bounded on the east by VOR civil airway No. 7, on the south by the arc of a circle with a radius of 50 miles from the Green Bay, Wis., omnirange station, and on the west by a line 5 miles west of and parallel to the Green Bay omnirange 207° True radial.

§ 601.1340 *Control area extension (Miles City, Mont.)* Within 5 miles either side of the northwest course of the Miles City, Mont., radio range extending from the radio range station to a point 30 miles northwest.

§ 601.1341 *Control area extension (Dover, Del.)* That airspace southeast of Dover bounded on the north by Red civil airway No. 77, on the east by Blue civil airway No. 49, on the southeast by VOR civil airway No. 1 and on the west by VOR civil airway No. 29 excluding the portion which overlaps restricted area (R-12) and caution area C-53; that airspace southwest of Dover within a 25-mile radius of the Dover omnirange station bounded on the northwest by VOR civil airway No. 16 and on the southeast by Red civil airway No. 77.

§ 601.1342 *Control area extension (Sanford, Fla.)* That airspace bounded on the north by latitude 29°00'00" on the east by longitude 81°15'00" on the south by latitude 28°30'00" on the west by longitude 82°00'00"

§ 601.1343 *Control area extension (Juneau, Alaska)* That airspace within a 5-mile radius of the Juneau Airport, within 5 miles either side of direct lines extending from the Juneau Airport via the Mendenhall nondirectional radio beacon to the Sisters Island nondirectional beacon, from the Sisters Island nondirectional radio beacon to the Point Retreat nondirectional radio beacon, from the Point Retreat nondirectional radio beacon to the Juneau Airport and from the Point Retreat nondirectional radio beacon to the Haines, Alaska nondirectional radio beacon.

§ 601.1344 *Control area extension (Laconia, N. H.)* Within 5 miles either side of a line bearing 244° True from the Laconia, N. H., nondirectional radio beacon extending from the nondirectional radio beacon to Blue civil airway No. 4.

§ 601.1345 *Control area extension (Rockland, Maine)* Within 5 miles either side of a 195° True bearing extending from the Rockland Airport to a point 10 miles south of the Rockland nondirectional radio beacon.

§ 601.1346 *Control area extension (Bar Harbor Maine)* Within 5 miles either side of a 21° True bearing extending from the Bar Harbor Airport to a point 10 miles northeast of the Bar Harbor nondirectional radio beacon.

§ 601.1347 *Control area extension (Colorado Springs, Colo.)* That airspace lying east of Amber civil airway No. 3 within a 25-mile radius of Peterson Municipal Airport, Colorado Springs, Colo.

§ 601.1348 *Control area extension (Twin Falls, Idaho)* Within 5 miles either side of the 278° True radial of the Twin Falls omnirange extending from the omnirange station to a point 15 miles west.

§ 601.1349 *Control area extension (Redmond, Oreg.)* Within 5 miles either side of the northwest course of the Redmond radio range extending from the radio range station to a point 17 miles northwest.

§ 601.1350 *Control area extension (Kodiak, Alaska)* Within 5 miles either side of the south course of the Kodiak radio range extending from the radio range station to a point 20 miles south.

§ 601.1351 *Control area extension (Philadelphia, Pa.)* That airspace within a 25 mile radius of the Philadelphia International Airport.

§ 601.1352 *Control area extension (Sedalia, Mo.)* That airspace within a 35-mile radius of Whiteman AFB bounded on the north by VOR civil airway No. 4-S, excluding the portion northwest of Sedalia bounded on the north by VOR civil airway No. 4-S, on the east by Long. 93°45'00" on the south by Lat. 38°45'00" and on the west by the Kansas City control area extension, and excluding the portion northeast of Sedalia bounded on the north by VOR civil airway No. 4-S, on the east by Long. 93°00'00" on the south by Lat. 38°45'00" and on the west by Long. 93°15'00"

§ 601.1353 *Control area extension (Charleston, W. Va.)* That airspace within a 30-mile radius of Kanawha County Airport, Charleston, W Va.

§ 601.1354 *Control area extension (Salem, Oreg.)* Within 5 miles either side of a line bearing 150° True from the Salem-McNary Airport extending from the airport to a point 25 miles southeast.

§ 601.1355 *Control area extension (Berlin, N. H.)* Within 5 miles either side of a line bearing 334° True extending from the Berlin Airport to a point 10 miles northwest.

§ 601.1356 *Control area extension (Greenville, Miss.)* That airspace within a 25-mile radius of the Greenville, Miss., AFB nondirectional radio beacon.

§ 601.1357 *Control area extension (Fallon, Nev.)* Within a 10-mile radius of the Fallon, Nev., radio range station excluding the portion which overlaps Fallon restricted area (R-268), and within 5 miles either side of the north course of the Fallon radio range extending from the radio range station to a point 25 miles north.

§ 601.1358 *Control area extension (Midway Island)* All of the airspace from 700 feet upward within a radius of 25 nautical miles of the Midway Naval Station centered at Lat. 28°12'00" N., Long. 177°22'00" W

§ 601.1359 *Control area extension (Childress, Tex.)* Within 5 miles either side of the 182° True radial of the Childress omnirange extending from the omnirange station to a point 15 miles south.

§ 601.1360 *Control area extension (Abilene, Tex.)* Within 5 miles either side of the 292° True radial of the Abilene omnirange extending from the omnirange station to a point 10 miles west.

§ 601.1361 *Control area extension (Cotulla, Tex.)* Within 5 miles either side of lines bearing 140° True and 320° True from the Cotulla nondirectional radio beacon extending from VOR civil airway No. 17 to a point 10 miles northwest of the nondirectional radio beacon.

§ 601.1362 *Control area extension (Dalhart, Tex.)* Within 5 miles either side of the 04° True radial of the Dalhart omnirange extending from the omnirange station to a point 10 miles north.

§ 601.1363 *Control area extension (Lufkin, Tex.)* Within 5 miles either side of the 157° True radial of the Lufkin omnirange extending from the omnirange station to a point 10 miles southeast, and within 5 miles either side of a line bearing 304° True extending from the Lufkin nondirectional radio beacon to a point 10 miles northwest.

§ 601.1364 *Control area extension (Texarkana, Ark.)* Within 5 miles either side of the 332° True radial of the Texarkana omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.1365 *Control area extension (Walnut Ridge, Ark.)* Within 5 miles either side of the 244° True radial of the Walnut Ridge omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.1366 *Control area extension (Gage, Okla.)* Within 5 miles either side of the 299° True radial of the Gage omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1367 *Control area extension (Wink, Tex.)*. That airspace south of Wink bounded by lines beginning at Lat. 31°30'00" Long. 102°47'00" thence southwestward to Lat. 31°24'00" Long. 103°01'40" thence northwestward to Lat. 31°30'00" Long. 103°07'00" and bounded on the north by VOR civil airway No. 66; that airspace northwest of Wink bounded on the east by VOR civil airway No. 79, on the south by VOR civil airway No. 16N and on the northwest by the arc of a circle lying within a 20 mile radius of the Wink omnirange station.

§ 601.1368 *Control area extension (Greensboro, N. C.)*. That airspace southeast of Greensboro bounded on the south by Lat. 35°19'00" on the northwest by the Greenville-Charlotte-Greensboro control area extension, on the northeast by Red civil airway No. 104 and on the southeast by a line extending from a point at Lat. 35°32'00" Long. 79°05'20" to a point at Lat. 35° 19'00" Long. 79°23'30"

§ 601.1369 *Control area extension (Myrtle Beach, S. C.)* Within 5 miles either side of a line bearing 198° True extending from the Myrtle Beach nondirectional radio beacon to a point 10 miles south.

§ 601.1370 *Control area extension (Wilmington, N. C.)* Within 5 miles either side of a line bearing 337° True extending from the Wilmington nondirectional radio beacon to a point 10 miles northwest and within 5 miles either side of a line bearing 159° True extending from the Wilmington ILS middle marker to a point 15 miles southeast of the middle marker.

§ 601.1371 *Control area extension (Hyannis, Mass.)* Within 2 miles either side of a line bearing 48° True extending from the Barnstable Airport, Hyannis, Mass., to a point 10 miles northeast.

§ 601.1372 *Control area extension (Los Angeles, Calif.)* That airspace bounded by lines extending from a point at the intersection of Amber civil airway No. 8 and longitude 119°03'30", thence south to the intersection of Warning Area W-290 and longitude 119°03'30" thence east and south along the boundary of Warning Area W-290 to latitude 33°24'35" longitude 118°37'00" thence southeast to latitude 33°18'00", longitude 118°28'00" thence east along the north boundary of Warning Area W-291 to latitude 33°10'00", longitude 117° 30'00" thence east along latitude 33°10'00" to the United States coastline, thence northwestward along the coastline to the southern boundary of Amber civil airway No. 8, thence west and northwest to point of beginning.

§ 601.1373 *Control area extension (Chattanooga, Tenn.)* That airspace within a 30-mile radius of the Chattanooga radio range station.

§ 601.1374 *Control area extension (Limestone, Maine)* That airspace over United States territory within a 40-mile radius of Loring Air Force Base, Limestone, Maine, excluding the portion which overlaps Restricted Area (R-80).

§ 601.1375 *Control area extension (Manchester, N. H.)*. That airspace within a 10-mile radius of Grenier Air Force Base, Manchester, N. H., excluding the portion which overlaps Restricted Area (R-48).

§ 601.1376 *Control area extension (Victoria, Tex.)*. That airspace within a 25-mile radius of Foster Air Force Base, Victoria, Tex., including the airspace south of the Air Force Base bounded on the southwest by the Corpus Christi, Tex., control area extension and on the southeast by VOR civil airway No. 20. The portion of this control area which overlaps the Foster AFB Restricted Area R-492 is excluded.

§ 601.1377 *Control area extension (Boston, Mass.)*. That airspace northeast of Boston within a 25-mile radius of the Boston radio range station bounded on the west by Amber civil airway No. 7, on the southeast by Boston control area extension No. 1141 and on the south by Red civil airway No. 11, that airspace southeast of Boston within a 25-mile radius of the Boston radio range station bounded on the north by Boston control area extension No. 1142, on the southwest by VOR civil airway No. 141 and on the northwest by Red civil airway No. 21.

§ 601.1378 *Control area extension (Wilmington, Del.)*. That airspace within a 20-mile radius of the New Castle radio range station lying in the southeast and southwest quadrants of the radio range.

§ 601.1379 *Control area extension (Waterloo, Iowa)*. That airspace within a 15-mile radius of the Waterloo Municipal Airport.

§ 601.1380 *Control area extension (Johnston Island)*. All of the airspace from 700 feet upwards within a radius of 100 nautical miles centered on the Johnston Island nondirectional radio beacon at lat. 16°45'00" N., long. 169°30'00" W.

§ 601.1381 *Control area extension (Kwajalein Island)* All of the airspace from 700 feet upwards within a radius of 100 nautical miles of the Kwajalein nondirectional radio beacon at lat. 8°45'00" N., long. 167°45'00" E., extending clockwise from a true bearing of 270° from the nondirectional radio beacon to a true bearing of 180° from the nondirectional radio beacon, and within a radius of 25 nautical miles of the Kwajalein nondirectional radio beacon extending clockwise from a true bearing of 180° from the nondirectional radio beacon to a true bearing of 270° from the nondirectional radio beacon excluding the portions which overlap Airspace Warning Areas W-448, W-445 and W-450.

§ 601.1382 *Control area extension (Wake Island)* All of the airspace from 700 feet upwards within a radius of 100 nautical miles centered on the Wake Island nondirectional radio beacon at lat. 19°18'00" N., long. 166°39'00" E.

§ 601.1383 *Control area extension (Guam Island)*. All of the airspace from 700 feet upwards within a radius of 100 nautical miles of the Guam radio range station extending clockwise from the west course of the radio range to the southeast course of the radio range and within a radius of 25 nautical miles of the Guam radio range extending clockwise from the southeast course of the radio range to the west course of the radio range, excluding the portions which overlap restricted areas R-474 and R-478 and warning areas W-473, W-475 and W-479.

§ 601.1384 *Control area extension (Hopkinsville, Ky.)* That airspace in the vicinity of Campbell AFB, Hopkinsville, Ky., bounded on the east by VOR civil airway No. 7, on the south by a line from a point at latitude 36°29'40", longitude 86°50'20" to a point at latitude 36°16'40", longitude 87°26'15" on the west by the arc of a circle 25 miles in radius centered on the Campbell AFB nondirectional radio beacon clockwise to a point at latitude 36°59'20", longitude 87°33'30", thence on the north via a direct line from that point to a point at latitude 37°00'20" longitude 87°04'30", excluding the portion which overlaps Campbell Restricted Area R-63.

§ 601.1385 *Control area extension (Rome, N. Y.)*. That airspace within a 40 mile radius of Griffis AFB, Rome, N. Y., bounded on the south by Green civil airway No. 2 and Red civil airway No. 22.

§ 601.1386 *Control area extension (Orlando, Fla.)* That airspace within 5 miles either side of the 71° True radial of the Orlando omnirange extending from Amber civil airway No. 7 to the Wilmington, N. C. Control area extension (601.1150), excluding the airspace below 14,000 feet mean sea level.

§ 601.1387 *Control area extension (Fayetteville, N. C.)* Within 5 miles either side of a 93° True bearing extending from the Fayetteville nondirectional radio beacon to a point 12 miles east.

§ 601.1388 *Control area extension (Fort Bragg, N. C.)* Within a 15 mile radius of Pope AFB bounded on the east by VOR civil airway No. 3 and Amber civil airway No. 7, excluding the portion which overlaps the Fort Bragg Restricted Area (R-115)

§ 601.1389 *Control area extension (Miami, Fla.)*. Within 5 miles either side of the 023° True radial of the Miami, Fla., omnirange extending from Amber civil airway No. 7 and VOR civil airway

No. 3 via the intersection of the Miami omnirange 023° True radial and the Vero Beach, Fla., omnirange 143° True radial to the intersection of the Vero Beach omnirange 143° True radial with the Wilmington, N. C., control area extension (601.1150)

§ 601.1390 *Control area extension (Oahu-Molokai, T. H.)* All of the airspace from 700 feet upwards bounded by a line extending from lat. 21°26'00" N., long. 157°37'45" W., to lat. 21°55'00" N. long. 156°42'45" W to lat. 21°10'00" N., long. 157°26'15" W., to lat 21°14' 30" N., long. 157°36'15" to point of beginning including Hawaiian VOR civil airway No. 7.

§ 601.1391 *Control area extension (Gettysburg, Pa.)* That airspace within a 5-mile radius of the Gettysburg Airport and within 5 miles either side of the 180° True radial of the Gettysburg terminal omnirange extending from the terminal omnirange station to VOR civil airway No. 223.

§ 601.1392 *Control area extension (Ogden, Utah)* That airspace northeast of Ogden bounded on the north by Red civil airway No. 108, on the south by Green civil airway No. 3 and on the west by Amber civil airway No. 2.

§ 601.1400 *Control area extension (King Salmon, Alaska) (King Salmon-Shemya route)* That airspace within 5 miles either side of a line bearing 263° True from the King Salmon, Alaska, radio range station extending to a point 50 miles west of the King Salmon radio range station.

§ 601.1401 *Control area extension (King Salmon, Alaska) (King Salmon-Adak route)* That airspace within 5 miles either side of a line bearing 248° True from the King Salmon, Alaska, radio range station extending to a point 50 miles southwest of the King Salmon radio range station.

SUBPART D—CONTROL ZONES

§ 601.1981 *Scope of control zones.* Each control zone shall include the navigable air space above all that area on the surface of the earth lying within the specified radius of the center points prescribed for such zone (except where otherwise described in this part) but shall not include any of the air space of an air-space reservation.

§ 601.1982 *Designation of control zones.* The portions of the navigable airspace of the United States described in Subpart D are designated as control zones.

§ 601.1983 *Three mile radius zones.* Within a 3 mile radius of the following airports:

Altoona, Pa.. Altoona-Blair County Airport.
Baker, Oreg.. Baker Municipal Airport.
Bellingham, Wash.. Bellingham Municipal Airport.
Blackstone, Va.. Blackstone AAF.
Bozeman, Mont.. Gallatin-Bozeman Municipal Airport.
Burley, Idaho: Burley Municipal Airport.
Butte, Mont.. Butte Municipal Airport.
Columbus, N. Mex.. CAA intermediate field excluding the portion which lies outside the continental United States.
Crows Landing, Calif.. Navy ALF.
Cut Bank, Mont.. Cut Bank Municipal Airport.
Daggett, Calif.. Daggett Municipal Airport.
Dillon, Mont.. Dillon intermediate field.
Dubois, Idaho: Dubois intermediate field.
Ellensburg, Wash.. Bowers Field.
El Morro, N. Mex.. CAA intermediate field.
Ephrata, Wash.. Ephrata Municipal Airport.
Eugene, Oreg.. Mahlen-Sweet Airport.
Everett, Wash.. Paine AFB.
Glendale, Calif.. Grand Central Airport.
Helena, Mont.. Helena Municipal Airport.
Klamath Falls, Oreg.. Klamath Falls Municipal Airport.
Lakehurst, N. J.. Naval Air Station.
Lewistown, Mont.. Lewistown Municipal Airport.
Miles City, Mont.. Miles City Municipal Airport.
Missoula, Mont.. Missoula County Airport.
Monterey, Calif.. Monterey Peninsula Airport.
Needles, Calif.. Needles Airport.
Niagara Falls, N. Y.. Municipal Airport.
Paso Robles, Calif.. Paso Robles County Airport.
Pendleton, Oreg.. Pendleton Municipal Airport.
Pocatello, Idaho: Phillips Airport.
Redmond, Oreg.: Redmond-Roberts Field.
Santa Monica, Calif.. Santa Monica Municipal Airport.
Santa Rosa, Calif.. Santa Rosa ALF.
Schenectady, N. Y.. Schenectady Airport.
The Dalles, Oreg.. The Dalles Municipal Airport.
Toledo, Wash.. Toledo-Winlock Airport.
Yakima, Wash.. Yakima Municipal Airport.

§ 601.1984 *Five mile radius zones.* Within a 5 mile radius of the following airports:

Altus, Okla.. Altus Air Force Base.
Aniak, Alaska: Aniak Airport.
Annette Island, Alaska: Annette Island Airport.
Arcata, Calif.. Arcata Airport.
Atlanta, Ga.. Naval Air Station.
Bedford, Mass.. Lawrence G. Hanscom Field.
Bendix, N. J.. Teterboro Air Terminal.
Bethel, Alaska: Bethel Airport.
Bettles, Alaska: Bettles Airport.
Big Delta, Alaska: Big Delta Airport.
Billings, Mont.. Billings Municipal Airport.
Blythe, Calif.. Blythe Airport.
Boise, Idaho: Boise Air Terminal.
Bridgeport, Conn.. Bridgeport Muncipal Airport.
Chandler, Ariz.. Williams AFB.
Crescent City, Calif.. Del Norte County Airport.
Delta, Utah: Delta Airport.
Elkins, W. Va.. Elkins Airport.
Elko, Nev.. Elko Airport.
Elmira, N. Y.. Chemung County Airport.
Fairbanks, Alaska: Eielson Air Force Base.
Fallon, Nev.. Fallon NAAS.
Farewell, Alaska: Farewell Airport.
Galena, Alaska: Galena Airport.
Glens Falls, N. Y.. Warren County Airport.
Greenville, Miss.. Greenville AFB.
Gulkana, Alaska: Gulkana Airport.
Gustavus, Alaska: Gustavus Airport.
Homer, Alaska: Homer Airport.
Houlton, Maine: Houlton Airport.
Idaho Falls, Idaho: Idaho Falls Airport.
Iliamna, Alaska: Iliamna Airport.
Islip, N. Y.. MacArthur Field.
Kenai, Alaska: Kenai Airport.
King Salmon, Alaska: King Salmon Airport.
Kotzebue, Alaska: Wien Memorial Airport.
Las Vegas, N. Mex.. Las Vegas Airport.
Lihue, Kauai, T. H.. Lihue Airport.
Lucin, Utah: CAA intermediate field.
Lynchburg, Va.. Preston Glann Airport.
Massena, N. Y.. Massena Municipal Airport.
McGrath, Alaska: McGrath Airport.
Medford, Oreg.. Medford Municipal Airport.
Memphis, Tenn.. Naval Air Station.
Minchumina, Alaska: Minchumina, Airport.
Mobile, Ala.. Brooklyn Air Force Base.
Moses Lake, Wash.. Larson AFB.
Moses Point, Alaska: Moses Point Airport.
Mountain Home, Idaho: Mountain Home AFB.
Mountain View, Calif.. Moffett NAS.
Nenana, Alaska: Nenana Airport.
Newburgh, N. Y.. Stewart AFB.
New Orleans, La.. New Orleans Airport.
Nome, Alaska: Nome Airport.
Northway, Alaska: Northway Airport.
Otto, N. Mex.. CAA intermediate field.
Philipsburg, Pa.. Philipsburg Airport.
Phoenix, Ariz.. Luke AFB.
Plattsburg, N. Y.. Plattsburg Municipal Airport.
Portland, Oreg.. Portland International Airport.
Pulaski, Va.. Leving Field.
Reading, Pa.. Reading Municipal Airport.
Red Bluff, Calif.. Red Bluff Municipal (Bidwell, Field).
Reno, Nev.. United Air Lines Airport.
Reno, Nev.. Stead AFB.
Roanoke, Va.. Woodrum Field.
Rome, N. Y.. Griffiss AFB.
Salinas, Calif.. Salinas Airport.
Salisbury, Md.. Wicomico County Airport.
Salt Flat, Tex.. CAA intermediate field.
San Marcos, Tex.. San Marcos Air Force Base.
San Rafael, Calif.. Hamilton AFB.
Santa Fe., N. Mex., Santa Fe Airport.
Seattle, Wash.. Boeing Field.
Seattle, Wash.. Seattle-Takoma International Airport.
Sherman, Tex.. Perrin AFB.
Shreveport, La.. Greater Shreveport Municipal Airport.
Skwentna, Alaska: Skwentna Airport.
Summit, Alaska: Summit Airport.
Tanana, Alaska: Tanana Airport.
Tucumcari, N. Mex.. Tucumcari Airport.
Unalakleet, Alaska: Unalakleet Airport.
Walla Walla, Wash.. Walla Walla City-County Airport.
Watertown, N. Y.. Watertown Municipal Airport.
Wendover, Utah: Wendover AFB.
Westfield, Mass.. Barnes Airport.
Westhampton Beach, Long Island, N. Y.. Suffolk County Air Force Base.
Wilkes-Barre, Pa.. Wilkes-Barre-Scranton Airport.
Wink, Tex.. Wink Airport.
Winslow, Ariz.. Winslow Airport.
Worcester, Mass.. Worcester Airport.
Yakutat, Alaska: Yakutat Airport.
Yuma, Ariz.. Yuma County Airport.

ADDITIONAL CONTROL ZONES

§ 601.2001 *Albany, N. Y., control zone.* Within a 5-mile radius of the Albany Municipal Airport and within 2 miles either side of the north course of Albany radio range extending 10 miles from the radio range station.

§ 601.2002 *Augusta, Maine, control zone.* Within a 5-mile radius of the Augusta State Airport and within 2 miles either side of the southwest course of Augusta radio range extending 10 miles from the radio range station.

§ 601.2003 *Baltimore, Md., control zone.* Within a 5-mile radius of Harbor Field, Baltimore, Md., extending 5 miles either side of the south course of the Baltimore, Md., radio range to a point 10 miles south of the radio range station.

§ 601.2004 *Bangor Maine, control zone.* Within a 5-mile radius of Dow Air Force Base, Bangor, Maine, within 2 miles either side of the northwest course of the Bangor radio range extending from the radio range station to the East Corinth fan marker, within 2 miles either side of a line bearing 314° True extending from Dow Air Force Base to a point 15 miles northwest of the Air Force Base, and within 2 miles either side of a line bearing 356° True extending from Dow AFB to a point 10 miles north of the Bangor omnirange station.

§ 601.2005 *Boston, Mass., control zone.* Within a 5-mile radius of Logan International Airport; within 2 miles either side of the north course of the Boston radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker.

§ 601.2006 *Buffalo, N. Y., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the northeast course of the Buffalo, N. Y., radio range to the Walcottsville fan marker, within 2 miles either side of the southwest course of the Buffalo radio range to the Angola fan marker, and within 2 miles either side of the east course of the Buffalo radio range to the East Pembroke fan marker.

§ 601.2007 *Burlington, Vt., control zone.* Within a 5-mile radius of the Burlington Municipal Airport and within 2 miles either side of the northwest course of Burlington radio range extending to the Grand Isle fan marker.

§ 601.2008 *Concord, N. H., control zone.* Within a 5-mile radius of the Concord Municipal Airport and within 2 miles either side of the southeast course of Concord radio range extending 10 miles from the radio range station.

§ 601.2009 *Erie, Pa., control zone.* Within a 5-mile radius of Port Erie Airport and within 2 miles either side of the southwest course of Erie radio range extending to the North Springfield fan marker.

§ 601.2010 *Harrisburg, Pa., control zone.* Within a 5-mile radius of Harrisburg State Airport and within 2 miles either side of the east and west courses of Harrisburg radio range extending 10 miles east and west of the radio range station.

§ 601.2011 *Hartford, Conn., control zone.* Within a 5-mile radius of Brainard Field and within 2 miles either side of the southeast course of Hartford radio range extending 10 miles from the radio range station.

§ 601.2012 *Millinocket, Maine, control zone.* Within a 5-mile radius of Millinocket Municipal Airport and within 2 miles either side of the east course of Millinocket radio range extending 10 miles from the radio range station.

§ 601.2013 *Newark, N. J., control zone.* Within a 5-mile radius of Newark Municipal Airport and within 2 miles either side of the southwest course of the Newark radio range extending from the radio range station to a point 12 miles southwest.

§ 601.2014 *Norfolk, Va., control zone.* Within a 5-mile radius of Norfolk Municipal Airport and within 2 miles either side of the southwest course of Norfolk radio range extending to the Deep Creek fan marker.

§ 601.2015 *Philadelphia, Pa., control zone.* Within a 5-mile radius of the Philadelphia International Airport and within 2 miles either side of the west course of the Philadelphia radio range extending to the Boothwyn fan marker.

§ 601.2016 *Wheeling, W Va., control zone.* Within a 5-mile radius of Wheeling-Ohio County Airport, within 2 miles either side of the centerline of the northeast-southwest runway extended through the outer compass locator to a point 10 miles southwest of the airport, and within 2 miles either side of a direct line extending from the airport to the Wheeling omnirange station.

§ 601.2017 *Pittsburgh, Pa., control zone.* Within a 5-mile radius of Allegheny County Airport, Pittsburgh, Pa., and within 2 miles either side of a direct line extending from the Allegheny County Airport to the Cecil, Pa., nondirectional radio beacon.

§ 601.2018 *Portland, Maine, control zone.* Within a 5-mile radius of Portland Municipal Airport and within 2 miles either side of the northwest course of Portland radio range extending 10 miles from the radio range station.

§ 601.2019 *Providence, R. I., control zone.* Within a 5-mile radius of the Theodore Francis Green Airport extending 2 miles either side of the southwest course of the Providence radio range to a point 14 miles southwest of the radio range station.

§ 601.2020 *Richmond, Va., control zone.* Within a 5-mile radius of Byrd Field, Richmond, Va., extending 2 miles either side of the southwest course of the Richmond, Va., radio range to the Chester fan marker, and extending 2 miles either side of the ILS localizer course to a point 10 miles southwest of the ILS outer marker and to a point 10 miles northeast of the ILS middle marker.

§ 601.2021 *Rochester N. Y., control zone.* Within a 5-mile radius of the Rochester Municipal Airport and within 2 miles either side of the east course of Rochester radio range extending 10 miles from the radio range station.

§ 601.2022 *Washington, D. C., control zone.* Within a 5-mile radius of the Washington National Airport (excluding the portion overlapping the Washington Airspace Reservation) and extending to include the segment of a circle 15 miles in radius centered on the Washington National Airport bounded on the west by a line 2 miles west of the southwest course of the Washington radio range and on the east by a line 2 miles east of the ILS localizer course, and further extending 2 miles on the east side and 4 miles on the west side of the northeast course of the Washington radio range to the Riverdale, Md., non-directional radio beacon.

§ 601.2023 *Albuquerque, N. Mex., control zone.* Within a 5-mile radius of Kirtland AFB, within 2 miles either side of the south course of the Albuquerque radio range extending to the Peralta fan marker, within 2 miles either side of a line bearing 352°–172° True through the Alameda nondirectional radio beacon extending from the 5-mile radius control zone boundary to a point 10 miles north of the Alameda nondirectional radio beacon and within 2 miles either side of the 91° and 271° True radials of the Albuquerque omnirange extending from the 5-mile radius control zone boundary to a point 10 miles west of the omnirange station.

§ 601.2024 *Amarillo, Tex., control zone.* Within a 5-mile radius of Amarillo Air Terminal, within 2 miles either side of the west course of the Amarillo radio range extending from the radio range station to a point 5 miles west, and within 2 miles either side of the east course of the radio range extending from the radio range station to its intersection with the northwest course of the Clarendon, Tex., radio range.

§ 601.2025 *Big Spring, Tex., control zone.* Within a 5 mile radius of Webb Air Force Base and within 2 miles either side of the west course of the Big Spring radio range extending from the radio range station to a point 10 miles west.

§ 601.2026 *Brownsville, Tex., control zone.* That airspace over United States territory, within a 5-mile radius of Rio Grande Valley International Airport, Brownsville, Tex., within 2 miles either side of the northwest course of the Brownsville radio range extending from the radio range station to the Los Fresnos fan marker and within 2 miles either side of the 72° True radial of the Brownsville omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2027 *Dallas, Tex., control zone.* Within a 5-mile radius of Love Field, Dallas, Tex., within 2 miles either side of the 252° True radial of the Dallas omnirange extending from Love Field to the omnirange station, within 2 miles either side of the Love Field ILS localizer southeast course extending from the localizer to the intersection of the Love Field ILS southeast course and the 202° True radial of the Dallas omnirange, within 2 miles either side of the south course of the Dallas radio range extending from the radio range station to the Duncanville fan marker, and within 2 miles either side of the Love Field ILS northwest course extending from the localizer to the intersection of the Love Field ILS northwest course and the east course of the Fort Worth radio range.

§ 601.2028 *El Paso, Tex., control zone.* Within a 5-mile radius of the El Paso International Airport extending 2 miles either side of the east course of the El Paso, Tex., radio range to the Hueco fan marker and extending 2 miles either side of the north course of the radio range to the Newman non-directional radio beacon, excluding the portion

which lies outside the continental United States.

§ 601.2029 *Fort Worth, Tex., control zone.* All that airspace within a 5-mile radius of Meacham Field and within a 5-mile radius of Carswell AFB, within 2 miles either side of the south course of the Ft. Worth radio range extending to the intersection of the south course of the Ft. Worth radio range with the west course of the Dallas, Tex., radio range, within 2 miles either side of a line bearing 181 True from the Carswell AFB extending to a point 13 miles south of the Air Force Base, and the airspace bounded on the east by a line two miles east of and parallel to a direct line from Meacham Field through the Haslet nondirectional radio beacon, on the north by Lat. 32°59′45″ and on the west by a line 2 miles west of and parallel to a direct line from the Carswell AFB through the Newark nondirectional radio beacon.

§ 601.2030 *Galveston, Tex., control zone.* Within a 5-mile radius of Galveston Airport and within 2 miles either side of the northwest course of Galveston radio range extending 3 miles northwest of the radio range station.

§ 601.2031 *Houston, Tex., control zone.* Within a 10-mile radius of Houston Municipal Airport, within a 5-mile radius of Ellington Air Force Base, and within 2 miles either side of a direct line extending from the Houston Municipal Airport to the Monument nondirectional radio beacon.

§ 601.2032 *Laredo, Tex., control zone.* That airspace over United States territory within a 10-mile radius of Laredo AFB and within 2 miles either side of the 147° True radial of the Laredo omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2033 *Little Rock, Ark., control zone.* Within a 5-mile radius of Adams Field extending 2 miles either side of the southeast course of the Little Rock radio range to the Keo fan marker.

§ 601.2034 *Monroe, La., control zone.* Within a 5-mile radius of Selman Field, within 2 miles either side of the southwest course of the Monroe radio range extending from the radio range station to a point 4 miles southwest, and within 2 miles either side of the 41 True and 221° True radials of the Monroe omnirange extending from the control zone to a point 10 miles southwest of the omnirange station.

§ 601.2035 *New Orleans, La., control zone.* Within a 5 mile radius of Moisant International Airport, within 2 miles either side of the 221° True radial of the New Orleans omnirange extending from the omnirange station to a point 10 miles southwest, within 2 miles either side of the ILS localizer course extending from the localizer to a point 14½ miles west, within 2 miles either side of the west course of the radio range extending from the radio range station to a point 17¼ miles west, and within 2 miles either side of the east course of the radio range extending from the radio range station to the boundary of the New Orleans Airport 5 mile radius control zone.

§ 601.2036 *Ponca City, Okla., control zone.* Within a 10-mile radius of Ponca City Airport.

§ 601.2037 *San Angelo, Tex., control zone.* Within a 10-mile radius of Mathis Field, within 2 miles either side of the northeast course of the San Angelo radio range extending to a point 10 miles northeast of the radio range station, and within 2 miles either side of the 72° True radial of the San Angelo omnirange extending to a point 10 miles northeast of the omnirange station.

§ 601.2038 *Shreveport, La., control zone.* Within a 5-mile radius of Shreveport Downtown Airport, within 5 miles either side of the northwest course of the Shreveport radio range extending from the radio range station to a point 10 miles northwest, within a 7 mile radius of Barksdale Air Force Base and within 5 miles either side of the southeast course of the Barksdale AFB radio range extending from the Air Force Base to the Elm Grove fan marker.

§ 601.2039 *Tulsa, Okla., control zone.* Within a 5-mile radius of Tulsa Airport, within 2 miles either side of the northeast course of Tulsa radio range extending to the Verdigris River fan marker, within 2 miles either side of the northwest course of Tulsa radio range extending to the Skiatook fan marker, within 2 miles either side of the southwest course of Tulsa radio range extending to the Red Fork fan marker and within 2 miles either side of a line bearing 03° True from the Owasso nondirectional radio beacon extending from the beacon to a point 10 miles north and within 2 miles either side of the 340° True and 160° True radials of the Tulsa omnirange extending from the Tulsa Municipal Airport to a point 10 miles northwest of the omnirange station.

§ 601.2040 *Smyrna, Tenn., control zone.* Within a 5-mile radius of Sewart Air Force Base and within 2 miles either side of a line bearing 139° True extending from the Sewart AFB nondirectional radio beacon to a point 10 miles southeast.

§ 601.2041 *Akron, Colo., control zone.* Within a 3-mile radius of the CAA intermediate field and within 2 miles either side of the north and south courses of Akron radio range extending 10 miles north of the radio range station.

§ 601.2042 *Burlington, Iowa, control zone.* Within a 5-mile radius of Burlington Municipal Airport and within 2 miles either side of the 292° and 112° True radials of the Burlington omnirange extending from the airport control zone to a point 10 miles east of the omnirange station.

§ 601.2043 *Casper Wyo., control zone.* Within a 5-mile radius of Natrona County Airport extending east 2 miles either side of the west and east courses of the Casper radio range to the Parkerton fan marker and within 2 miles either side of a line bearing 269° True from the Casper ILS localizer extending from the Casper Natrona County Airport to a point 10 miles west of the ILS outer marker.

§ 601.2044 *Cheyenne, Wyo., control zone.* Within a 5-mile radius of the Cheyenne Municipal Airport, within 2 miles either side of the northwest course of the Cheyenne radio range extending from the radio range station to a point 12 miles northwest, within 2 miles either side of the east course of the radio range extending from the radio range station to a point 11½ miles east, within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles east of the airport, and within 2 miles either side of the 32° True radial of the Cheyenne omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2045 *Colorado Springs, Colo., control zone.* Within a 5-mile radius of Peterson Municipal Airport and within 2 miles either side of a line bearing 180° True from the airport extending to a point 15 miles south of the airport.

§ 601.2046 *Columbia, Mo., control zone.* Within a 5-mile radius of Columbia Municipal Airport and within 2 miles either side of the west course of Columbia radio range extending 10 miles from the radio range station.

§ 601.2047 *Denver, Colo., control zone.* Within a 10-mile radius of Stapleton Air Field, Denver, Colo., within 2 miles either side of the Stapleton ILS localizer course extending from the localizer to a point 11½ miles east of Stapleton Air Field, within 2 miles either side of a 45° True radial of the Denver omnirange extending from the omnirange station to a point 5 miles northeast, and within 2 miles either side of the north course of the Denver radio range extending from the radio range station to a point 13 miles north.

§ 601.2048 *Des Moines, Iowa, control zone.* Within a 5-mile radius of the Des Moines Municipal Airport extending 2 miles either side of the south course of the radio range to a point 10 miles from the radio range station, within 2 miles either side of the ILS localizer course extending to a point 10 miles southeast of the airport and within 2 miles either side of the 176° and 356° True radials of the Des Moines omnirange extending from the omnirange station to a point 10 miles south.

§ 601.2049 *Fort Bridger, Wyo., control zone.* Within a 3-mile radius of the CAA intermediate field and within 2 miles either side of the east course of Fort Bridger radio range extending 10 miles from the radio range station.

§ 601.2050 *Garden City, Kans., control zone.* Within a 5-mile radius of the (old) Garden City Municipal Airport including a 5-mile radius of the (new) Garden City Municipal Airport extending 2 miles either side of the north course of the Garden City radio range to a point 10 miles north of the radio range station and extending 2 miles either side of the 300° True radial of the Garden City omnirange to a point 10 miles northwest of the omnirange station.

§ 601.2051 *Grand Island, Nebr., control zone.* Within a 5-mile radius of the Grand Island Airport and within 2 miles

either side of the north course of Grand Island radio range extending 10 miles from the radio range station.

§ 601.2052 *Quincy, Ill., control zone.* Within a 5-mile radius of the Quincy-Baldwin Airport and within 2 miles either side of the 35° True and 215° True radials of the Quincy omnirange extending from the airport to a point 10 miles southwest of the omnirange station.

§ 601.2053 *Huron, S. Dak., control zone.* Within a 5-mile radius of the Huron Municipal Airport extending 2 miles either side of the southwest course of the radio range to its intersection with the east course of the Pierre, S. Dak., radio range, and within 2 miles either side of the Huron ILS localizer northwest course extending from the localizer to a point 12 miles northwest of the outer marker.

§ 601.2054 *Hutchinson, Kans., control zone.* Within a 5-mile radius of the Hutchinson Municipal Airport, within an 8-mile radius of the Hutchinson Naval Air Station, within 2 miles either side of the south course of the Hutchinson radio range extending from the radio range station to a point 23 miles south, and within 2 miles either side of the 222° True radial of the Hutchinson omnirange extending from the Hutchinson Municipal Airport to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the north course of the Hutchinson radio range extending from the radio range station to a point 10 miles north.

§ 601.2055 *Joplin, Mo., control zone.* Within a 5-mile radius of Joplin Airport and within 2 miles either side of a line bearing 318° True extending from the airport to a point 10 miles northwest of the Joplin ILS outer marker.

§ 601.2056 *Kansas City, Mo., control zone.* Within a 5-mile radius of the Kansas City Municipal Airport, within 2 miles either side of the north course of the Kansas City radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of a line bearing 13° True from the airport extending through the Kansas City ILS outer marker compass locator to a point 5 miles north of the ILS outer marker compass locator.

§ 601.2057 *Kirksville, Mo., control zone.* Within a 3-mile radius of Kirksville Airport and within 2 miles either side of the 316° and 136° True radials of the Kirksville omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2058 *La Junta, Colo., control zone.* Within a 5-mile radius of the La Junta Airport and within 2 miles either side of the northeast course of La Junta radio range extending 10 miles from the radio range station.

§ 601.2059 *Laramie, Wyo., control zone.* Within a 5-mile radius of Brees Field, within 2 miles either side of the northwest course of the Laramie radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 332° True radial of the Laramie omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2060 *Pellston, Mich., control zone.* Within a 5-mile radius of Emmet County Airport, Pellston, Mich., extending 2 miles either side of a track bearing 132° True from the Pellston non-directional radio beacon to a point 10 miles southeast.

§ 601.2061 *Lincoln, Nebr., control zone.* Within a 5-mile radius of the Lincoln Air Force Base, within 2 miles either side of the north course of the Lincoln radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of a line bearing 325° True from the Air Force Base extending through the ILS outer marker to a point 5 miles northwest of the ILS outer marker.

§ 601.2062 *Mason City, Iowa, control zone.* Within a 5-mile radius of Mason City Municipal Airport and within 2 miles either side of the 2° and 182° True radials of the Mason City omnirange extending from the airport control zone to a point 10 miles south of the omnirange station.

§ 601.2063 *North Platte, Nebr., control zone.* Within a 5-mile radius of Lee Bird Municipal Field, within 2 miles either side of the south course of the North Platte radio range extending from the radio range station to a point 10 miles south, and within 2 miles either side of the 30° True and 210° True radials of the North Platte omnirange extending from Lee Bird Municipal Field to a point 10 miles southwest of the omnirange station.

§ 601.2064 *Omaha, Nebr., control zone.* Within a 5-mile radius of the Omaha, Nebr., Municipal Airport extending 2 miles either side of the north course of the Omaha radio range to the California, Iowa, Fan Marker, and extending 2 miles either side of the ILS localizer course to a point 10 miles northwest of the Omaha Municipal Airport.

§ 601.2065 *Pierre, S. Dak., control zone.* Within a 5-mile radius of the Pierre Airport and within 2 miles either side of the east course of Pierre radio range extending 10 miles from the radio range station.

§ 601.2066 *Pueblo, Colo., control zone.* Within a 5-mile radius of Pueblo Municipal Airport, within 5 miles either side of a direct line extending from the center of Pueblo Municipal Airport to the Pueblo radio range station to include a 5-mile radius of the Pueblo radio range station, within 2 miles either side of the southeast course of the radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 271° and 91° True radials of the Pueblo omnirange extending from the Pueblo Municipal Airport 5-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2067 *Rapid City, S. Dak., control zone.* Within a 5-mile radius of the Rapid City AFB and within a 5-mile radius of the Rapid City Municipal Airport extending 2 miles either side of the south course of the Rapid City radio range to a point 10 miles south of the radio range station and extending 2 miles either side of the east course of the radio range to a point 10 miles east of the radio range station.

§ 601.2068 *Rock Springs, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the east course of the radio range to the Point of Rocks fan marker, and extending 2 miles either side of the ILS localizer course to the Point of Rocks fan marker.

§ 601.2069 *St. Joseph, Mo., control zone.* Within a 5-mile radius of Rosecrans Field, within 2 miles either side of the St. Joseph ILS localizer course extending from the localizer to a point 10 miles beyond the outer marker, and within 2 miles either side of the 355° and 175° True radials of the St. Joseph omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2070 *St. Louis, Mo., control zone.* Within a 5-mile radius of Lambert-St. Louis Municipal Airport, within 2 miles either side of the east course of the St. Louis radio range extending from the radio range station to a point 10 miles east, within 2 miles either side of the front course of the St. Louis ILS localizer extending from the localizer to a point 5 miles east of the outer compass locator and within 2 miles either side of the back course of the ILS localizer extending from the localizer to a point 10 miles southwest of the Lake nondirectional radio beacon, and within 2 miles either side of the 323° and 143° True radials of the St. Louis omnirange extending from the airport to a point 10 miles northwest of the omnirange station.

§ 601.2071 *Scottsbluff, Nebr., control zone.* Within a 5-mile radius of Scottsbluff Municipal Airport and within 2 miles either side of the southeast and northwest courses of Scottsbluff radio range extending 10 miles southeast of the radio range station.

§ 601.2072 *Sheridan, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the southeast course of the radio range to the Ucross fan marker.

§ 601.2073 *Rawlings, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport, Rawlings, Wyo., extending 2 miles either side of the east and west courses of the Sinclair, Wyo., radio range to a point 10 miles east of the radio range station.

§ 601.2074 *Sioux City, Iowa, control zone.* Within a 5-mile radius of the Sioux City Municipal Airport, within 2 miles either side of the south course of the Sioux City radio range extending from the radio range station to the Sloan Fan Marker; within 2 miles either side of the 142° True radial of the Sioux City omnirange extending from the omnirange station to a point 10 miles southeast, and within 2 miles either side of a line bearing 136° True from the Sioux City ILS outer marker compass locator,

extending from the ILS outer marker compass locator to a point 10 miles southeast.

§ 601.2075 *Springfield, Mo., control zone.* Within a 5-mile radius of Springfield Municipal Airport and within 2 miles either side of the southeast and northwest courses of Springfield radio range extending 10 miles northwest of the radio range station and within 2 miles either side of the 19° and 199° True radials of the Springfield omnirange extending from the Springfield Municipal Airport to a point 10 miles northeast of the omnirange station.

§ 601.2076 *Topeka, Kans., control zone.* All that area within an 8-mile radius of the Philip Billard Airport and within 2 miles either side of the Topeka ILS localizer course extending to a point 15 miles northwest of the ILS localizer within 2 miles either side of the 40° True radial of the Topeka omnirange extending to a point 10 miles northeast of the omnirange station, and that area within a 5-mile radius of Forbes Air Force Base, Topeka, Kans., and within 2 miles either side of the southwest course of the Forbes AFB radio range extending to a point 10 miles southwest of the Forbes AFB radio range station.

§ 601.2077 *Trinidad, Colo., control zone.* Within a 3-mile radius of Trinidad Municipal Airport and within 2 miles either side of the north course of Trinidad radio range extending 10 miles from the radio range station.

§ 601.2078 *Edenton, N. C., control zone.* Within a 5-mile radius of the Edenton Navy Auxiliary Landing Field and within 2 miles either side of a line bearing 184° True from the Edenton NALF to a point 12 miles south, excluding the portions which overlap the Albemarle Sound Restricted Area (R–1) and the Albemarle Sound Caution Area (C–10)

§ 601.2079 *Watertown, S. Dak., control zone.* Within a 5-mile radius of Watertown Airport and within 2 miles either side of the 6° True radial of the Watertown omnirange extending from the airport control zone to a point 10 miles north of the omnirange station.

§ 601.2080 *Wichita, Kans., control zone.* Within a 5-mile radius of the Wichita Municipal Airport, within 2 miles either side of a 200° True bearing from the Wichita ILS outer compass locator extending to a point 10 miles south of the outer compass locater, within a 5-mile radius of McConnell AFB, Wichita, Kans., within 2 miles either side of a 192° True bearing through the Wichita AFB nondirectional radio beacon extending from the AFB control zone to a point 10 miles south of the nondirectional radio beacon, and within 2 miles either side of the 360° True radial of the omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2081 *Geneva, N. Y., control zone.* Within a 5-mile radius of Sampson Air Force Base, Geneva, N. Y., and within 2 miles either side of a line bearing 327° True extending from the Sampson AFB to a point 10 miles northwest of the Sampson AFB nondirectional radio beacon.

§ 601.2082 *Akron, Ohio, control zone.* Within a 5-mile radius of the Akron Municipal Airport extending 2 miles either side of the southwest course of the Akron, Ohio, radio range to a point 10 miles southwest of the radio range station, including a 5-mile radius of the Akron-Canton County Airport extending 2 miles either side of the Akron-Canton ILS localizer course to a point 10 miles south of the outer marker and within 2 miles either side of the west course of the Akron radio range extending from the radio range station to a point 10 miles west.

§ 601.2083 *Alexandria, Minn., control zone.* Within a 5-mile radius of the Alexandria Municipal Airport extending 2 miles either side of the north course of the Alexandria radio range to a point 10 miles north of the radio range station, and within 2 miles either side of the 230° and 50° True radials of the Alexandria omnirange extending from the Alexandria airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2084 *Battle Creek, Mich., control zone.* Within a 5-mile radius of Kellogg Field and within 2 miles either side of the south course of the Battle Creek, Mich., radio range, extending 10 miles south of the radio range station.

§ 601.2085 *Bismarck, N. Dak., control zone.* Within a 5-mile radius of the Bismarck Municipal Airport extending 2 miles either side of the east course of the Bismarck radio range to a point 10 miles east of the radio range station, extending 2 miles either side of the Bismarck ILS localizer course to a point 10 miles southeast of the outer marker, and extending 2 miles either side of the 114° True radial of the Bismarck omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2086 *Chicago, Ill., control zone.* Within a 6-mile radius of the Chicago-Midway Airport; within 2 miles either side of the southeast and northwest courses of the Chicago radio range extending from the intersection of the southeast course of the radio range with the east course of the Harvey, Ill., radio range to the intersection of the northwest course of the radio range with the northeast course of the Joliet, Ill., radio range excluding the portion which overlaps the O'Hare International Airport control zone; within 2 miles either side of the front and back courses of the Chicago-Midway ILS localizer extending from the intersection of the localizer back course with the east course of the Harvey, Ill., radio range to a point 12 miles northwest of the Chicago-Midway outer marker on the localizer front course, excluding the portion which overlaps the O'Hare International Airport control zone; within 2 miles either side of the 007° True, 124° True and 223° True radials of the Chicago-Midway terminal omnirange station extending from the terminal omnirange station to points 12 miles north, southeast and southwest.

§ 601.2087 *Cincinnati, Ohio, control zone.* Within a 5-mile radius of the Lunken Airport extending 2 miles either side of the southwest and northeast courses of the Cincinnati, Ohio, radio range to the Loveland fan marker.

§ 601.2088 *Dodge City, Kans., control zone.* Within a 5-mile radius of Dodge City Municipal Airport and within 2 miles either side of the 161° and 341° True radials of the Dodge City omnirange extending from the airport control zone to a point 10 miles north of the omnirange station.

§ 601.2089 *Cleveland, Ohio, control zone.* Within a 5-mile radius of the Cleveland Municipal Airport, within 2 miles either side of the west course of the Cleveland radio range extending from the radio range station to the Elyria fan marker and within 2 miles either side of the Cleveland ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker.

§ 601.2090 *Columbus, Ohio, control zone.* Within a 5-mile radius of the Port Columbus Municipal Airport and within a 5-mile radius of the Lockbourne, Ohio, Air Force Base including the airspace within 2 miles either side of a direct line extending from the Columbus radio range station to the Lockbourne AFB, within 2 miles either side of the west course of the Columbus radio range extending to the Hilliard fan marker, within 2 miles either side of the east course of the Columbus radio range extending to the Newark fan marker, and within 2 miles either side of the 50° and 230° True radials of the Columbus omnirange extending from the Port Columbus airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2091 *Dayton, Ohio, control zone.* Within a 5-mile radius of the Dayton Municipal Airport extending 2 miles either side of the southwest course of the Dayton ILS localizer from the localizer to a point 10 miles southwest of the outer compass locator, extending 2 miles either side of the northeast course of the ILS localizer from the localizer to a point 10 miles northeast of the Tipp City nondirectional radio beacon, and extending 2 miles either side of the 360° True radial of the Dayton omnirange from the omnirange station to a point 10 miles north of the omnirange station.

§ 601.2092 *Detroit, Mich., control zone.* Within a 5-mile radius of the Detroit City Airport extending 2 miles either side of the northwest course of the Windsor, Ontario, Canada, radio range to the United States-Canadian Border and excluding that portion which lies outside the continental limits of the United States.

§ 601.2093 *Dickinson, N. Dak., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the north course of the Dickinson radio range, extending 10 miles north of the radio range station and extending 2 miles either side of the

15° True radial of Dickinson omnirange to a point 10 miles north of the omnirange station.

§ 601.2094 *Duluth, Minn., control zone.* Within a 5-mile radius of the Williamson-Johnson Airport and within 2 miles either side of the south course of the Duluth, Minn., radio range, extending 10 miles south of the radio range station.

§ 601.2095 *Belleville, Ill., control zone.* Within a 5-mile radius of the Scott Air Force Base extending 2 miles either side of the southwest course of the Scott AFB, Belleville, Ill., radio range to a point 10 miles southwest of the radio range station.

§ 601.2096 *Evansville, Ind., control zone.* Within a 5-mile radius of Dress Memorial Municipal Airport and within 2 miles either side of the centerline of the northeast-southwest runway of the Dress Memorial Municipal Airport extending from the Evansville outer marker to a point 10 miles northeast.

§ 601.2097 *Fargo, N. Dak., control zone.* Within a 5-mile radius of the Fargo-Hector Airport, within 2 miles either side of the east course of the Fargo radio range extending to the Glyndon fan marker, within 2 miles either side of the west course of the radio range extending to a point 10 miles west of the West Fargo fan marker, and within 2 miles either side of the 181° and 01° True radials of the Fargo omnirange extending from the airport control zone to a point 10 miles south of the omnirange station.

§ 601.2098 *Flint, Mich., control zone.* Within a 5-mile radius of Bishop Airport and within 2 miles either side of a line bearing 268° True from the airport extending from the airport to a point 10 miles west of the Flint ILS outer marker.

§ 601.2099 *Fort Wayne, Ind., control zone.* Within a 5-mile radius of Baer Field, Fort Wayne, Ind., extending 2 miles either side of the southwest course of the Fort Wayne radio range to a point 10 miles southwest of the radio range station, extending 2 miles either side of the Fort Wayne ILS localizer course from the localizer to a point 10 miles southeast of the outer marker, and extending 2 miles either side of the 318° and 138° True radials of the Fort Wayne omnirange from the Baer Field control zone to a point 10 miles northwest of the omnirange station.

§ 601.2100 *Glenview, Ill., control zone.* Within a 5-mile radius of the Glenview, Ill., Naval Air Station and within 2 miles either side of the northwest course of the Glenview, Ill., radio range, extending 10 miles northwest of the radio range station.

§ 601.2101 *Goshen, Ind., control zone.* Within a 5-mile radius of the Goshen Airport and within 2 miles either side of the west course of the Goshen, Ind., radio range, extending 10 miles west of the radio range station.

§ 601.2102 *Grand Forks, N. Dak., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of the Grand Forks, N. Dak., radio range, extending 10 miles south of the radio range station.

§ 601.2103 *Grand Rapids, Mich., control zone.* Within a 6-mile radius of the Kent County Airport and within 2 miles either side of the southeast course of the Grand Rapids radio range, extending 12 miles southeast of the radio range station.

§ 601.2104 *Huntington, W Va., control zone.* Within a 5-mile radius of the Huntington Airport, Chesapeake, Ohio; within a 5-mile radius of the Tri-State Airport, Huntington, W Va., within 2 miles either side of a line bearing 253° True extending from the Huntington nondirectional radio beacon to a point 10 miles west, and within 2 miles either side of a line bearing 15° True extending from the nondirectional radio beacon to a point 10 miles north.

§ 601.2105 *Indianapolis, Ind., control zone.* Within a 5-mile radius of the Weir Cook County Airport, extending 2 miles either side of the west course of the Indianapolis radio range to the Clayton fan marker, extending 2 miles either side of the Weir-Cook County Airport localizer course to a point 10 miles southwest of the outer marker and extending 2 miles either side of the 323° and 143° True radials of the Indianapolis omnirange from the Weir-Cook County Airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2106 *Jamestown, N. Dak., control zone.* Within a 5-mile radius of the Jamestown Municipal Airport extending 2 miles either side of the east course of the Jamestown radio range to a point 10 miles east of the radio range station and extending 2 miles either side of the 191° and 11° True radials of the Jamestown omnirange station from the Municipal Airport control zone to a point 10 miles south of the omnirange station.

§ 601.2107 *Joliet, Ill., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the west course of the radio range to a point 10 miles west of the radio range station.

§ 601.2108 *Lansing, Mich., control zone.* Within a 5-mile radius of the Capital City Airport extending 2 miles either side of the east course of the Lansing radio range to a point 10 miles east of the radio range station and extending 2 miles either side of the 232° and 52° True radials of the Lansing omnirange from the Capital City Airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2109 *Lafayette, Ind., control zone.* Within a 5-mile radius of Purdue University Airport and within 2 miles either side of the 129° True radial of the Lafayette omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2110 *Lone Rock, Wis., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the 24° True and 204° True radials of the Lone Rock omnirange extending from the Municipal Airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2111 *Louisville, Ky., control zone.* Within a 5-mile radius of Standiford Field and within a 5-mile radius of Bowman Field extending 2 miles either side of the east course of the Louisville radio range to the Eastwood fan marker, extending 2 miles either side of the Standiford Field ILS localizer course from the localizer to the limits of the Fort Knox, Ky., restricted area, extending 2 miles either side of the 122° and 302° True radials of the Louisville omnirange from the Standiford Field control zone to a point 10 miles southeast of the omnirange station, and extending 2 miles either side of the 154° and 334° True radials of the Louisville omnirange from the Bowman Field control zone to a point 10 miles southeast of the omnirange station.

§ 601.2112 *Madison, Wis., control zone.* Within a 5-mile radius of Truax Field, within 2 miles either side of the east course of the Madison radio range extending from the radio range station to a point 10 miles east, and within 2 miles of lines bearing 183° True and 03° True from the outer marker extending from the Truax Field control zone to a point 10 miles south of the outer marker.

§ 601.2113 *Milwaukee, Wis., control zone.* Within a 5-mile radius of the General Mitchell Airport extending 2 miles either side of the south course of the Milwaukee radio range to the Franksville fan marker, and extending 2 miles either side of the 187° and 07° True radials of the Milwaukee omnirange from the General Mitchell Airport control zone to a point 10 miles south of the omnirange station.

§ 601.2114 *Minneapolis, Minn., control zone.* Within a 5-mile radius of the Minneapolis-St. Paul International Airport extending 2 miles either side of the southeast course of the Minneapolis radio range to the Hastings Fan Marker.

§ 601.2115 *Minot, N. Dak., control zone.* Within a 5-mile radius of the Port O'Minot Field and within 2 miles either side of the southeast course of the Minot radio range, extending 10 miles southeast of the radio range station.

§ 601.2116 *Moline, Ill., control zone.* Within a 5-mile radius of Quad City Airport and within 2 miles either side of the ILS localizer course extending from the localizer to a point 16 miles west.

§ 601.2117 *Muskegon, Mich., control zone.* Within a 5-mile radius of Muskegon County Airport extending 2 miles either side of the southeast course of the radio range to a point 10 miles southeast of the radio range station, and extending 2 miles either side of the 145° True radial of the Muskegon omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2118 *Langley AFB, Va., control zone.* Within a 5-mile radius of the Langley AFB and within a 5-mile radius of Patrick Henry Airport including the airspace lying 5 miles southwest of and parallel to a line connecting the centers

of Langley AFB and Patrick Henry Airport, excluding the portion which overlaps restricted areas.

§ 601.2119 *Peoria, Ill., control zone.* Within a 5-mile radius of the Greater Peoria Airport and within 2 miles either side of the north course of the Peoria, Ill., radio range, extending 10 miles north of the radio range station.

§ 601.2120 *Rochester Minn., control zone.* Within a 5-mile radius of the Rochester Airport extending 2 miles either side of the south course of the radio range to a point 10 miles south of the radio range station, and extending 2 miles either side of the 222° and 42° True radials of the Rochester omnirange from the Rochester Airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2121 *Rockford, Ill., control zone.* Within a 5-mile radius of the Machesney Airport and within a 5 mile radius of the Greater Rockford Airport, extending 2 miles either side of a 182° True bearing from the Rockford radio range station to the Greater Rockford Airport, and extending 2 miles either side of the west and northwest courses of the Rockford radio range from the radio range station to points 10 miles west and northwest of the radio range station.

§ 601.2122 *Detroit, Mich., control zone.* Within a 5-mile radius of the Detroit-Wayne Major Airport and within a 12-mile radius of the Willow Run Airport, within 2 miles either side of the front and back courses of the Willow Run ILS localizer extending from a point 12 miles southwest of the Willow Run outer marker to a point 12 miles northeast of the Ford nondirectional radio beacon, within 2 miles either side of the front and back courses of the Wayne Major ILS localizer extending from a point 12 miles southwest of the Wayne Major outer marker to a point 15½ miles northeast of the Wayne Major ILS localizer, and within 2 miles either side of a 134° True Track extending from the Willow Run Airport to a point 12 miles southeast of the Wayne Major outer marker, excluding the portion which overlaps the Grosse Ile, Mich., control zone, and excluding the pie-shaped area bounded on the north by a line 2 miles south of and parallel to the 282° True radial of the Willow Run TVOR and bounded on the south by a line 2 miles north of and parallel to the 252° True radial of the Willow Run TVOR.

§ 601.2123 *South Bend, Ind., control zone.* Within a 5-mile radius of St. Joseph County Airport extending 2 miles either side of the west course of the South Bend radio range to the New Carlisle fan marker, extending 2 miles either side of the South Bend, Ind., ILS localizer course from the St. Joseph County Airport control zone to a point 10 miles east of the outer marker, and extending 2 miles either side of the 359° True radial of the South Bend omnirange to a point 10 miles north of the omnirange station.

§ 601.2124 *Roswell, N. Mex., control zone.* Within a 15-mile radius of the Roswell, N. Mex., radio range station.

§ 601.2125 *Terre Haute, Ind., control zone.* Within a 5-mile radius of Hulman Field, Terre Haute, Ind., extending 2 miles either side of the northeast and southwest courses of the Terre Haute radio range to a point 10 miles southwest of the radio range station, and extending 2 miles either side of the 02° True radial of the Terre Haute omnirange from the airport to a point 10 miles north of the omnirange station.

§ 601.2126 *Toledo, Ohio, control zone.* Within a 5-mile radius of Toledo Express Airport and within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles beyond the outer marker.

§ 601.2127 *Youngstown, Ohio, control zone.* Within a 5-mile radius of the Youngstown Municipal airport, within 2 miles either side of the north course of the Youngstown radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of a line bearing 135° True from the airport through the outer compass locator extending to a point 15 miles southeast of the airport, and within 2 miles either side of the 359° True radial of the Youngstown omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2128 *Wilmington, N. C., control zone.* Within a 5-mile radius of the New Hanover County Airport, within 2 miles either side of a line bearing 337° True extending from the Wilmington nondirectional radio beacon to a point 10 miles northwest and within 2 miles either side of a line bearing 159° True extending from the ILS middle marker to a point 12 miles southeast of the middle marker.

§ 601.2129 *Bowling Green, Ky., control zone.* Within a 5-mile radius of the Bowling Green Municipal Airport extending 2 miles either side of the southeast course of the Bowling Green radio range to a point 10 miles southeast of the radio range station, and extending 2 miles either side of the 203° True radial of the Bowling Green omnirange to a point 10 miles southwest of the omnirange station.

§ 601.2130 *Atlanta, Ga., control zone.* Within a 5-mile radius of the Municipal Airport, within 2 miles either side of the southeast course of the Atlanta, Ga., radio range, extending to the Jonesboro fan marker and within 2 miles either side of the northwest course of the Atlanta radio range, extending 10 miles northwest of the radio range station.

§ 601.2131 *Augusta, Ga., control zone.* Within a 5-mile radius of Bush Field, Augusta, Ga., extending 2 miles either side of a direct line from Bush Field to the Augusta, Ga., radio range station and extending 2 miles either side of the west course of the Augusta radio range to a point 10 miles west of the radio range station.

§ 601.2132 *Biloxi, Miss., control zone.* Within a 5-mile radius of Keesler AFB and within 2 miles either side of the northeast course of Keesler AFB radio range, extending 5 miles northeast of the radio range station.

§ 601.2133 *Birmingham, Ala., control zone.* Within a 5-mile radius of Birmingham Airport and within 2 miles either side of the north course of the Birmingham, Ala., radio range, extending 10 miles north of the Birmingham, Ala., radio range station.

§ 601.2134 *Charleston, S. C., control zone.* Within a 5-mile radius of the Charleston Municipal Airport, within 2 miles either side of the northwest course of the Charleston radio range extending from the radio range station to the Summerville fan marker and within 2 miles either side of the 161° True and 341° True radials of the Charleston omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2135 *Charlotte, N. C., control zone.* Within a 5-mile radius of Douglas Airport, within 2 miles either side of the south course of the Charlotte radio range extending from the radio range station to the Fort Mill fan marker, and within 2 miles either side of the Charlotte ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker.

§ 601.2136 *Chattanooga, Tenn., control zone.* Within a 5-mile radius of Lovell Field and within 2 miles either side of the northeast course of the Chattanooga, Tenn., radio range, extending 10 miles northeast of the radio range station.

§ 601.2137 *Columbia, S. C., control zone.* Within a 5-mile radius of the Columbia Airport, within 2 miles either side of the east and west courses of the Columbia radio range extending from the airport to a point 5 miles east of the radio range station, and within 2 miles either side of the 325° True and 145° True radials of the Columbia omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station, and within a 5-mile radius of Owens Field, Columbia, S. C., and 2 miles either side of the southeast course of the Columbia radio range extending from the radio range station to a point 10 miles southeast.

§ 601.2138 *Crestview, Fla., control zone.* Within a 5-mile radius of the Crestview Airport, within 2 miles either side of the east course of the Crestview radio range extending from the radio range station to a point 10 miles east, and within 2 miles either side of the 110° and 290° True radials of the Crestview omnirange extending from the airport control zone to a point 10 miles west of the omnirange station.

§ 601.2139 *Cross City, Fla., control zone.* Within a 5-mile radius of the Cross City Airport, within 2 miles either side of the southeast course of the Cross City radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 118° True radial of the Cross City omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2140 *Daytona Beach, Fla., control zone.* Within a 5-mile radius of the Daytona Beach Airport, within 2 miles either side of the west course of the Daytona Beach radio range extending from the radio range station to a point 10 miles west, and within 2 miles either side of the 64° True and 244° True radials of the Daytona Beach omnirange extending from the 5-mile radius control zone to a point 10 miles southwest of the omnirange station.

§ 601.2141 *Dothan, Ala., control zone.* Within a 5-mile radius of Dothan Airport and within 2 miles either side of the southwest course of Dothan, Ala., radio range, extending 10 miles southwest of the radio range station, excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336) between sunset and sunrise.

§ 601.2142 *Florence, S. C., control zone.* Within a 5-mile radius of the Florence Municipal Airport, within 2 miles either side of the southeast course of the Florence radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 51° True and 231° True radials of the Florence omnirange extending from the airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2143 *Fort Myers, Fla., control zone.* Within a 5-mile radius of Page Field, Fort Myers, Fla., within 2 miles either side of a line bearing 220° True extending from the Fort Myers nondirectional radio beacon to a point 10 miles southwest, and within 2 miles either side of the 224° True radial of the Fort Myers omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2144 *Greensboro, N. C., control zone.* Within a 5-mile radius of the Greensboro High Point Airport, within 2 miles either side of the northeast course of the Greensboro radio range extending from the radio range station to a point 10 miles northeast, and within 2 miles either side of the 204° True radial of the Greensboro omnirange extending from the omnirange station to a point 10 miles southwest excluding the portion which overlaps the Smith-Reynolds Airport, Winston-Salem, N. C., control zone.

§ 601.2145 *Greenville, S. C., control zone.* Within a 5-mile radius of the Greenville Airport and within 2 miles either side of the south course of Greenville, S. C., radio range, extending 10 miles south of the radio range station.

§ 601.2146 *Greenwood, Miss., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the east course of Greenwood, Miss., radio range extending 10 miles east of the radio range station and within 2 miles either side of the 246° True radial of the Greenwood omnirange extending to a point 10 miles southwest of the omnirange station.

§ 601.2147 *Waterloo, Iowa, control zone.* Within a 5-mile radius of the Waterloo Municipal Airport and within 2 miles either side of the 78° True, 200° True, 238° True, 314° True and 356° True radials of the Waterloo omnirange extending from the omnirange station to points 12 miles east, south, southwest, northwest and north of the omnirange station.

§ 601.2148 *Jackson, Miss., control zone.* Within a 5-mile radius of Hawkins Airport extending 2 miles either side of the north course of the Jackson radio range to the Flora Fan Marker and within 2 miles either side of the 162° True and 342° True radials of the Jackson omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2149 *Jacksonville, Fla., control zone.* Within a 5-mile radius of Imeson Airport, within 2 miles either side of the east course of the Jacksonville radio range extending from the radio range station to the Fort George Island fan marker, and within 2 miles either side of the 64° True radial of the Jacksonville omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2150 *Key West, Fla., control zone.* Within a 5-mile radius of Meacham Field and within a 5-mile radius of Boca Chica Naval Air Station, Key West, Fla., within 2 miles either side of the west course of the Key West radio range extending from the radio range station to a point 10 miles west, within 2 miles either side of a 242° True bearing from the Key West radio range station extending from the Meacham Field 5-mile radius zone to a point 10 miles southwest of the radio range station; within 2 miles either side of the 313° True and the 273° True radials of the Key West omnirange extending to points 10 miles northwest and west of the omnirange station.

§ 601.2151 *Knoxville, Tenn., control zone.* Within a 5-mile radius of the McGhee-Tyson Airport extending 2 miles either side of the north course of the radio range to the Inskip fan marker.

§ 601.2152 *Macon, Ga., control zone.* Within a 5-mile radius of Cochran Field extending 2 miles either side of the northwest course of the radio range to a point 10 miles northwest of the range station.

§ 601.2153 *Melbourne, Fla., control zone.* Within a 5-mile radius of the Melbourne-Eau Gallie Airport and within a 5-mile radius of the Patrick AFB extending 2 miles either side of the north course of the Melbourne radio range from the radio range station to a point 10 miles north.

§ 601.2154 *Memphis, Tenn., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of Memphis, Tenn., radio range extending to the Nesbitt fan marker and within 2 miles either side of the 109° True radial of the Memphis omnirange extending from the airport control zone to a point 10 miles east of the omnirange station.

§ 601.2155 *Meridian, Miss., control zone.* Within a 5-mile radius of Key Field and within 2 miles either side of the northwest course of Meridian, Miss., radio range extending 10 miles northwest of the radio range station.

§ 601.2156 *Miami, Fla., control zone.* Within a 5-mile radius of Miami International Airport and within 2 miles either side of the east and west courses of the Miami radio range extending from the five mile radius zone to a point 10 miles west of the radio range station and within 2 miles either side of the back course of the Miami ILS localizer extending from the localizer to a point 10 miles east.

§ 601.2157 *Mobile, Ala., control zone.* Within a 5-mile radius of Bates Field, Mobile, Ala., and within 2 miles either side of the 112° and 292° True radials of the Mobile omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2158 *Granview, Mo., control zone.* Within a 5-mile radius of Grandview Air Force Base excluding the portion lying north of Lat. 38°52'30" and west of Long. 94°35'50" and including the airspace within 2 miles either side of a line bearing 188° True extending from the Air Force Base to a point 10 miles south of the Cleveland, Mo., nondirectional radio beacon.

§ 601.2159 *Montgomery, Ala., control zone.* Within a 5-mile radius of Dannelly Field; within a 5-mile radius of Maxwell Air Force Base; within 2 miles either side of the north and west courses of the Maxwell AFB radio range extending from the radio range station to points 10 miles north and west of the station; within 2 miles either side of a line bearing 276° True from Dannelly Field through the Dannelly ILS outer marker to a point 5 miles west of the outer marker, and within 2 miles either side of the 321° True and 141° True radials of the Montgomery omnirange extending from the Dannelly Field control zone to a point 5 miles southeast of the omnirange station.

§ 601.2160 *Muscle Shoals, Ala., control zone.* Within a 5-mile radius of Muscle Shoals Airport and within 2 miles either side of the southeast course of Muscle Shoals radio range extending 10 miles southeast of the radio range station and within 2 miles either side of the 118° True radial of the Muscle Shoals omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2161 *Nashville, Tenn., control zone.* Within a 5-mile radius of Berry Field and within 2 miles either side of the east course of Nashville, Tenn., radio range extending to the Mount Juliet fan marker.

§ 601.2162 *Orlando, Fla., control zone.* Within a 5-mile radius of the Orlando Municipal Airport and within a 5-mile radius of Pinecastle AFB, within 2 miles either side of the northeast course of the Orlando radio range extending from the radio range station to a point 10 miles northeast and within 2 miles either side of a direct line extending from the Pinecastle AFB through the Pinecastle non-

directional radio beacon to a point 10 miles south of the Air Force Base.

§ 601.2163 *Pensacola, Fla., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of Pensacola, Fla., radio range, extending 10 miles south of the radio range station.

§601.2164 *Raleigh, N. C., control zone.* Within a 5-mile radius of Raleigh-Durham Airport and within 2 miles either side of the southeast course of Raleigh, N. C., radio range, extending 10 miles southeast of the radio range station.

§ 601.2165 *Savannah, Ga., control zone.* Within a 5-mile radius of Travis Field including the airspace within a 5-mile radius of Hunter Air Force Base, within 2 miles either side of the centerline of the east-west runway of Hunter AFB extending from the end of the runway to a point 10 miles east, within 2 miles either side of the centerline of the east-west runway of Travis Field extending from the end of the runway to a point 10 miles west, within 2 miles either side of the northwest and southeast courses of the Savannah radio range extending from the Travis Field control zone to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 245° True and 65° True radials of the Savannah omnirange extending from Travis Field to a point 10 miles northeast of the omnirange station.

§ 601.2166 *Spartanburg, S. C., control zone.* Within a 5-mile radius of Memorial Airport and within 2 miles either side of the southwest course of Spartanburg, S. C., radio range, extending 10 miles southwest of the radio range station.

§ 601.2167 *Tallahassee, Fla., control zone.* Within a 5-mile radius of Dale Mabry Field, within 2 miles either side of the northwest course of the Tallahassee radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 162° True and 342° True radials of the Tallahassee omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station, excluding the airspace above 19,000 feet overlapping Tyndall AFB restricted area (R-336) between sunset and sunrise.

§ 601.2168 *Tampa, Fla., control zone.* That airspace within a 5-mile radius of the Tampa International Airport, within a 5-mile radius of McDill Air Force Base, within 2 miles either side of a line extending from the Tampa International Airport to the Tampa radio range station and within 2 miles either side of the southeast course of the Tampa radio range extending to a point 10 miles southeast of the radio range station, within a 5-mile radius of the Pinellas County Airport and 2 miles either side of a line extending from Pinellas County Airport to the Tampa radio range station, and within 2 miles either side of the 340° True radial of the Tampa omnirange extending from the Pinellas County Airport control zone to a point 10 miles northwest of the omnirange station and that airspace within 5 miles either side of a direct line extending from the Pinellas County Airport to the Tampa International Airport.

§ 601.2169 *Tri-City, Tenn., control zone.* Within a 5-mile radius of the Tri-City Airport and within 2 miles either side of the northeast course of Tri-City, Tenn., radio range extending 10 miles northeast of the radio range station.

§ 601.2170 *West Palm Beach, Fla., control zone.* Within a 5-mile radius of Palm Beach Air Force Base and within 2 miles either side of the west course of West Palm Beach, Fla., radio range extending 10 miles west of the radio range station.

§ 601.2171 *Winston-Salem, N. C., control zone.* Within a 5-mile radius of Smith-Reynolds Airport and within 2 miles either side of the southeast and northwest courses of Winston-Salem radio range extending 10 miles southeast of the radio range station.

§ 601.2172 *Alma, Ga., control zone.* Within a 5-mile radius of Alma Intermediate Field and within 2 miles either side of the northwest course of the Alma, Ga., radio range extending 10 miles northwest of the radio range station.

§ 601.2173 *Bakersfield, Calif., control zone.* Within a 5-mile radius of the Bakersfield-Kern County Airport and within 2 miles either side of the northwest course of Bakersfield, Calif., radio range extending 11 miles northwest of the radio range station.

§ 601.2174 *Burbank, Calif., control zone.* Within a 5-mile radius of the Lockheed Air Terminal extending to and including a 3-mile radius of the Grand Central Airport, Glendale, Calif., and 2 miles either side of the northwest course of the Burbank radio range to a point 7 miles northwest of the radio range station.

§ 601.2175 *El Centro, Calif., control zone.* Within a 5-mile radius of the Naval Air Station extending to and including a 2-mile radius of the El Centro radio range station and 2 miles either side of the east course of the El Centro radio range to a point 10 miles east of the radio range station.

§ 601.2176 *Fresno, Calif., control zone.* Within a 5-mile radius of Fresno Air Terminal extending to and including a 3-mile radius of Chandler Field, and extending 2 miles either side of the northwest and southeast courses of the Fresno, Calif., radio range to a point 10 miles from the radio range station.

§ 601.2177 *Las Vegas, Nev., control zone.* Within a 5-mile radius of McCarran Field, Las Vegas, Nev., extending 2 miles either side of the southwest course of the Las Vegas, Nev., radio range to and including a 5-mile radius of the Las Vegas, Nev., Air Force Base.

§ 601.2178 *Long Beach, Calif., control zone.* Within a 5-mile radius of the Municipal Airport extending to and including a 5-mile radius of the Los Alamitos Naval Air Station and 2 miles either side of the southeast course of the Long Beach radio range to the Huntington Beach fan marker.

§ 601.2179 *Los Angeles, Calif., control zone.* Within a 5-mile radius of the Los Angeles International Airport extending 2 miles either side of the east course of the Los Angeles, Calif., radio range to a point 6 miles east of the airport and extending 2 miles either side of the northwest course of the Los Angeles, Calif., radio range to the Burbank, Calif., control zone.

§ 601.2180 *Oakland, Calif., control zone.* Within a 5-mile radius of the Oakland Municipal Airport, within 2 miles on the northeast side and 5 miles on the southwest side of the northwest course of the Oakland radio range extending from the radio range station to a point 10 miles northwest, within 8 miles on the northwest side and 3¾ miles on the southeast side of the southwest course of the Oakland radio range extending from the radio range station to a point 6 miles southwest, and within 2 miles either side of the southeast course of the Oakland radio range extending from the radio range station to the Newark fan marker.

§ 601.2181 *Ogden, Utah, control zone.* Within a 5-mile radius of the Ogden Municipal Airport (Hinckley Field) extending to and including a 3-mile radius of Hill AFB and within 2 miles either side of the south course of the Ogden, Utah, radio range to the Layton, Utah, fan marker.

§ 601.2182 *Palmdale, Calif., control zone.* Within a 5-mile radius of Palmdale Airport and within 2 miles either side of the northeast course of the Palmdale radio range extending from the radio range station to Muroc Lake Restricted Area R-279.

§ 601.2183 *Grand Junction, Colo., control zone.* Within a 5-mile radius of Walker Field, Grand Junction, Colo., within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles northwest.

§ 601.2184 *Prescott, Ariz., control zone.* Within a 5-mile radius of the Municipal Airport (Ernest Love Field) and within 2 miles either side of the southeast course of Prescott, Ariz., radio range to and including the area within a 2-mile radius of Prescott radio range station.

§ 601.2185 *Sacramento, Calif., control zone.* The airspace within circles of 5-mile radii centered on the Sacramento Municipal Airport and the McClellan Air Force Base and within lines drawn tangent thereto, including the airspace within 2 miles either side of the southwest course of the Sacramento radio range extending from the radio range station to a point 10 miles southwest and within 2 miles either side of a line bearing 358° True extending from McClellan AFB to Red civil airway No. 76.

§ 601.2186 *San Diego, Calif., control zone.* Within a 5-mile radius of the Municipal Airport (Lindbergh Field), extending 2 miles either side of the north course of the San Diego radio range to the La Jolla fan marker and including a 5-mile radius of the Miramar, Calif., Naval Auxiliary Air Station.

§ 601.2187 *San Francisco, Calif., control zone.* Within a 5-mile radius of San Francisco International Airport, within 2 miles either side of the northwest course of the San Francisco radio range extending from the radio range station to a point 10 miles northwest, within 10 miles on the northwest side and 2 miles on the southeast side of the northeast course of the San Francisco radio range extending from the radio range station to a point 6 miles northeast, and within 2 miles either side of the southeast course of the San Francisco radio range extending from the radio range station to a point 5 miles southeast.

§ 601.2188 *Salt Lake City, Utah, control zone.* Within a 5-mile radius of Municipal Airport No. 1, within 2 miles either side of the north course of Salt Lake City, Utah, radio range, extending to Layton fan marker and within 2 miles either side of the west course of the Salt Lake City radio range, extending 10 miles west of the radio range station.

§ 601.2189 *Olathe, Kans., control zone.* Within a 10-mile radius of the Naval Air Station excluding that portion which lies within Green civil airway No. 4 and extending 2 miles either side of the south course of the Olathe, Kans., Navy radio range to a point 10 miles south of the radio range station.

§ 601.2190 *Atlantic City, N. J., control zone.* Within a 7-mile radius of the Naval Air Station extending 2 miles on the southwest side of the southeast course of the Atlantic City, N. J., radio range to and including the airspace bounded on the west by a line bearing 174° True from the Naval Air Station, bounded on the southeast by a line lying 3 nautical miles off-shore, and bounded on the northeast by a line bearing 112° True from the Naval Air Station.

§ 601.2191 *Zanesville, Ohio, control zone.* Within a 5-mile radius of the Zanesville Municipal Airport and within 2 miles either side of a line bearing 210° True from the Municipal Airport extending from the airport to a point 10 miles southwest.

§ 601.2192 *Ontario, Calif., control zone.* Within a 5-mile radius of the Ontario International Airport and within 2 miles either side of a line bearing 89° True extending from the airport to the centerline of the northwest course of the Riverside, Calif., radio range.

§ 601.2193 *Kahului, Maui, T. H., control zone.* Within a 5-mile radius of the Kahului Airport extending 2 miles either side of the north course of the Maui radio range to the Maui radio range station.

§ 601.2194 *Hilo, Hawaii, T. H., control zone.* Within a 5-mile radius of the Hilo General Lyman Airport extending 2 miles either side of the east course of the Hilo radio range to a point 10 miles east of the radio range station.

§ 601.2195 *Windsor Locks, Conn., control zone.* Within a 5-mile radius of Bradley Field extending 2 miles either side of the ILS localizer course to a point 10 miles from the ILS localizer.

§ 601.2196 *Wilmington, Del., control zone.* Within a 5-mile radius of the New Castle County Airport extending 2 miles either side of the south course of the New Castle radio range to a point 10 miles south of the radio range station.

§ 601.2197 *Morgantown, W Va., control zone.* Within a 5-mile radius of the Morgantown Airport extending 2 miles either side of the southeast and northwest courses of the Morgantown radio range to a point 10 miles northwest of the radio range station.

§ 601.2198 *Montpelier, Vt., control zone.* Within a 5-mile radius of the Barre-Montpelier Airport extending 2 miles either side of the northeast course of the Montpelier radio range to a point 10 miles northeast of the radio range station.

§ 601.2199 *Syracuse, N. Y., control zone.* Within a 3-mile radius of Clarence E. Hancock Airport, within 2 miles either side of the Syracuse ILS localizer course extending from the localizer to the outer marker and within 2 miles either side of a direct line extending westward from the airport to the Syracuse radio range station.

§ 601.2200 *Allentown, Pa., control zone.* Within a 5-mile radius of Allentown-Bethlehem-Easton Airport and within 2 miles either side of the northeast course of the Allentown radio range extending from the radio range station to a point 10 miles northeast; within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker, and within 2 miles either side of the 347° True radial of the Allentown omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2201 *Williamsport, Pa., control zone.* Within a 5-mile radius of the Williamsport Municipal Airport extending 2 miles either side of the west course of the Williamsport radio range to the radio range station.

§ 601.2202 *Philadelphia, Pa., control zone.* Within a 5-mile radius of the North Philadelphia Airport extending 2 miles either side of the northeast course of the Philadelphia radio range to a point 10 miles northeast of the radio range station.

§ 601.2203 *Martinsburg, W Va., control zone.* Within a 5-mile radius of the Martinsburg Airport extending 2 miles either side of the southwest course of the Martinsburg radio range to a point 10 miles southwest of the radio range station.

§ 601.2204 *Presque Isle, Maine, control zone.* Within a 5-mile radius of the Presque Isle AFB extending 5 miles either side of the south course of the Spragueville radio range to a point 10 miles south of the radio range station.

§ 601.2205 *Chincoteague, Va., control zone.* Within a 5-mile radius of the Naval Air Station extending 2 miles either side of the west course of the Chincoteague radio range to a point 8 miles west of the radio range station excluding that portion which lies within restricted areas.

§ 601.2206 *New York, N. Y., control zone.* Within a 5-mile radius of LaGuardia Field extending 5 miles to either side of the northeast course of the LaGuardia field radio range to the Port Chester fan marker.

§ 601.2207 *White Plains, N. Y., control zone.* Within a 5-mile radius of the Westchester County Airport extending 2 miles either side of the ILS localizer course to the ILS outer marker.

§ 601.2208 *Stockton, Calif., control zone.* Within a 5-mile radius of the Stockton Field Airport extending 2 miles either side of the southeast course of the Stockton radio range to a point 10 miles southeast of the radio range station.

§ 601.2209 *Tucson, Ariz., control zone.* Within a 5-mile radius of the Davis-Monthan AFB extending to and including a 5-mile radius of Tucson Municipal Airport No. 2.

§ 601.2210 *Santa Barbara, Calif., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the west course of the Santa Barbara radio range to a point 10 miles west of the radio range station.

§ 601.2211 *Beeville, Tex., control zone.* Within a 5-mile radius of NAAS Chase Field, Beeville, Tex., and within 2 miles either side of a line bearing 139° True from Chase Field extending to a point 8 miles south of Chase Field and within 2 miles either side of a direct line extending from Chase Field to the Normanna nondirectional radio beacon.

§ 601.2212 *Sumter, S. C., control zone.* Within a 5-mile radius of Shaw AFB, Sumter, S. C., extending 2 miles either side of the southwest course of the Shaw AFB radio range to a point 10 miles southwest of the radio range station.

§ 601.2213 *Salina, Kans., control zone.* Within a 5-mile radius of the Smoky Hill AFB and within a 5-mile radius of the Salina Municipal Airport extending 2 miles either side of the 142° True and 322° True radials of the Salina, Kans., omnirange from the Salina Municipal Airport to a point 10 miles northwest of the omnirange station, and extending 2 miles either side of the 10° True and 190° True radials of the Salina, Kans., omnirange from the Smoky Hill AFB to a point 10 miles north-northeast of the omnirange station including that airspace lying in a clockwise direction between the 322° True and 10° True radials of the Salina omnirange within a 10 mile radius of the Salina omnirange station.

§ 601.2214 *Goodland, Kans., control zone.* Within a 5-mile radius of the Goodland, Kans., Municipal Airport and within 2 miles either side of the 22° True radial of the Goodland omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2215 *San Juan, P R., control zone.* Within an 8-statute-mile radius of a point at lat. 18°27'00" N., long. 66°03'00" W., within 2 statute miles

either side of the west course of the San Juan radio range extending from the radio range station to a point 10 miles west, and within 2 miles either side of a 277° True bearing extending from the San Juan nondirectional beacon to a point 10 miles west.

§ 601.2216 *Seattle, Wash., control zone.* Within a 5-mile radius of the Naval Air Station extending 1½ miles either side of a track 341° True to a point 7 miles northwest of the airport excluding that portion west of a line connecting Latitude 47°44'00" Longitude 122° 20'10" and Latitude 47°37'00", Longitude 122°19'10"

§ 601.2217 *Aberdeen, S. Dak., control zone.* Within a 5-mile radius of the Aberdeen Municipal Airport, Saunders Field, extending 2 miles either side of the south course of the Aberdeen radio range to a point 10 miles south of the radio range station.

§ 601.2218 *Sioux Falls, S. Dak., control zone.* Within a 5-mile radius of the Sioux Falls Municipal Airport extending 2 miles either side of the northwest course of the Sioux Falls radio range to a point 10 miles northwest of the radio range station.

§ 601.2219 *Cedar Rapids, Iowa, control zone.* Within a 5-mile radius of the Cedar Rapids Municipal Airport, and within 2 miles either side of a line bearing 266° True extending from the airport to a point 10 miles west, and within 2 miles either side of a line bearing 90° True extending from the airport to a point 10 miles east.

§ 601.2220 *Lubbock, Tex., control zone.* Within a 5-mile radius of Lubbock Municipal Airport, within a 5-mile radius of Reese AFB, within 2 miles either side of the east course of the Lubbock radio range extending from Lubbock Municipal Airport to the radio range station and within 2 miles either side of the north course of the radio range extending from the radio range station to the Roundup fan marker, within 2 miles either side of the 302° True and 122° True radials of the Lubbock omnirange extending from the Lubbock airport control zone to a point 10 miles northwest of the omnirange station and within 2 miles either side of a 180° True Track from the Lubbock ILS outer marker compass locator extending from the outer marker compass locator to the airport control zone boundary.

§ 601.2221 *La Crosse, Wis., control zone.* Within a 5-mile radius of the La Crosse Municipal Airport extending 2 miles either side of the northwest course of the La Crosse radio range to a point 10 miles northwest of the radio range station and extending 2 miles either side of the 146° True radial of the La Crosse omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2222 *Austin, Tex., control zone.* Within a 10-mile radius of Robert Mueller Airport including a 5-mile radius of Bergstrom AFB and within 2 miles either side of the 04° True radial of the Austin omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2223 *Charleston, W Va., control zone.* Within a 5-mile radius of the Kanawha County Airport, extending 2 miles either side of the ILS localizer course to a point 10 miles northeast of the outer marker, and within 2 miles either side of the east and west courses of the Charleston, W Va., radio range extending from the localizer course to a point 10 miles west of the radio range station, and within 2 miles either side of a line bearing 245° True from the Kanawaha County Airport extending to a point 10 miles southwest of the Charleston omnirange station.

§ 601.2224 *Anderson, S. C., control zone.* Within a 5-mile radius of the Anderson Airport extending 2 miles either side of the southwest course of the Spartanburg, S. C., radio range to a point 10 miles southwest of the Anderson Airport.

§ 601.2225 *Mansfield, Ohio, control zone.* Within a 5-mile radius of the Mansfield Municipal Airport extending 2 miles either side of a track 308° True to a point 10 miles northwest of the airport and extending 2 miles either side of the 130° and 310° True radials of the Mansfield omnirange from the Mansfield Municipal Airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2226 *Springfield, Ill., control zone.* Within a 5-mile radius of Capital Airport, Springfield, Ill., extending 2 miles either side of the southwest course of the Springfield radio range to a point 10 miles southwest of the radio range station, and extending 2 miles either side of the 40° True radial of the Springfield, Ill., omnirange station to a point 10 miles northeast of the omnirange station.

§ 601.2227 *Dover Del., control zone.* Within a 6 mile radius of the Dover Air Force Base and within 2 miles either side of the southeast course of the Dover AFB radio range extending from the radio range station to a point 10 miles southeast, excluding the portion which overlaps restricted area (R–12)

§ 601.2228 *Fairbanks, Alaska, control zone.* Within a 15-mile radius of Fairbanks International Airport excluding the portion which overlaps restricted areas.

§ 601.2229 *Fairfield, Calif., control zone.* Within a 5-mile radius of the Travis Air Force Base, extending 2 miles either side of the southwest course of the Travis AFB radio range to the intersection of the southwest course of the Travis AFB radio range and the northwest course of the Oakland, Calif., radio range, and extending 3 miles either side of the northeast course of the Travis AFB radio range to a point 20 miles northeast of the radio range station.

§ 601.2230 *Brunswick, Ga., control zone.* Within a 5-mile radius of McKinnon Airport, within 2 miles either side of the north course of the Jacksonville, Fla., radio range extending from McKinnon Airport to a point 10 miles north, and within 2 miles either side of the 293° True radial of the Brunswick, Ga., omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2231 *Vero Beach, Fla., control zone.* Within a 5-mile radius of the Vero Beach Municipal Airport extending 2 miles either side of a track 291 True to a point 10 miles west of the airport.

§ 601.2232 *Norfolk, Va., control zone.* Within a 5-mile radius of the Naval Air Station and within 2½ miles either side of the west course of the Norfolk, Va., Navy radio range extending to a point 2½ miles west of the Eclipse Fan Marker excluding the portion overlapping the Norfolk Municipal Airport control zone.

§ 601.2233 *Quonset Point, R. I., control zone.* Within a 5-mile radius of the Naval Air Station excluding that portion which lies within the Providence, R. I., control zone.

§ 601.2234 *Miami, Fla., control zone.* Within a 5-mile radius of the MCAS, Miami, Fla. centered on Latitude 25°52'45" Longitude 80°15'00", excluding that portion which lies within the Miami International Airport control zone.

§ 601.2235 *Truth or Consequences, N. Mex., control zone.* Within a 5-mile radius of the Truth or Consequences Municipal Airport extending 2 miles either side of the 13° True radial of the Truth or Consequences omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2236 *Whidbey Island, Wash., control zone.* Within a 5-mile radius of the Naval Air Station (Ault Field) extending to and including a 5 mile radius of the Whidbey Island Seaplane Base (Oak Harbor) Wash., excluding that portion lying within restricted areas.

§ 601.2237 *Dyersburg, Tenn., control zone.* Within a 5-mile radius of the Dyersburg Municipal Airport and within 2 miles either side of a line bearing 95° True extending from the Dyersburg nondirectional radio beacon to a point 10 miles east of the Dyersburg Municipal Airport and within 2 miles either side of the 78° true radial of the Dyersburg omnirange extending from the airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2238 *New York, N. Y., control zone.* Within a 5-mile radius of the New York International Airport including a 5-mile radius of the Floyd Bennett NAS, extending 2 miles either side of the southeast course of the Idlewild, N. Y., radio range to its intersection with the southwest course of the Mitchel AFB radio range, extending 2 miles either side of the southwest course of the Idlewild, N. Y., radio range to its intersection with the northeast course of the Philadelphia, Pa., radio range and extending 2 miles either side of a direct line from the Scotland, N. Y., nondirectional radio beacon to the Floyd Bennett NAS.

§ 601.2239 *Cordova, Alaska, control zone.* Within a 5-mile radius of the Cordova, Alaska (Mile 13) Airport extending 2 miles either side of the southeast course of the Cordova, Alaska (localizer) radio range to Amber civil airway No. 1 and extending 2 miles either side of the southwest course of the Cordova, Alaska (localizer) radio range to Amber civil airway No. 1.

§ 601.2240 *Milton, Fla., control zone.* Within a 5-mile radius of North Whiting Naval Air Station extending 2 miles either side of the northwest course of the North Whiting (Navy) radio range to a point 10 miles northwest of the radio range station.

§ 601.2241 *Macon, Ga., control zone.* Within a 5-mile radius of Robbins AFB excluding that portion overlapping the Cochran Field control zone.

§ 601.2242 *Lexington, Ky., control zone.* Within a 5-mile radius of the Blue Grass Airport, Lexington, Ky., within 2 miles either side of a line bearing 222° True from the Lexington non-directional radio beacon to a point 10 miles southwest of the non-directional beacon and within 2 miles either side of the 303° and 123° True radials of the Lexington omnirange extending from the Blue Grass Airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2243 *Hempstead, N. Y., control zone.* Within a 5-mile radius of Mitchel Air Force Base extending 2 miles either side of the southeast course of the Mitchel AFB radio range to the Babylon fan marker.

§ 601.2244 *Quantico, Va., control zone.* Within a 5-mile radius of the Marine Corps Air Station, excluding that portion overlapping restricted areas.

§ 601.2245 *Chanute, Kans., control zone.* Within a 3-mile radius of the Chanute Municipal Airport extending 2 miles either side of the east course of the radio range to a point 10 miles from the radio range station.

§ 601.2246 *Oklahoma City, Okla., control zone.* Within a 5-mile radius of Will Rogers Municipal Airport and within 2 miles either side of the west course of the Oklahoma City radio range extending from the radio range station to the Mustang fan marker; within 2 miles either side of a direct line between the Will Rogers Municipal Airport and Tinker AFB including a 5-mile radius of Tinker AFB and within 2½ miles either side of the south and north courses of the Tinker AFB radio range extending from the Air Force Base to a point 2½ miles north of the Spencer fan marker.

§ 601.2247 *Abilene, Tex., control zone.* Within a 5-mile radius of the New Municipal Airport, within 2 miles either side of the north course of the Abilene radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of a direct line extending from the Abilene radio range station to and including a 3-mile radius of the Abilene Air Force Base, within 2 miles either side of the 292° True radial of the Abilene omnirange station extending from the omnirange station to a point 5 miles west, within 2 miles either side of the 174° True and 354° True radials of the Abilene omnirange extending from the Air Force Base to a point 10 miles north of the omnirange station, and within 2 miles either side of the 112° True radial of the omnirange extending from the omnirange station to the New Municipal Airport 5-mile radius zone.

§ 601.2248 *San Antonio, Tex., control zone.* Within a 5-mile radius of the San Antonio Airport extending 2 miles either side of the north course of the San Antonio radio range to the Cibolo Creek fan marker.

§ 601.2249 *Corpus Christi, Tex., control zone.* Within a 3-mile radius of Cliff Maus Airport, within 2 miles either side of the northwest course of the Corpus Christi radio range extending from the radio range station to the Odem fan marker and within 1 mile either side of a straight line extending from Cliff Maus Airport to Cuddihy Field to include a 2-mile radius of Cuddihy Field and within 2 miles either side of the 178°–358° True radials of the Corpus Christi omnirange extending from the Cliff Maus Airport control zone to a point 10 miles north of the omnirange station.

§ 601.2250 *Tyler, Tex., control zone.* Within a 5-mile radius of Pounds Field extending 2 miles either side of the northwest course of the radio range to a point 5 miles northwest of the radio range station.

§ 601.2251 *Albany, Ga., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the west and east courses of the Albany radio range to a point 10 miles east of the radio range station, including a 5-mile radius of Turner Air Force Base, and extending 2 miles either side of the north and south courses of the Albany radio range to a point 10 miles south of the radio range station and within 2 miles either side of the 155° True and 335° True radials of the Albany omnirange extending from the Municipal Airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2252 *El Toro, Calif., control zone.* Within a 5-mile radius of the El Toro, Calif., Marine Corps Air Station, within a 3-mile radius of Orange County Airport, Santa Ana, Calif., and within 5 miles either side of the south and north courses of the El Toro radio range extending from Amber civil airway No. 1 on the south to Amber civil airway No. 2 and Green civil airway No. 5 on the north.

§ 601.2253 *Sedalia, Mo., control zone.* Within a 5-mile radius of Sedalia Air Force Base and within 2 miles either side of a line bearing 191° True from the Air Force Base extending to a point 20 miles southwest of the AFB.

§ 601.2254 *Falmouth, Mass., control zone.* Within a 5 mile radius of Otis Air Force Base and within 2 miles either side of a line bearing 39° True extending from the Otis AFB to a point 10 miles northeast of the Air Force Base, excluding the portion which overlaps Camp Edwards restricted area (R-14)

§ 601.2255 *Aguadilla, P R., control zone.* Within a 10-mile radius of the Ramey, AFB, Aguadilla, P. R.

§ 601.2256 *Parkersburg, W Va., control zone.* Within a 5-mile radius of Wood County Airport and within 2 miles either side of the 29° and 209° True radials of the Parkersburg omnirange extending from the airport to a point 10 miles northeast of the omnirange station.

§ 601.2257 *Rantoul, Ill., control zone.* Within a 5-mile radius of the Chanute AFB, Rantoul, Ill., extending 2 miles either side of the southwest course of the Chanute AFB radio range to a point 10 miles southwest of the radio range station.

§ 601.2258 *Wichita Falls, Tex., control zone.* Within a 5-mile radius of Sheppard AFB, Wichita Falls, Tex., extending 2 miles either side of the southeast course of the Wichita Falls, Tex., radio range to the Jolly fan marker.

§ 601.2259 *Kodiak, Alaska, control zone.* Within a 5-mile radius of the Kodiak Naval Air Base, Kodiak, Alaska, extending 2 miles either side of the southwest course of the Kodiak radio range to the radio range station.

§ 601.2260 *Fort Smith, Ark., control zone.* Within a 5-mile radius of the Fort Smith Municipal Airport extending 2 miles either side of a track 8° True to a point 10 miles north of the airport and within 2 miles either side of the 54° True and 234° True radials of the Fort Smith omnirange extending from the airport to a point 10 miles northeast of the omnirange station, and within 2 miles either side of the 81° True course of the Fort Smith ILS localizer extending from the airport to a point 12 miles east.

§ 601.2261 *Yakataga, Alaska, control zone.* Within a 5-mile radius of the Yakataga Airport extending 2 miles either side of the south course of the Yakataga radio range to Amber civil airway No. 1.

§ 601.2262 *Honolulu, T. H., control zone.* Within a 5-mile radius of the Honolulu International Airport extending 2 miles either side of the southwest course of the Honolulu radio range to a point 10 miles southwest of the radio range station.

§ 601.2263 *Lafayette, La., control zone.* Within a 5-mile radius of Lafayette Airport, within 2 miles either side of the 172° True radial of the Lafayette omnirange extending from the omnirange station to a point 10 miles south, and within 2 miles either side of a line bearing 187° True from the Lafayette non-directional radio beacon extending from the non-directional radio beacon to a point 10 miles south.

§ 601.2264 *Spokane, Wash., control zone.* Within a 5-mile radius of Geiger Field and within a 3-mile radius of Fairchild AFB including the airspace within 2 miles either side of the southwest course of the Geiger Field ILS localizer extending from Geiger Field to a point 10 miles southwest of the ILS outer marker.

§ 601.2265 *Wright-Patterson AFB, Ohio, control zone.* Within a 5-mile radius of Patterson Field including a 5-mile radius of Wright Field, within 2 miles either side of the south course of the Wright-Patterson AFB radio range extending from the radio range station to the Fairfield Fan Marker and within 2 miles either side of a 31° True bearing

extending from the Wright-Patterson AFB radio range to a point 10 miles northeast of Patterson Field.

§ 601.2266 *Springfield, Ohio, control zone.* Within a 5-mile radius of the Springfield Municipal Airport extending 2 miles either side of a 51° True track from the end of the northeast-southwest runway to a point 10 miles northeast of the Springfield Airport.

§ 601.2267 *Baltimore, Md., control zone.* Within a 5-mile radius of the Baltimore, Md., Friendship International Airport, extending 2 miles either side of the ILS localizer course to a point 10 miles west of the outer marker.

§ 601.2268 *Ottumwa, Iowa, control zone.* Within a 5-mile radius of Ottumwa Municipal Airport and within 2 miles either side of the 311° and 131° True radials of the Ottumwa omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2269 *Fort Dix, N. J., control zone.* Within a 7-mile radius of the McGuire Air Force Base extending 5 miles either side of the southwest course of the McGuire AFB radio range to a point 10 miles southwest of the radio range station, excluding that portion which lies over Red civil airway No. 3, the Fort Dix, N. J., restricted area, and the Lakehurst, N. J., caution area.

§ 601.2270 *Enid, Okla., control zone.* Within a 5-mile radius of the Vance Air Force Base extending 2 miles either side of the northeast course of the Vance AFB radio range to a point 10 miles northeast of the radio range station and within 2 miles either side of a line bearing 315° True from the Vance Air Force Base extending from the Air Force Base to a point 10 miles northwest of the Enid omnirange station.

§ 601.2271 *Saginaw, Mich., control zone.* Within a 5-mile radius of the Tri City Airport, Saginaw, Mich., extending 2 miles either side of a track 347° True from the Saginaw non-directional radio beacon to a point 10 miles north of the non-directional radio beacon.

§ 601.2272 *Wake Island control zone.* Within a 5-mile radius of Wake Island Airport (Lat. 19°16'53'' Long. 166°38'-40'') within 2 miles either side of a line bearing 102° True extending from the Wake HHW Type non-directional radio beacon (Lat. 19°18'18'', Long. 166°38'-22'') to a point 10 miles east, and within 2 miles either side of a line bearing 282° True extending from the Wake MHW Type non-directional radio beacon (Lat. 19°17'05'' Long. 166°37'26'') to a point 10 miles west.

§ 601.2273 *Cincinnati, Ohio, control zone.* Within a 5-mile radius of Greater Cincinnati Airport, Covington, Ky., extending 2 miles either side of the front course of the Cincinnati ILS localizer to its intersection with the southwest course of the Cincinnati radio range, extending 2 miles either side of the back course of the Cincinnati ILS localizer to its intersection with the northwest course of the Cincinnati radio range, and extending 2 miles either side of the 223° True radial of the Cincinnati omnirange to a point 10 miles southwest of the omnirange station.

§ 601.2274 *Craig AFB, Selma, Ala., control zone.* Within a 5-mile radius of the Craig Air Force Base extending 2 miles either side of the southeast course of the Craig AFB radio range to a point 10 miles southeast of the radio range station.

§ 601.2275 *Pensacola, Fla., control zone.* Within a 5-mile radius of the NAAS Saufley Field, Pensacola, Fla., excluding that portion which overlaps Blue civil airway No. 59.

§ 601.2276 *Westover Mass., control zone.* Within a 5-mile radius of Westover AFB extending 2 miles either side of the northeast course of the Westover AFB (Chicopee) radio range to a point 10 miles northeast of the Quabbin fan marker, excluding that portion which overlaps the Barnes Airport, Westfield, Mass., control zone, and excluding the airspace within ½ mile radius of the Springfield, Mass., Municipal Airport.

§ 601.2277 *Carlsbad, N. Mex., control zone.* Within a 5-mile radius of Carlsbad Airport and within 2 miles either side of the 345° and 165° True radials of the Carlsbad omnirange extending from the airport control zone to a point 3 miles southeast of the omnirange station.

§ 601.2278 *New Bedford, Mass., control zone.* Within a 5-mile radius of the New Bedford Municipal Airport extending 2 miles either side of the ILS localizer course to a point 10 miles southwest of the localizer.

§ 601.2279 *Anchorage, Alaska, control zone.* Within a 10-mile radius of Anchorage International Airport (lat. 61°10'00'', long. 149°59'30'')

§ 601.2280 *Hobbs, N. Mex., control zone.* Within a 15-mile radius of Lea County Airport, Hobbs, N. Mex., within 2 miles either side of the north course of the Hobbs radio range extending to a point 10 miles north of the radio range station and within 2 miles either side of the 45° True radial of the Hobbs omnirange extending to a point 10 miles northeast of the omnirange station.

§ 601.2281 *Tacoma, Wash., control zone.* Within a 5-mile radius of McChord AFB, excluding the portion which overlaps the Fort Lewis, Wash., restricted area.

§ 601.2282 *Mt. Clemens, Mich., control zone.* Within a 7-mile radius of Selfridge AFB extending 2 miles either side of the north course of the Selfridge AFB radio range to a point 10 miles north of the radio range station.

§ 601.2283 *Atlanta, Ga., control zone.* Within a 5-mile radius of Dobbins AFB extending 2 miles either side of the west course of the Atlanta NAS radio range from the Dobbins AFB control zone to the Atlanta NAS control zone.

§ 601.2284 *Traverse City, Mich., control zone.* Within a 5-mile radius of Traverse City Airport extending 2 miles either side of the southeast course of the Traverse City radio range to a point 10 miles southeast of the radio range station.

§ 601.2285 *Victorville, Calif., control zone.* Within a 5-mile radius of George AFB, Victorville, Calif., extending 2 miles either side of a track bearing 360° True from the George AFB to a point 15 miles north.

§ 601.2286 *Columbus, Ga., control zone.* Within a 5-mile radius of the Muscogee County Airport, within 2 miles either side of the north course of the Columbus, Ga., radio range extending from the radio range station to include a 5-mile radius of Lawson Air Force Base, within 2 miles either side of the southwest course of the radio range extending from the radio range station to a point 10 miles southwest, and within 2 miles either side of the 57° True radial of the Columbus omnirange extending from the omnirange station to a point 10 miles northeast, excluding the airspace which overlaps restricted areas.

§ 601.2287 *San Antonio, Tex., control zone.* Within a 5-mile radius of Randolph Air Force Base and within 5 miles either side of a line extending from the Air Force Base to the La Vernia nondirectional radio beacon.

§ 601.2288 *Longview, Tex., control zone.* Within a 5-mile radius of Gregg County Airport, within 2 miles either side of a line bearing 188° True from the airport extending from the airport to a point 10 miles south, and within 2 miles either side of the 313° True radial of the Gregg County, Tex., omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2289 *Houghton, Mich., control zone.* Within a 5-mile radius of the Houghton County Airport extending 2 miles either side of the north course of the Houghton radio range to a point 10 miles north of the radio range station.

§ 601.2290 *Grand Marais, Mich., control zone.* Within a 5-mile radius of Grand Marais Airport extending 2 miles either side of the west course of the Grand Marais radio range to a point 10 miles west of the radio range station.

§ 601.2291 *Sault Ste. Marie, Mich., control zone.* Within a 10-mile radius of Kinross Airport, Sault Ste. Marie, Mich., extending 5 miles either side of the ILS localizer course to a point 10 miles northwest of the ILS outer marker compass locator, excluding that portion which lies outside the continental United States.

§ 601.2292 *Oceana, Va., control zone.* Within a 5-mile radius of the Oceana Virginia Naval Auxiliary Air Station excluding the portion overlapping restricted areas.

§ 601.2293 *Chicago, Ill., control zone.* Within a 5-mile radius of the Chicago O'Hare International Airport extending 2 miles either side of the O'Hare ILS localizer course to a point 10 miles northwest of the O'Hare outer marker.

§ 601.2294 *Nantucket, Mass., control zone.* Within a 5-mile radius of Nan-

tucket Memorial Airport and within 2 miles either side of the 45° True radial of the Nantucket omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2295 *Andrews, Md., control zone.* Within a 5-mile radius of the Andrews, Md., Air Force Base extending 2½ miles either side of the north course of the Andrews AFB radio range to the Andrews AFB radio range station excluding that portion which overlaps the Washington National Airport control zone.

§ 601.2296 *Valparaiso, Fla., control zone.* Within a 5-mile radius of Elgin AFB, Valparaiso, Fla., extending 2 miles either side of the north course of the Elgin AFB radio range to the southern boundary of Red civil airway No. 30.

§ 601.2297 *Jackson, Mich., control zone.* Within a 5-mile radius of Reynolds Airport, Jackson, Mich., extending 2 miles either side of a line bearing 313° True from the Jackson, Mich., non-directional radio beacon to a point 10 miles northwest.

§ 601.2298 *Omaha, Nebr., control zone.* Within a 5-mile radius of Offutt AFB and within 2 miles either side of a direct line from the center of Offutt AFB to the Weeping Water, Nebr., nondirectional radio beacon extending from the Offutt AFB to a point 10 miles southwest of Offutt AFB.

§ 601.2299 *Limestone, Maine, control zone.* That airspace over United States territory within a 6-mile radius of Loring Air Force Base, Limestone, Maine, within 2 miles either side of a direct line extending between the Loring Air Force Base, and the Loring AFB omnirange station, and within 2 miles either side of a direct line extending between the Loring AFB nondirectional radio beacon and the Presque Isle, Maine, radio range station excluding the portion which overlaps the Presque Isle control zone.

§ 601.2300 *Upolu Point, Hawaii, T. H., control zone.* Within a 5-mile radius of the Upolu Point Airport and within 2 miles either side of the 261° True radial of the Upolu Point omnirange extending from the omnirange station to a point 10 miles west.

§ 601.2301 *Waco, Tex., control zone.* Within a 5-mile radius of the Waco Municipal Airport and within a 5-mile radius of the Connally AFB, Waco, Tex.

§ 601.2302 *Willow Grove, Pa., control zone.* Within a 5-mile radius of a point located at lat. 40°11'40", long. 75°06'25" and within 2 miles either side of the northeast and northwest courses of the Willow Grove (Navy) radio range extending from the radio range station to points 10 miles northeast and northwest.

§ 601.2303 *Great Falls, Mont., control zone.* Within a 5-mile radius of Great Falls Municipal Airport, within a 5-mile radius of Great Falls Air Force Base, and within 2 miles either side of direct lines extending from the Great Falls ILS outer marker to the Great Falls Municipal Airport and to the Great Falls Air Force Base.

§ 601.2304 *Binghamton, N. Y., control zone.* Within a 5-mile radius of Broome County Airport, within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker compass locator, and within 2 miles either side of the 66° True and 246° True radials of the Binghamton omnirange extending from the airport to a point 5 miles southwest of the omnirange station.

§ 601.2305 *Lawton, Okla., control zone.* Within a 3-mile radius of Lawton Municipal Airport and within 2 miles either side of the 357° True and 177° True radials of the Lawton omnirange extending from the Lawton Municipal Airport to a point 10 miles south of the omnirange station.

§ 601.2306 *Paducah, Ky., control zone.* Within a 5-mile radius of the Paducah Municipal Airport (Barkley Field) and within 2 miles either side of a line bearing 220° True, from the non-directional radio beacon extending from the Paducah Municipal Airport to a point 10 miles southwest.

§ 601.2307 *Brunswick, Maine, control zone.* Within a 5-mile radius of the Brunswick, Maine, Naval Air Station, excluding the portion which overlaps Amber civil airway No. 7, and within 2 miles either side of a line bearing 173° True from the Brunswick NAS non-directional radio beacon extending to a point 10 miles south of the non-directional radio beacon.

§ 601.2308 *Valdosta, Ga., control zone.* All that area within a 10-mile radius of Moody AFB, Valdosta, Ga.

§ 601.2309 *Valdosta, Ga., control zone.* All that area within a 5-mile radius of the Valdosta Municipal Airport, excluding that portion which overlaps the Moody AFB control zone, and within 2 miles either side of the 4° True and 184° True radials of the Valdosta omnirange extending from the 5-mile radius control zone to a point 10 miles southwest of the omnirange station.

§ 601.2310 *Oscoda, Mich., control zone.* Within a 10-mile radius of the Oscoda AFB extending 5 miles either side of the ILS localizer course to a point 10 miles southwest of the ILS outer marker compass locator, excluding the portion which overlaps restricted areas.

§ 601.2311 *San Antonio, Tex., control zone.* Within a 5-mile radius of Kelly AFB and within 5 miles either side of a direct line from the Kelly AFB through the Leon nondirectional radio beacon extending from the AFB to a point 2½ miles northwest of the Leon nondirectional radio beacon.

§ 601.2312 *Columbus, Ind., control zone.* Within a 5-mile radius of Atterbury AFB and within 2 miles either side of a line bearing 44° True from the Atterbury AFB to a point 10 miles northeast excluding the portion which overlaps restricted areas.

§ 601.2313 *Pittsburgh, Pa., control zone.* Within a 5-mile radius of Greater Pittsburgh Airport, within 2 miles either side of the Greater Pittsburgh Airport ILS localizer southeast course extending southeastward from the ILS localizer to the boundary of the Allegheny County Airport control zone, and within 2 miles either side of bearings of 90° True and 270° True from the Greater Pittsburgh Airport extending through the Greater Pittsburgh nondirectional radio beacon to a point 10 miles east of the radio beacon and through the Clinton nondirectional radio beacon to a point 10 miles west of the radio beacon.

§ 601.2314 *Bryan, Tex., control zone.* Within a 5-mile radius of Bryan AFB including a 3-mile radius of Easterwood Airport, College Station, Tex., within 2 miles either side of the northwest course of the Bryan radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 107°–287° True radials of the College Station omnirange extending from the Easterwood Airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2315 *San Bernardino, Calif., control zone.* Within a 5-mile radius of Norton Air Force Base and within 2¼ miles either side of a line bearing 248° True extending from the Norton AFB to the centerline of the northwest course of the Riverside, Calif., radio range.

§ 601.2316 *Marianna, Fla., control zone.* Within a 5-mile radius of the Marianna Airport and within 2 miles either side of the 130° True radial of the Marianna omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2317 *Tuscaloosa, Ala., control zone.* Within a 5-mile radius of the Van De Graaff Airport and within 2 miles either side of the 60° True radial of the Tuscaloosa omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2318 *Myrtle Beach, S. C., control zone.* Within a 5-mile radius of the Myrtle Beach Municipal Airport and within 2 miles either side of the 47° True radial of the Myrtle Beach omnirange extending from the omnirange station to a point 10 miles northeast, and within 2 miles either side of a line bearing 198° True extending from the Myrtle Beach nondirectional radio beacon to a point 10 miles southwest.

§ 601.2319 *Malden, Mo., control zone.* Within a 5-mile radius of the Malden Airport and within 2 miles either side of the 300° and 120° True radials of the Malden omnirange extending from the airport to a point 10 miles southeast of the omnirange station.

§ 601.2320 *Midland, Tex., control zone.* Within a 5-mile radius of Midland Air Terminal, within 2 miles on the southeast side and 4 miles on the northwest side of the southwest course of the Midland ILS localizer extending from the localizer to a point 15 miles southwest, and within 2 miles either side of the 011.5° True radial of the Midland omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2321 *Oxnard, Calif., control zone.* Within a 5-mile radius of Oxnard

AFB and within 2 miles on the north side and 5 miles on the south side of a line bearing 271° True from the center of Oxnard AFB extending from the 5-mile radius control zone to the southwestern boundary of Amber civil airway No. 8.

§ 601.2322 *Fort Worth, Tex., control zone.* Within a 5-mile radius of Amon Carter Field, Fort Worth, Tex., within 2 miles either side of the Amon Carter ILS localizer northwest course extending from the localizer to the Amon Carter ILS outer marker, within 2 miles either side of a 180°–360° True track through the Grand Prairie, Tex., nondirectional radio beacon (located at Lat. 32°44'05" Long. 97°02'45") extending from Amon Carter Field to a point 5 miles south of the Grand Prairie nondirectional radio beacon, within 3 miles either side of a direct line from the center of Amon Carter Field to the center of Love Field, Dallas, Tex., extending from Amon Carter Field to the boundary of the Dallas control zone, and within 3 miles either side of a direct line from the center of Amon Carter Field to the center of Meacham Field, Fort Worth, Tex., extending from Amon Carter Field to the boundary of the Meacham Field control zone.

§ 601.2323 *Grand Prairie, Tex., control zone.* All that airspace surrounding Hensley Field, Grand Prairie, Tex., bounded on the west, north and east by the boundaries of the Amon Carter Field, Fort Worth, Tex., control zone and Dallas, Tex., control zone, and on the south by a line extending from the southeastern corner of the Amon Carter Field control zone to the southwestern corner of the Dallas control zone.

§ 601.2324 *New Bern, N. C., control zone.* Within a 6-mile radius of Simmons-Nott Airport and within 2 miles either side of a line bearing 265° True extending from the New Bern nondirectional radio beacon to a point 10 miles west of the radio beacon, excluding the portion which overlaps Cherry Point Restricted Area R–123; excluding the portion above 11,000 feet MSL during the period from sunset to sunrise lying within the confines of Amber civil airway No. 9 and excluding the portion above 5,500 feet MSL during the period from sunset to sunrise lying west of Amber civil airway No. 9, in order to avoid conflict with Cherry Point night Restricted Area R–125 published in § 608.41 of this chapter.

§ 601.2325 *Hyannis, Mass., control zone.* Within a 3-mile radius of Barnstable Airport, Hyannis, Mass., and within 2 miles either side of a line bearing 48° True extending from the airport to a point 10 miles northeast, excluding the portion which lies beyond the shoreline.

§ 601.2326 *Martha's Vineyard, Mass., control zone.* Within a 3-mile radius of Martha's Vineyard Airport and within 2 miles either side of a line bearing 180° True from the Martha's Vineyard Airport extending from the airport to a point 10 miles south.

§ 601.2327 *Baton Rouge, La., control zone.* Within a 5-mile radius of Harding Field, within a 3-mile radius of East Baton Rouge Parish Airport, within 2 miles either side of the northwest course of the Baton Rouge radio range extending from the radio range station to a point 10 miles northwest, within 2 miles either side of a 314°–134° True track through the Baton Rouge ILS outer marker compass locator extending from the Harding Field control zone to a point 10 miles northwest of the outer marker compass locator, and within 2 miles either side of the 72°–252° True radials of the Baton Rouge omnirange extending from the Harding Field control zone to a point 10 miles southwest of the omnirange station.

§ 601.2328 *Manchester N. H., control zone.* Within a 5-mile radius of Grenier Air Force Base and within 2 miles either side of lines bearing 337° True and 157° True from the Manchester nondirectional radio beacon extending from the 5-mile radius zone to a point 10 miles southeast of the nondirectional radio beacon.

§ 601.2329 *Gage, Okla., control zone.* Within a 5-mile radius of Gage Airport and within 2 miles either side of the 299°–119° True radials of the Gage omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2330 *Alexandria, La., control zone.* Within a 5-mile radius of Alexandria AFB, within 2 miles either side of the northwest and southeast courses of the Alexandria radio range extending from the AFB control zone to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 156°–336° True radials of the Alexandria omnirange extending from the AFB control zone to a point 10 miles southeast of the omnirange station.

§ 601.2331 *Lake Charles, La., control zone.* Within a 5-mile radius of the Lake Charles Air Force Base; within 2 miles either side of the south course of the Lake Charles radio range extending from the radio range station to a point 10 miles south; within 2 miles either side of the 334° True and 154° True radials of the Lake Charles omnirange extending from the Air Force Base control zone to a point 10 miles southeast of the omnirange station, and within 2 miles either side of a direct line extending from the Air Force Base through the Lake Charles AFB nondirectional radio beacon to a point 10 miles northwest of the nondirectional radio beacon.

§ 601.2332 *Beaumont, Tex., control zone.* Within a 5-mile radius of Jefferson County Airport, Beaumont, Tex., within 2 miles either side of the north course of the Beaumont radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of the 248°–68° True radials of the Beaumont omnirange extending from the airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2333 *Palacios, Tex., control zone.* Within a 3-mile radius of Palacios Airport and within 2 miles either side of the 305°–125° True radials of the Palacios omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2334 *Alice, Tex., control zone.* Within a 5-mile radius of Alice Airport and within 2 miles either side of the west course of the Alice radio range extending from the radio range station to a point 10 miles west.

§ 601.2335 *Eau Claire, Wis., control zone.* Within a 5-mile radius of the Eau Claire, Wis., Airport and within 2 miles either side of the 04° True radial of the Eau Claire omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2336 *Green Bay, Wis., control zone.* Within a 5-mile radius of the Austin-Straubel Airport, Green Bay, Wis., and within 2 miles either side of the 322° True radial of the Green Bay omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2337 *Wausau, Wis., control zone.* Within a 5-mile radius of Alexander Airport, Wausau, Wis., and within 2 miles either side of the 166°–346° True radials of the Wausau omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2338 *Phoenix, Ariz., control zone.* Within a 5-mile radius of Sky Harbor Municipal Airport, Phoenix, Ariz., and within 2 miles either side of the east course of the Phoenix radio range extending from the radio range station to a point 10 miles east.

§ 601.2339 *Douglas, Ariz., control zone.* Within a 5-mile radius of the Douglas-Bisbee International Airport and within 2 miles either side of the 311° True radial of the Douglas omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2340 *Sanford, Fla., control zone.* Within a 5-mile radius of the Naval Auxiliary Air Station, Sanford, Fla., within 2 miles either side of a 270° True bearing extending from the Sanford Navy nondirectional radio beacon to a point 10 miles west, and within 2 miles either side of a 190° True bearing extending from the Sanford Navy nondirectional radio beacon to the Orlando, Fla., control zone.

§ 601.2341 *Utica, N. Y., control zone.* Within a 5-mile radius of Oneida County Airport, Utica, N. Y., excluding the portion which overlaps the Griffis AFB control zone.

§ 601.2342 *Ardmore, Okla., control zone.* Within a 5-mile radius of Ardmore Air Force Base and within 2 miles either side of the 54° True radial of the Ardmore omnirange extending from the AFB control zone to the omnirange station.

§ 601.2343 *Pine Bluff, Ark., control zone.* Within a 3-mile radius of Grider Field, within 2 miles either side of a line bearing 177° True extending from the Pine Bluff nondirectional radio beacon to a point 5 miles south, and within 2 miles either side of the 186° True and 006° True radials of the Pine Bluff omni-

range extending from Grider Field to a point 5 miles north of the omnirange station.

§ 601.2344 *Gulfport, Miss., control zone.* The airspace within a 3-mile radius of the Gulfport Municipal Airport and within 3 miles either side of a direct line extending from the Gulfport Municipal Airport to the Keesler Air Force Base, Biloxi, Miss., excluding the portion which overlaps the Biloxi control zone, shall be designated a control zone during the period beginning at 0001 c. s. t. June 1 to 2400 c. s. t., September 15, 1955, and annually thereafter.

§ 601.2345 *Calverton, N. Y., control zone.* Within a 5-mile radius of Grumman-Peconic River Airport and within 2 miles either side of a line bearing 46° True from the airport to a point 10 miles northeast of the Riverhead omnirange station excluding the airspace which overlaps the Suffolk County AFB control zone, Westhampton Beach, Long Island, N. Y.

§ 601.2346 *Guam Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Anderson Air Force Base, centered at Lat. 13°35'00" N., Long. 144°55'00" E.

§ 601.2347 *Guam Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Agana Naval Air Station, centered at Lat. 13°29'00" N., Long. 144°47'00" E.

§ 601.2348 *Midway Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Midway Naval Station, centered at Lat. 28°12'00" N., Long. 177°22'00" W.

§ 601.2349 *Kwajalein Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Kwajalein Naval Station, centered at Lat. 8°45'00" N., Long. 167°45'00" E.

§ 601.2350 *Childress, Tex., control zone.* Within a 3-mile radius of Childress Airport and within 2 miles either side of the 02° and 182° True radials of the Childress omnirange extending from the 3-mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2351 *Cotulla, Tex., control zone.* Within a 3-mile radius of Cotulla Airport, within 2 miles either side of a line bearing 320° True extending from the Cotulla nondirectional radio beacon to a point 10 miles northwest, and within 2 miles either side of the 265° True and 85° True radials of the Cotulla omnirange extending from the 3-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2352 *Dalhart, Tex., control zone.* Within a 3-mile radius of Dalhart Municipal Airport, within 2 miles either side of a line bearing 132° True extending from the Dalhart nondirectional radio beacon to a point 10 miles southeast and within 2 miles either side of the 184° and 04° True radials of the Dalhart omnirange extending from the airport to a point 10 miles north of the omnirange station.



§ 601.2353 *Lufkin, Tex., control zone.* Within a 3-mile radius of Angelina Airport, Lufkin, Tex., within 2 miles either side of a line bearing 157° True extending from the airport to a point 14 miles southeast, and within 2 miles either side of a line bearing 304° True extending from the Lufkin nondirectional radio beacon to a point 10 miles northwest.

§ 601.2354 *Texarkana, Ark., control zone.* Within a 5-mile radius of the Texarkana Municipal Airport, within 2 miles either side of the 332° True radial of the Texarkana omnirange extending from the omnirange station to a point 10 miles northwest and within 2 miles either side of the north course of the Texarkana radio range extending from the radio range station to a point 10 miles north.

§ 601.2355 *Walnut Ridge, Ark., control zone.* Within a 3-mile radius of Walnut Ridge Airport and within 2 miles either side of the 244° True radial of the Walnut Ridge omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2356 *Hobart, Okla, control zone.* Within a 3-mile radius of Hobart Airport and within 2 miles either side of a line bearing 183° True extending from the airport to a point 12 miles south.

§ 601.2357 *Brunswick, Ga., control zone.* Within a 5-mile radius of NAAS Glynco, Brunswick, Ga., and within 2 miles either side of the northeast course of the Glynco (Navy) radio range extending from the radio range station to a point 10 miles northeast excluding the portion which overlaps the McKinnon Airport control zone, Brunswick, Ga.

§ 601.2358 *Clovis, N. Mex., control zone.* Within a 5-mile radius of the Clovis Air Force Base and within 2 miles either side of a line bearing 222° True extending from the Air Force Base to a point 7½ miles southwest of the Air Force Base.

§ 601.2359 *Victoria, Tex., control zone.* Within a 5-mile radius of Foster Air Force Base, Victoria, Tex., within 1 mile either side of a direct line extending from Foster AFB to and including a 5-mile radius of Victoria County Airport and within 2 miles either side of a line extending from Foster AFB through the Foster AFB nondirectional radio beacon to a point 2 miles northwest of the nondirectional radio beacon.

§ 601.2360 *South Weymouth, Mass., control zone.* Within a 4-mile radius of the South Weymouth Naval Air Station and within 1½ miles east of and 2½ miles west of and parallel to a line bearing 155° True extending from the Naval Air Station to a point 10 miles southeast of the South Weymouth nondirectional radio beacon.

§ 601.2361 *Grosse Ile, Mich., control zone.* That airspace over United States territory within a 3-mile radius of the Grosse Ile, Mich., Naval Air Station and within 2 miles either side of a line bearing 209° True extending from the Naval Air Station to a point 10 miles southwest of the Grosse Ile nondirectional radio beacon.

§ 601.2362 *Merced, Calif., control zone.* Within a 5-mile radius of Castle Air Force Base, Merced, Calif., including the airspace within that portion of a circle of a 16-mile radius centered on Castle AFB bounded on the northeast by a line 2 miles northeast of and parallel to a line drawn from the AFB through the Castle AFB omnirange station and bounded on the west by a line 2 miles west of and parallel to a line drawn from the AFB through the Bear Creek nondirectional radio beacon.

§ 601.2363 *Elizabeth City, N. C., control zone.* Within a 3-mile radius of CGAS Elizabeth City, N. C., and within 2 miles either side of the southeast course of the Weeksville, N. C., Navy radio range extending to a point 8 miles southeast of the radio range station.

§ 601.2364 *Hopkinsville, Ky., control zone.* Within a 5-mile radius of Campbell AFB, Hopkinsville, Ky., within 2 miles either side of the 224° True and 44° True radials of the Campbell AFB omnirange extending from the five-mile radius zone to a point 10 miles northeast of the omnirange station, and within 2 miles either side of a 224° True bearing extending from the five-mile radius zone through the Campbell AFB nondirectional radio beacon to a point 10 miles southwest of the nondirectional radio beacon, excluding the portions which overlap Campbell Restricted Area R-63.

§ 601.2365 *Salem, Oreg., control zone.* Within a 3-mile radius of McNary Airport and within 2 miles either side of a line bearing 150° True extending from the airport to a point 5 miles southeast.

§ 601.2366 *Riverside, Calif., control zone.* Within a 5-mile radius of March AFB and within 2 miles either side of a line extending from March AFB through the Riverside omnirange station to a point 5 miles southeast of the omnirange station.

§ 601.2367 *Fort Bragg, N. C., control zone.* Within a 5-mile radius of Pope AFB and within 2 miles either side of a line bearing 49° True extending from the Air Force Base to a point 7 miles northeast, excluding the portion which overlaps the Fort Bragg Restricted Area R-115.

§ 601.2368 *Sault Ste. Marie, Mich., control zone.* That airspace over United States territory within a 5-mile radius of the Sault Ste. Marie Municipal Airport and within 2 miles either side of the southeast course of the Sault Ste. Marie radio range extending from the radio range station to a point 12 miles southeast.

§ 601.2369 *Sacramento, Calif., control zone.* Within a 5-mile radius of Mather Air Force Base, Sacramento, Calif., and within 2 miles either side of a line extending from the Mather AFB to the Mather nondirectional radio beacon.

## SUBPART E—COLORED CIVIL AIRWAY REPORTING POINTS

### DESIGNATION OF REPORTING POINTS

§ 601.4001 *Designation of reporting points.* The locations described in Sub-

part E and Subpart G are designated as reporting points.

GREEN CIVIL AIRWAYS

§601.4011 *Green civil airway No. 1 (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine)* Millinocket, Maine, radio range station.

§ 601.4012 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.)* Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Mullan Pass, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; Bozeman, Mont., radio range station; Livingston, Mont., radio range station; Billings, Mont., radio range station; Miles City, Mont., radio range station; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; the intersection of the southeast course of the La Crosse, Wis., radio range and the west course of the Madison, Wis., radio range; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; Detroit, Mich., radio range station; Buffalo, N. Y., radio range station; the intersection of the east course of the Buffalo, N. Y., radio range and the southwest course of the Rochester, N. Y., radio range; Rochester, N. Y., radio range station; Syracuse, N. Y., radio range station; Albany, N. Y., radio range station; Westfield, Mass., radio range station; the intersection of the northeast course of Hartford, Conn., radio range and the southeast course of the Westfield, Mass., radio range; Boston, Mass., radio range station.

§ 601.4013 *Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.)* San Francisco, Calif., radio range station; Oakland, Calif., radio range station; Bay Point, Calif., fan type radio marker station; Sacramento, Calif., radio range station; Reno, Nev., radio range station; Humboldt, Nev., radio range station; Elko, Nev., radio range station; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station, Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; Cheyenne, Wyo., radio range station; North Platte, Nebr., radio range station, Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; the intersection of the southeast course of the Detroit, Mich., radio range and the west course of the Cleveland, Ohio, radio range; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; Brookville, Pa., non-directional radio marker beacon; Philipsburg, Pa., radio range station; Selinsgrove, Pa., non-directional radio beacon; Allentown, Pa., radio range station; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the Newark, N. J., radio range; New York (La Guardia), N. Y., radio range station.

§ 601.4014 *Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.)* The intersection of the southwest course of the Newhall, Calif., radio range and the northwest course of the Burbank, Calif., radio range; the intersection of the north course of the Los Angeles, Calif., radio range and the southwest course of the Palmdale, Calif., radio range or the Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station, Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; Zuni, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; Gage, Okla., radio range station; Wichita, Kans., radio range station; the intersection of the southwest course of the Kansas City, Mo., radio range and the southeast course of the Forbes AFB, Kans., radio range; Kansas City, Mo., radio range station; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the west course of the Columbus, Ohio, radio range and a line bearing 327° True from the Tipp City, Ohio, nondirectional radio beacon; Columbus, Ohio, radio range station; the intersection of the east course of the Columbus, Ohio, radio range and the southwest course of the Akron, Ohio, radio range; Wheeling, W Va., nondirectional radio beacon; Pittsburgh, Pa., radio range station; New Alexandria, Pa., nondirectional radio beacon; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the southwest course of the Allentown, Pa., radio range and the east course of the Harrisburg, Pa., radio range; Philadelphia, Pa., radio range station.

§ 601.4015 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.)* Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the southeast course of the Daggett, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; Cochise, Ariz., radio range station; Columbus, N. Mex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; Pine Bluff, Ark., nondirectional radiobeacon; Memphis, Tenn., radio range station; Jackson, Tenn., radio range station; Nashville, Tenn., radio range station; Smithville, Tenn., radio range station; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; Quantico, Va. (Navy), radio range station; Andrews, Md., radio range station; the intersection of the south course of the New Castle, Del., radio range and the southwest course of the Millville, N. J., radio range; Millville, N. J., radio range station; the intersection of the northeast course of the Millville, N. J., radio range and the southeast course of the McGuire AFB, N. J., radio range; the intersection of the east course of the New York, N. Y. (La Guardia), radio range and the northeast course of the Mitchel Field AFB radio range; the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Hartford, Conn., radio range; the intersection of the west course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range.

§ 601.4016 *Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.)* Laredo, Tex., radio range station; Alice, Tex., radio range station; Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; the intersection of the northeast course of the Galveston, Tex., radio range and the south course of the Beaumont, Tex., radio range; Lake Charles, La., radio range station; Lafayette, La., nondirectional radio beacon; New Orleans, La., radio range station; Bay Minette, Ala., nondirectional radio beacon; Maxwell AFB, Ala., radio range station; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; Richmond, Va., radio range station; Norfolk, Va., radio range station.

§ 601.4017 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska)* Moses Point, Alaska, radio range station; the intersection of the east course of the Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range; the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range; the intersection of the west course of the Fairbanks, Alaska, radio range and the northwest course of the Nenana, Alaska, radio range; Fairbanks, Alaska, radio range station.

§ 601.4018 *Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska)* King Salmon, Alaska, radio range station; the intersection of the northeast course of the King Salmon, Alaska, radio

range and the southwest course of the Iliamna, Alaska, radio range; the intersection of the southeast course of the Iliamna, Alaska, radio range and the west course of the Homer, Alaska, radio range; the intersection of the southwest course of the Kenai, Alaska, radio range and the west course of the Homer, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai, Alaska, radio range and the west course of the Anchorage (Merrill) Alaska, radio range; the intersection of the northeast course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Gulkana, Alaska, radio range station; Northway, Alaska, radio range station.

§ 601.4019 *Green civil airway No. 9 (Hawaiian Islands)* The intersection of the south course of the Port Allen, T. H., radio range and the southwest course of the Honolulu, T. H., radio range; the intersection of the southeast course of the Port Allen, T. H., radio range and the southwest course of the Honolulu, T. H., radio range; Honolulu, T. H., radio range station; the intersection of the northeast course of the Honolulu, T. H., radio range and the north course of the Maui, T. H., radio range; the intersection of the northeast course of the Honolulu, T. H., radio range and the north course of the Hilo, T. H., radio range.

§ 601.4020 *Green civil airway No. 10 (United States-Canadian Border to Denver Colo.).* The Bellingham, Wash., radio range station; Everett, Wash., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; Gooding, Idaho nondirectional radio beacon; Burley, Idaho, radio range station; Laramie, Wyo., radio range station.

AMBER CIVIL AIRWAYS

§ 601.4101 *Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska)* San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., radio range; Long Beach, Calif., radio range station; Los Angeles, Calif., radio range station; Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; Merced, Calif., (Castle) radio range station; the intersection of the east course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range; Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; McChord AFB radio range station, Tacoma, Wash., the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, B. C., radio range; Sitka (Biorka Island) Alaska, radio range station; the intersection of the northwest course of the Sitka (Biorka Island) Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range; Yakutat, Alaska, radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the south course of the Yakataga, Alaska, radio range; the intersection of the east course of the Hinchinbrook, Alaska, radio range and the southeast course of the Cordova, Alaska, radio range; Hinchinbrook, Alaska, radio range station; the intersection of the northwest course of the Hinchinbrook, Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; the intersection of the northeast course of the Kenai, Alaska, radio range and the northwest course of the Anchorage, Alaska, radio range; Skwentna, Alaska, radio range station; Puntilla Lake, Alaska, nondirectional radio beacon; Farewell, Alaska, radio range station; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station; the intersection of the northwest course of the Unalakleet, Alaska, radio range and the south course of the Moses Point, Alaska, radio range; Nome, Alaska, radio range station.

§ 601.4102 *Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska)* The intersection of the southwest course of the Long Beach, Calif., radio range and the south course of the Los Angeles, Calif., radio range; Las Vegas, Nev., radio range station; Enterprise, Utah, radio range station; Delta, Utah, radio range station; Salt Lake City, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; the intersection of the north course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range; Bettles, Alaska, radio range station.

§ 601.4103 *Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).* Truth or Consequences, N. Mex., radio range station; Las Vegas, N. Mex., radio range station; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; Colorado Springs, Colo., radio range station; Denver, Colo., radio range station; Casper, Wyo., radio range station; Sheridan, Wyo., radio range station; Lewistown, Mont., radio range station.

§ 601.4104 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.)* Brownsville, Tex., radio range station; the intersection of the south course of the Alice, Tex., radio range and the southwest course of the Corpus Christi, Tex., radio range; the intersection of the south course of the San Antonio, Tex., radio range, the 104° True bearing from the Somerset, Tex., nondirectional radio beacon and the southeast course of the Kelly, Tex., radio range; San Antonio, Tex., radio range station; Cibolo, Tex., fan type radio marker station or the intersection of the north course of the San Antonio, Tex., radio range and the southwest course of the Austin, Tex., radio range; Austin, Tex., radio range station; Waco, Tex., radio range station; the intersection of the south course of the Fort Worth, Tex., radio range and the west course of the Dallas, Tex., radio range; the intersection of the south course of the Oklahoma City, Okla., radio range and a line bearing 259° True from the Ardmore, Okla., nondirectional radio beacon; Oklahoma City, Okla., radio range station; Tulsa, Okla., radio range station; Chanute, Kans., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; Minot, N. Dak., radio range station.

§ 601.4105 *Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.)* Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Advance, Mo., radio range station; Springfield, Ill., radio range station; the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range; Joliet, Ill., radio range station.

§ 601.4106 *Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).* Jacksonville, Fla., radio range station; Alma, Ga., radio range station; Macon, Ga., radio range station; Chattanooga, Tenn., radio range station; Bowling Green, Ky., radio range station; Louisville, Ky., radio range station.

§ 601.4107 *Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border).* Key West, Fla., radio range station; the intersection of the northeast course of the Key West, Fla., radio range and the southwest course of the Homestead, Fla., radio range; Miami, Fla., radio range station; West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Brunswick, Ga., radio marker beacon; Savannah, Ga., radio range station; Charleston, S. C., radio range station; Florence, S. C., radio range station; Lumberton, N. C. nondirectional radio beacon; Raleigh, N. C., radio range station; the intersection of the northeast course of the Raleigh, N. C., radio range and the south course of the Blackstone, Va., radio range; the intersection of the southwest course of the Washington, D. C., radio range and the southeast course of the Quantico, Va., radio range; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the west course of the Baltimore, Md., radio range; Newark, N. J., radio range station; Hartford, Conn., radio range station; Portland, Maine, radio range station; Augusta, Maine, radio range station; the intersection of the southwest course of the Millinocket, Maine, radio range and the northwest course of the Bangor, Maine, radio range; Presque Isle, Maine, radio range station.

§ 601.4108 *Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg,*

*Wash.)* The intersection of the west course of the Los Angeles, Calif., radio range and the southeast course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station; Santa Barbara, Calif., radio range station; the intersection of the northwest course of the Santa Barbara, Calif., radio range and the southwest course of the Fresno, Calif., radio range; the intersection of the northwest course of the San Francisco, Calif., radio range and the southwest course of the Travis AFB, Calif., radio range; the intersection of the southwest course of the Travis AFB, Calif., radio range and the northwest course of the Oakland, Calif., radio range; Travis AFB, Calif., radio range station; Whitmore, Calif., radio range station; Klamath Falls, Oreg., radio range station; Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station.

§ 601.4109 *Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.)* Myrtle Beach, N. C., nondirectional radio beacon; Wilmington, N. C., nondirectional radio beacon; New Bern, N. C., nondirectional radio beacon; Williamston, N. C., VHF VAR radio range station; the intersection of the north course of the Williamston, N. C., VHF VAR radio range and the southwest course of the Norfolk, Va., radio range.

§ 601.4110 *Amber civil airway No. 10 (Hawaiian Islands)* Intersection of the south course of the Honolulu, T. H., radio range and the west course of the Hilo, T. H., radio range.

§ 601.4111 *Amber civil airway No. 11 (Hawaiian Islands)* Intersection of the south course of the Maui, T. H., radio range and the west course of the Hilo, T. H., radio range.

§ 601.4112 *Amber civil airway No. 12 (Hawaiian Islands)* Hilo, T. H., radio range station; the intersection of the east course of the Maui, T. H., radio range and the north course of the Hilo, T. H., radio range.

RED CIVIL AIRWAYS

§ 601.4202 *Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.)* Rapid City, S. Dak., radio range station.

§ 601.4203 *Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).* No reporting point designation.

§ 601.4204 *Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.)* No reporting point designation.

§ 601.4205 *Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).* No reporting point designation.

§ 6014206 *Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.)* Akron, Colo., radio range station; Lincoln, Nebr., radio range station.

§ 601.4207 *Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.)* Greenville, S. C., radio range station; Charlotte, N. C., radio range station; the intersection of the north course of the Charlotte, N. C., radio range and the southwest course of the Greensboro, N. C., radio range.

§ 601.4208 *Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.)* The intersection of the east course of the Wright-Patterson, Ohio, AFB radio range and the south course of the Columbus, Ohio, radio range; Bergholz, Pa., nondirectional radio beacon; Williamsport, Pa., radio range station; the Crystal Lake, Pa., nondirectional radio beacon; the intersection of the northeast course of the Allentown, Pa., radio range and the northwest course of the Newark, N. J., radio range.

§ 601.4209 *Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.)* El Centro, Calif., radio range station; Yuma, Ariz., radio range station; Gila Bend, Ariz., radio range station.

§ 601.4210 *Red civil airway No. 10 (Amarillo, Tex., to Charleston, S. C.)* Wichita Falls., Tex., radio range station; Dallas, Tex., radio range station; the intersection of the north course of the Tyler, Tex., radio range and the west course of the Shreveport, La., radio range; Shreveport, La., radio range station; Monroe, La., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; Augusta, Ga., radio range station.

§ 601.4211 *Red civil airway No. 11 (Enid, Okla., to Boston, Mass.)* Springfield, Mo., radio range station; Vichy, Mo., nondirectional radio beacon; the intersection of the northeast course of the Westover AFB, Chicopee, Mass., radio range and the west course of the Boston, Mass., radio range.

§ 601.4212 *Red civil airway No. 12 (Joliet, Ill., to Erie, Pa.)* South Bend, Ind., radio range station; the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range; the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Detroit, Mich., radio range.

§ 601.4213 *Red civil airway No. 13 (Wheeling, W Va., to Boston, Mass.)* Westover, Pa., nondirectional radio beacon; Wilkes-Barre, Pa., radio range station; Poughkeepsie, N. Y., radio range station; Providence, R. I., radio range station.

§ 601.4214 *Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.)* Rockford, Ill., radio range station; Chicago, Ill., radio range station; the intersection of the east course of the Harvey, Ill, radio range and the southeast course of the Chicago, Ill., radio range.

§ 301.4215 *Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.)* The intersection of the southeast course of the Las Vegas, Nev., radio range and the north course of the Needles, Calif., radio range.

§ 601.4216 *Red civil airway No. 16 (Tallahassee, Fla., to Florence, S. C.)* Albany, Ga., radio range station; Columbia, S. C., radio range station.

§ 601.4217 *Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.)* Scott AFB, Belleville, Ill., radio range station; Fort Wayne, Ind., radio range station; Findlay, Ohio, nondirectional radio beacon; Mansfield, Ohio, nondirectional radio beacon; the intersection of the northeast course of the Arcola, Va., radio range and the west course of the Baltimore, Md., radio range; Baltimore, Md., radio range station.

§ 601.4218 *Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.)* Cincinnati, Ohio, radio range station; Huntington, W Va., nondirectional radio beacon; Charleston, W Va., radio range station; Elkins, W Va., radio range station; Front Royal, Va., radio range station.

§ 601.4219 *Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.)* The Saginaw, Mich., nondirectional radio beacon.

§ 601.4220 *Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.)* Akron, Ohio, radio range station; the intersection of the south course of the Youngstown, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range; the intersection of the northwest course of the Washington, D. C., radio range and the east course of the Martinsburg, W Va., radio range.

§ 601.4221 *Red civil airway No. 21 (New York, N. Y., to Boston, Mass.)* The intersection of the southeast course of the Hartford, Conn., radio range and the southwest course of the Quonset Point, R. I., (Navy) radio range; the intersection of the southwest course of the Providence, R. I., radio range and the southwest course of the Quonset Point, R. I., (Navy) radio range.

§ 601.4222 *Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.)* The intersection of the northeast course of the Buffalo, N. Y., radio range and the northwest course of the Rochester, N. Y., radio range; Utica, N. Y., radio range station.

§ 601.4223 *Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.)* The Houghton, Mich., radio range station; Sault Ste. Marie, Mich., radio range station; Elmira, N. Y., radio range station; the intersection of the northeast course of the Allentown, Pa., radio range and the northwest course of the New York (La Guardia), N. Y., radio range; the Paterson, N. J., nondirectional radio beacon.

§ 601.4224 *Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.)* No reporting point designation.

§ 601.4226 *Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.)* Waverly, Va., radio range station.

§ 601.4227 *Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.)* Corbin, Ky., radio range station.

§ 601.4228 *Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.)* The intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range; the intersection of the northeast course of the Chicago, Ill., radio range and the north course of the South Bend., Ind., radio range.

§ 601.4229 *Red civil airway No. 29 (Elmira, N. Y., to Baltimore, Md.)* No reporting point designation.

§ 601.4230 *Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.)* Alexandria, La., radio range station; Baton Rouge, La., radio range station; Keesler AFB, Biloxi, Miss., radio range station; Crestview, Fla., radio range station; Tallahassee, Fla., radio range station; the intersection of the east course of the Tallahassee, Fla., radio range and a line bearing 182° True from the Valdosta, Ga., nondirectional radio beacon.

§ 601.4231 *Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.)* Scottsbluff, Nebr., radio range station; Pierre, S. Dak., radio range station.

§ 601.4232 *Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.)* Kelly, Tex., radio range station.

§ 601.4233 *Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.)* Arcola, Va., radio range station; the intersection of the northeast course of the Arcola, Va., radio range and the south course of the Harrisburg, Pa., radio range.

§ 601.4234 *Red civil airway No. 34 (Charleston, W Va., to Weeksville, N. C.)* Pulaski, Va., radio range station.

§ 601.4235 *Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.)* La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station; Forbes AFB, Topeka, Kans.

§ 601.4236 *Red civil airway No. 36 (Rochester Minn., to La Crosse, Wis.)* Rochester, Minn., radio range station.

§ 601.4237 *Red civil airway No. 37 (Tyler Tex., to Gordonsville, Va.).* Tyler, Tex., radio range station; Little Rock, Ark., radio range station; Lynchburg, Va., radio range station.

§ 601.4238 *Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.)* San Angelo, Tex., radio range station; the intersection of the northwest course of the Kelly, Tex., radio range and the west course of the San Antonio, Tex., radio range.

§ 601.4239 *Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska)* Bethel, Alaska, radio range station; Aniak, Alaska, radio range station; Minchumina, Alaska, radio range station; Nenana, Alaska, radio range station.

§ 601.4240 *Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska)* Kodiak, Alaska, radio range station; Shuyak, Alaska, nondirectional radio beacon; Homer, Alaska, radio range station; the intersection of the east course of the Kenai, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station.

§ 601.4241 *Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).* No reporting point designation.

§ 601.4242 *Red civil airway No. 42 (Milwaukee, Wis., to Aurora, Ill.)* No reporting point designation.

§ 601.4243 *Red civil airway No. 43 (Chicago, Ill., to Lafayette, Ind.)* No reporting point designation.

§ 601.4244 *Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border)* No reporting point designation.

§ 601.4245 *Red civil airway No. 45 (Blackstone, Va., to Willow Grove, Pa.)* Manakin, Va., non-directional radio beacon.

§ 601.4246 *Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).* No reporting point designation.

§ 601.4247 *Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.)* Orlando, Fla., radio range station.

§ 601.4248 *Red civil airway No. 48 (Helena, Mont., to Livingston, Mont.).* No reporting point designation.

§ 601.4249 *Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.)* Wendover, Utah, radio range station.

§ 601.4250 *Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).* Tanana, Alaska, radio range station.

§ 601.4251 *Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.)* No reporting point designation.

§ 601.4252 *Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.)* Muscle Shoals, Ala., radio range station.

§ 601.4253 *Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash.).* Walla Walla, Wash., radio range station.

§ 601.4254 *Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).* No reporting point designation.

§ 601.4255 *Red civil airway No. 55 (Chicago, Ill., to Columbus, Ohio)* No reporting point designation.

§ 601.4256 *Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).* No reporting point designation.

§ 601.4257 *Red civil airway No. 57 (Des Moines, Iowa, to Youngstown, Ohio)* Battle Creek, Mich., radio range station.

§ 601.4258 *Red civil airway No. 58 (Augusta, Maine, to United States-Canadian Border).* Bangor, Maine radio range station.

§ 601.4259 *Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.)* No reporting point designation.

§ 601.4260 *Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.)* Stockton, Calif., radio range station.

§601.4261 *Red civil airway No. 61 (Butler, Pa., to Washington, D. C.).* The intersection of the northwest course of the Arcola, Va., radio range and the west course of the Martinsburg, W. Va., radio range.

§ 601.4262 *Red civil airway No. 62 (Pittsburgh, Pa., to Altoona, Pa.).* No reporting point designation.

§ 601.4263 *Red civil airway No. 63 (Battle Creek, Mich., to United States-Canadian Border)* No reporting point designation.

§ 601.4264 *Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska)* No reporting point designation.

§ 601.4265 *Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.)* No reporting point designation.

§ 601.4266 *Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.)* The intersection of the east course of the Santa Barbara, Calif., radio range and the northeast course of the Camarillo, Calif., radio range.

§ 601.4267 *Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.)* Dothan, Ala., radio range station.

§ 601.4268 *Red civil airway No. 68 (Midland, Tex., to Shreveport, La.)* Midland, Tex., radio range station.

§ 601.4269 *Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.)* No reporting point designation.

§ 601.4270 *Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.)* No reporting point designation.

§ 601.4271 *Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.)* Roswell, N. Mex., radio range station; Lubbock, Tex., radio range station.

§ 601.4272 *Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.)* Willow Grove, Pa. (Navy), radio range station.

§ 601.4273 *Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).* No reporting point designation.

§ 601.4274 *Red civil airway No. 74 (Louisville, Ky., to Cincinnati, Ohio)* No reporting point designation.

§ 601.4275 *Red civil airway No. 75 (United States-Canadian Border, Vancouver B. C., to United States-Canadian Border Abbotsford, B. C.).* No reporting point designation.

§ 601.4276 *Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.)* No reporting point designation.

§ 601.4277 *Red civil airway No. 77 (Greensboro, N. C., to Atlantic City, N. J.)* No reporting point designation.

§ 601.4278 *Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).* No reporting point designation.

§ 601.4279 *Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.)* No reporting point designation.

§ 601.4280 *Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.).* No reporting point designation.

§ 601.4281 *Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.).* No reporting point designation.

§ 601.4282 *Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).* No reporting point designation.

§ 601.4283 *Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).* No reporting point designation.

§ 601.4284 *Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.).*

Craig AFB radio range station, Selma, Ala., Columbus, Ga., radio range station.

§ 601.4285 *Red civil airway No. 85 (Akron, Ohio, to Altoona, Pa.)* Butler, Pa., nondirectional radio beacon.

§ 601.4286 *Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine)* No reporting point designation.

§ 601.4287 *Red civil airway No. 87 (Hawaiian Islands)* Intersection of the northwest course of the Port Allen, T. H., radio range and a point 100 miles northwest of the Port Allen, T. H., radio range station, Port Allen, T. H., radio range station; Maui, T. H., radio range station; intersection of the east course of the Maui, T. H., radio range and the east course of the Hilo, T. H., radio range.

§ 601.4288 *Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.)* Hobbs, N. Mex., radio range station.

§ 601.4289 *Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.)* Peoria, Ill., radio range station.

§ 601.4290 *Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.)* No reporting point designation.

§ 601.4291 *Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.)* No reporting point designation.

§ 601.4292 *Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border)* No reporting point designation.

§ 601.4293 *Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.)* No reporting point designation.

§ 601.4294 *Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.)* The intersection of the east course of the Providence, R. I., radio range and the northeast course of the Quonset Point, R. I., (Navy) radio range.

§ 601.4295 *Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.)* The intersection of the south course of the Syracuse, N. Y., radio range and the northeast course of the Elmira, N. Y., radio range.

§ 601.4296 *Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.)* The intersection of the southwest course of the Houston, Tex., radio range and the southeast course of the Richmond, Tex., radio range; Houston, Tex., radio range station; Beaumont, Tex., radio range station.

§ 601.4297 *Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.)* No reporting point designation.

§ 601.4298 *Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.)* No reporting point designation.

§ 601.4299 *Red civil airway No. 99 (Iliamna, Alaska, to Homer Alaska)* The Iliamna, Alaska, radio range station.

§ 601.4300 *Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.)* No reporting point designation.

§ 601.4302 *Red civil airway No. 102 (Louisville, Ky., to Huntington, W Va.)* Lexington, Ky., nondirectional radio beacon.

§ 601.4303 *Red civil airway No. 103 (Kenai, Alaska, to Middleton Island, Alaska)* No reporting point designation.

§ 601.4304 *Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.)* No reporting point designation.

§ 601.4305 *Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.)* No reporting point designation.

§ 601.4306 *Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.)* No reporting point designation.

§ 601.4307 *Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.)* No reporting point designation.

§ 601.4308 *Red civil airway No. 108 (Promontory Point, Utah to Fort Bridger Wyo.)* No reporting point designation.

§ 601.4309 *Red civil airway No. 109 (Portland, Oregon, to Spokane, Wash.)* No reporting point designation.

BLUE CIVIL AIRWAYS

§ 601.4601 *Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.)* The intersection of a line bearing 45° True from the Fort Myers, Fla., nondirectional radio beacon and the southeast course of the Tampa, Fla., radio range.

§ 601.4602 *Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.)* Erie, Pa., radio range station.

§ 601.4603 *Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.)* Fort Myers, Fla., nondirectional radio beacon; Tampa, Fla., radio range station; Cross City, Fla., radio range station; Traverse City, Mich. radio range station; Pellston, Mich., nondirectional radio beacon.

§ 601.4604 *Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border)* Concord, N. H., radio range station; the intersection of the southeast course of the Burlington, Vt., radio range and the southwest course of the Montpelier, Vt., radio range; Burlington, Vt., radio range station.

§ 601.4605 *Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.)* Galveston, Tex., radio range station; the intersection of the northwest course of the Houston, Tex., radio range and the northeast course of the Richmond, Tex., radio range; Bryan, Tex., radio range station.

§ 601.4606 *Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.)* No reporting point designation.

§ 601.4607 *Blue civil airway No. 7 (Hollister Calif., to Williams, Calif.)* No reporting point designation.

§ 601.4608 *Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border)* Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station.

§ 601.4609 *Blue civil airway No. 9 (Springfield, Mo., to United States-Canadian Border)* Duluth, Minn., radio range station.

§ 601.4610 *Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.)* Los Banos, Calif., fan type radio marker station or the intersection of the northwest course of the Fresno, Calif., radio range and the south course of the Stockton, Calif., radio range; Evergreen, Calif., non-directional radio marker beacon.

§ 601.4611 *Blue civil airway No. 11 (Findlay, Ohio, to Dunkirk, N. Y.)* No reporting point designation.

§ 601.4613 *Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa)* Lufkin, Tex., non-directional radio beacon; Fort Smith, Ark., non-directional radio beacon.

§ 601.4614 *Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.)* The intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range.

§ 601.4615 *Blue civil airway No. 15 (Huntington, W Va., to Youngstown, Ohio)* No reporting point designation.

§ 601.4616 *Blue civil airway No. 16 (Waverly, Va., to Tappahannock, Va.)* No reporting point designation.

§ 601.4617 *Blue civil airway No. 17 (Bangor Maine, to Presque Isle, Maine)* Houlton, Maine, radio range station.

§ 601.4618 *Blue civil airway No. 18 (Philadelphia, Pa., to United States-Canadian Border)*. No reporting point designation.

§ 601.4619 *Blue civil airway No. 19 (Key West, Fla., to Orlando, Fla.)* The intersection of the north course of the Miami, Fla., radio range and the west course of the West Palm Beach, Fla., radio range.

§ 601.4620 *Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.)* No reporting point designation.

§ 601.4622 *Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.)*. No reporting point designation.

§ 601.4623 *Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.)* No reporting point designation.

§ 601.4625 *Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska)* The intersection of the northeast course of the Hinchinbrook, Alaska, radio range and the south course of the Gulkana, Alaska, radio range.

§ 601.4626 *Blue civil airway No. 26 (Anchorage, Alaska, to Nenana, Alaska)*. The intersection of the north course of the Anchorage, Alaska (Merrill), Localizer radio range and the southeast course of the Skwentna, Alaska, radio range; Talkeetna, Alaska, non-directional radio beacon; Summit, Alaska, radio range station.

§ 601.4627 *Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska)* The intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the King Salmon,

Alaska, radio range; Kotzebue, Alaska, non-directional radio beacon.

§ 601.4628 *Blue civil airway No. 28 (Charleston, S. C., to Bulls Gap, Tenn.)* The intersection of the northwest course of the Spartanburg, S. C., radio range and a line bearing 57° True from the Asheville, N. C. (Hendersonville), nondirectional radio beacon.

§ 601.4629 *Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.)* The intersection of the northeast course of the Greensboro, N. C., radio range and the southeast course of the Lynchburg, Va., radio range.

§ 601.4630 *Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.)* Junction, Tex., nondirectional radio beacon; Dalhart, Tex., nondirectional radio beacon; the intersection of the southwest course of the La Junta, Colo., radio range and the northeast course of the Trinidad, Colo., radio range.

§ 601.4631 *Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.)* No reporting point designation.

§ 601.4632 *Blue civil airway No. 32 (Skwentna, Alaska, to Talkeetna, Alaska).* No reporting point designation.

§ 601.4633 *Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.)* No reporting point designation.

§ 601.4634 *Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).* No reporting point designation.

§ 601.4635 *Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.).* Lebec, Calif., fan marker.

§ 601.4636 *Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.)* No reporting point designation.

§ 601.4637 *Blue civil airway No. 37 (Casper Wyo., to Rapid City, S. Dak.)* No reporting point designation.

§ 601.4638 *Blue civil airway No. 38 (Five Finger Alaska, to United States-Canadian Border)* Five Finger, Alaska, nondirectional radio beacon; the intersection of the southeast course of the Gustavus, Alaska, radio range and the northeast course of the Sitka, Alaska, radio range; Gustavus, Alaska, radio range station.

§ 601.4639 *Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).* The Paynesville, W. Va., nondirectional radio beacon; Morgantown, W. Va., radio range station; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northeast course of the Morgantown, W. Va., radio range.

§ 601.4640 *Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).* Montpelier, Vt., radio range station.

§ 601.4641 *Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).* No reporting point designation.

§ 601.4642 *Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).* No reporting point designation.

§ 601.4643 *Blue civil airway No. 43 (Delta Island, Alaska, to Willow, Alaska)* No reporting point designation.

§ 601.4644 *Blue civil airway No. 44 (Indianapolis, Ind., to United States-Canadian Border)* Kokomo, Ind., nondirectional radio beacon; the intersection of the northeast course of the Fort Wayne, Ind., radio range and the east course of the Goshen, Ind., radio range.

§ 601.4645 *Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.)* No reporting point designation.

§ 601.4646 *Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.)* Dyersburg, Tenn., nondirectional radio beacon; Paducah, Ky., nondirectional radio beacon.

§ 601.4647 *Blue civil airway No. 47 (Blackstone, Va., to Dunkirk, N. Y.)* The intersection of the south course of the Altoona, Pa., radio range and the southeast course of the Pittsburgh, Pa., radio range; Bradford, Pa., nondirectional radio beacon.

§ 601.4648 *Blue civil airway No. 48 (New York, N. Y., to Poughkeepsie, N. Y.)* No reporting point designation.

§ 601.4649 *Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).* No reporting point designation.

§ 601.4651 *Blue civil airway No. 51 (Wendover Utah, to Dubois, Idaho)* No reporting point designation.

§ 601.4652 *Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.)* No reporting point designation.

§ 601.4653 *Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).* No reporting point designation.

§ 601.4654 *Blue civil airway No. 54 (Evergreen, Calif., to Hamilton AFB, Calif.)* No reporting point designation.

§ 601.4655 *Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).* No reporting point designation.

§ 601.4656 *Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.)* Langley, Va., AFB radio range station; the intersection of the southeast course of the Andrews, Md., radio range and the northeast course of the Tappahannock, Va., radio range.

§ 601.4657 *Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).* No reporting point designation.

§ 601.4658 *Blue civil airway No. 58 (Nantucket, Mass., to Squantum, Mass.)* No reporting point designation.

§ 601.4659 *Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.)* Pensacola, Fla., radio range station.

§ 601.4660 *Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.)* No reporting point designation.

§ 601.4661 *Blue civil airway No. 61 (Springfield, Mo., to Kansas City, Mo.).* No reporting point desgnation.

§ 601.4663 *Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.).* No reporting point designation.

§ 601.4664 *Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).* No reporting point designation.

§ 601.4665 *Blue civil airway No. 65 (Shuyak, Alaska,, to Homer, Alaska)* No reporting point designation.

§ 601.4666 *Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).* Bridgeport, Conn., radio range station.

§ 601.4667 *Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.)* No reporting point designation.

§ 601.4668 *Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.)* No reporting point designation.

§ 601.4669 *Blue civil airway No. 69 (St. Louis, Mo., to Quincy, Ill.)* Quincy, Ill., nondirectional radio beacon.

§ 601.4670 *Blue civil airway No. 70 (Waco, Tex., to Tulsa, Okla.)* Ardmore, Okla., nondirectional radio beacon.

§ 601.4671 *Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).* Shelton, Wash., radio range station.

§ 601.4672 *Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).* Vance AFB radio range station.

§ 601.4674 *Blue civil airway No. 74 (Willard, N. Mex., to Otto, N. Mex.).* No reporting point designation.

§ 601.4675 *Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border)* No reporting point designation.

§ 601.4676 *Blue civil airway No. 76 (Sinclair Wyo., to Casper Wyo.).* No reporting point designation.

§ 601.4678 *Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho)* No reporting point designation.

§ 601.4679 *Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border)* Annette Island, Alaska, radio range station; Petersburg, Alaska, radio range station; the intersection of the northeast course of the Sitka, Alaska, radio range and the northwest course of the Petersburg, Alaska, radio range; Haines, Alaska, nondirectional radio beacon.

§ 601.4680 *Blue civil airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska).* No reporting point designation.

§ 601.4681 *Blue civil airway No. 81 (Charleston, W Va., to Akron, Ohio)* No reporting point designation.

§ 601.4684 *Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine)* No reporting point designation.

§ 601.4685 *Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.)* No reporting point designation.

§ 601.4686 *Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.)* No reporting point designation.

§ 601.4687 *Blue civil airway No. 87 (Lexington, Ky., to Dayton, Ohio)* No reporting point designation.

OTHER REPORTING POINTS

§ 601.5001 *Other reporting points.* Whidbey Island, Wash., Navy Radio Range; Farallon Island, Calif., nondirectional radio beacon.

Anchorage-Sandspit route: The Middleton Island, Alaska, nondirectional radio beacon.

Bass Intersection: The intersection of the southeast course of the Weeksville, N. C. (Navy) radio range and the western boundary of the New York Oceanic Control Area.

Bon Secour Intersection: The intersection of the southeast course of the Mobile, Ala., radio range and the west course of the Pensacola, Fla., radio range.

Carp Intersection: The intersection of a line bearing 133° True from the Wilmington, N. C., omnirange station and the western boundary of the New York Oceanic Control Area.

Cod Intersection: The intersection of a Great Circle course between the Nantucket, Mass., nondirectional radio beacon and the Azores Santa Maria nondirectional radio beacon and the western boundary of the ICAO Control Area at Lat. 41°29'00" N., Long., 68°00'00" W.

Azalea Intersection: Intersection of the southeast course of the Charleston, S. C., radio range and the centerline of the Wilmington, N. C.-West Palm Beach, Fla., Domestic control area.

Snapper Intersection: Intersection of the northeast course of the Melbourne, Fla., radio range and the centerline of the Wilmington, N. C.-West Palm Beach, Fla., Domestic control area.

East Nantucket Intersection: Intersection of a line bearing 77° True from the Nantucket, Mass., nondirectional radio beacon and the southeast course of the Squantum, Mass. (Navy), radio range.

East Norfolk Intersection: Intersection of the east course of the Norfolk, Va. (Navy) radio range and the northeast course of the Weeksville, N. C. (Navy) radio range.

Eel Intersection: Intersection of the southeast course of the Boston, Mass., radio range and the western boundary of the New York Oceanic control area.

Gateway Intersection: Intersection of the east course of the Jacksonville, Fla., radio range and the centerline of the Wilmington, N. C.-West Palm Beach, Fla., Domestic Control area.

Granite Intersection: The intersection of a line bearing 118° True from the Homer, Alaska, radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

Gulfstream Intersection: The intersection of the southeast course of the Miami, Fla., radio range and the northeast course of the Key West, Fla., radio range.

Marble Intersection: The intersection of a line bearing 107° True from the Kodiak, Alaska, radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

North Nantucket Intersection: Intersection of the east course of the Boston, Mass., radio range and the centerline of the Nantucket, Mass.-Yarmouth, N. S., domestic control area.

Shad Intersection: Intersection of the southeast course of the Millville, N. J., radio range and the western boundary of the New York Oceanic control area.

Seal Intersection: The intersection of a rhumb line between the Nantucket, Mass., nondirectional radio beacon and the Kindley AFB Bermuda radio range station and the western boundary of the ICAO Control Area at Lat. 39°50'00" N., Long. 69°16'00" W.

South Bangor Intersection: Intersection of the southeast course of the Bangor, Maine, radio range and the centerline of the Nantucket, Mass.-Yarmouth, N. S., Domestic control area.

South Island Intersection: Intersection of the southeast course of the Newark, N. J., radio range and the northeast course of the Atlantic City, N. J. (Navy) radio range.

South Millville Intersection: Intersection of the southeast course of the Millville, N. J., radio range and the southeast course of the Atlantic City, N. J. (Navy) radio range.

South Portland Intersection: Intersection of the southeast course of the Portland, Maine, radio range and the centerline of the East Boston, Mass.-Yarmouth, N. S., Domestic control area.

Smelt Intersection: Intersection of the southeast course of the Charleston, S. C., radio range and the western boundary of the New York Oceanic control area.

Trout Intersection: Intersection of the east course of the Jacksonville, Fla., radio range and the western boundary of the New York Oceanic control area.

Tuna Intersection: Intersection of the southeast course of the Newark, N. J., radio range and the western boundary of the New York Oceanic control area.

Domestic Annette Intersection: The intersection of the southwest course of the Annette, Alaska, radio range and the centerline of the Anchorhage-Sandspit route.

Domestic Sitka Intersection: The intersection of the southwest course of the Sitka, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Gustavis Intersection: The intersection of the southwest course of the Gustavus, Alaska, radio range and the centerline of the Anchorhage-Sandspit route.

Domestic Yakutat Intersection: The intersection of the southwest course of the Yakutat, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Yakataga Intersection: The intersection of the centerline of the Anchorage-Sandspit route and a line bearing 90° therefrom and lying over the Yakataga, Alaska, radio range station.

## SUBPART F—VOR CIVIL AIRWAY CONTROL AREAS

### DOMESTIC VOR CIVIL AIRWAY CONTROL AREAS

§ 601.6001 *VOR civil airway No. 1 control areas (Charleston, S. C., to New York, N. Y.)* All of VOR civil airway No. 1.

§ 601.6002 *VOR civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.)* All of VOR civil airway No. 2 including north and south alternates, excluding the airspace between the south alternate from the Alexandria, Minn., omnirange station to the La Crosse, Wis., omnirange station and the main airway.

§ 601.6003 *VOR civil airway No. 3 control areas (Key West, Fla., to Presque Isle, Maine)* All of VOR civil airway No. 3 including north and south alternates, but excluding all the airspace between the main airway and its west alternate extending from the Miami, Fla., omnirange station to the Vero Beach, Fla., omnirange station, and excluding all the airspace between the main airway and its west alternate extending from the Florence, S. C., omnirange station to the Raleigh, N. C., omnirange station.

§ 601.6004 *VOR civil airway No. 4 control areas (Seattle, Wash., to Washington, D. C.)* All of VOR civil airway No. 4 including north and south alternates, but excluding the airspace between the main airway and its south alternate between the Seattle, Wash., omnirange station and the Yakima, Wash., omnirange station and excluding the airspace between the main and its south alternate between the Topeka, Kans., omnirange station and the Columbia, Mo., omnirange station.

§ 601.6005 *VOR civil airway No. 5 control areas (Jacksonville, Fla., to Cleveland, Ohio)* All of VOR civil airway No. 5 including east and west alternates, but excluding the airspace between the main airway and its west alternate from the Alma, Ga., omnirange station to the Atlanta, Ga., omnirange station, and also excluding the airspace between the main airway and its east alternate from the Bowling Green, Ky., omnirange station to the Louisville, Ky., omnirange station.

§ 601.6006 *VOR civil airway No. 6 control areas (Oakland, Calif., to New York, N. Y.)* All of VOR civil airway No. 6, including north and south alternates.

§ 601.6007 *VOR civil airway No. 7 control areas (Miami, Fla., to Green Bay, Wis.)* All of VOR civil airway No. 7 including east and west alternates, but excluding all that airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States and also excluding the airspace between the main airway and its west alternate between the Marianna, Fla., omnirange station and the Montgomery, Ala., omnirange station.

§ 601.6008 *VOR civil airway No. 8 control areas (Long Beach, Calif., to Washington, D. C.)* All of VOR civil airway No. 8 including north and south alternates.

§ 601.6009 *VOR civil airway No. 9 control areas (New Orleans, La., to Milwaukee, Wis.)* All of VOR civil airway No. 9 including an east alternate and west alternates.

§ 601.6010 *VOR civil airway No. 10 control areas (Pueblo, Colo., to New York, N. Y.)* All of VOR civil airway No. 10 including north and south alternates, excluding the airspace between the north alternate from the Dodge City, Kans., omnirange station to the Hutchinson, Kans., omnirange station and the main airway.

§ 601.6011 *VOR civil airway No. 11 control areas (Houston, Tex., to Detroit, Mich.)* All of VOR civil airway No. 11 including east and west alternates, but excluding the airspace between the main airway and its west alternate extending from the Fort Wayne, Ind., omnirange station to the Salem, Mich., omnirange station.

§ 601.6012 *VOR civil airway No. 12 control areas (Santa Barbara, Calif., to Philadelphia, Pa.)* All of VOR civil airway No. 12 including north and south alternates.

§ 601.6013 *VOR civil airway No. 13 control areas (Houston, Tex., to Duluth, Minn.)* All of VOR civil airway No. 13 including east and west alternates, excluding the airspace between the west alternate from the Mason City, Iowa, omnirange station to the Minneapolis,

Minn., omnirange station and the main airway.

§ 601.6014 *VOR civil airway No. 14 control areas (Roswell, N. Mex., to Boston, Mass.)* All of VOR civil airway No. 14 including north and south alternates.

§ 601.6015 *VOR civil airway No. 15 control areas (Galveston, Tex., to Minot, N. Dak.)* All of VOR civil airway No. 15 including east and west alternates.

§ 601.6016 *VOR civil airway No. 16 control areas (Los Angeles, Calif., to Boston, Mass.)* All of VOR civil airway No. 16 including north and south alternates but excluding the airspace between the main airway and its south alternate from the Graham, Tenn., omnirange station to the Crossville, Tenn., omnirange station, and also excluding the airspace between the main airway and its north alternate from the Knoxville, Tenn., omnirange station to the Pulaski, Tenn., omnirange station.

§ 601.6017 *VOR civil airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.)* All of VOR civil airway No. 17 including east and west alternates.

§ 601.6018 *VOR civil airway No. 18 control areas (Dallas, Tex., to Charleston, S. C.)* All of VOR civil airway No. 18 including north and south alternates, but excluding the airspace between the main airway and its south alternate from the Anniston, Ala., omnirange station to the Augusta, Ga., omnirange station.

§ 601.6019 *VOR civil airway No. 19 control areas (El Paso, Tex., to Sheridan, Wyo.)*. All of VOR civil airway No. 19 including east alternates.

§ 601.6020 *VOR civil airway No. 20 control areas (Laredo, Tex., to Richmond, Va.)* All of VOR civil airway No. 20 including a north alternate and a south alternate, but excluding the airspace between the main airway and the north alternate airway from the Atlanta, Ga., omnirange station to the Spartanburg, S. C., omnirange station.

601.6021 *VOR civil airway No. 21 control areas (Long Beach, Calif., to United States-Canadian Border)* All of VOR civil airway No. 21, including an east and a west alternate.

§ 601.6022 *VOR civil airway No. 22 control areas (New Orleans, La., to Jacksonville, Fla.)* All of VOR civil airway No. 22, including a north alternate, but excluding the airspace between the main airway and its north alternate.

§ 601.6023 *VOR civil airway No. 23 control areas (San Diego, Calif., to Bellingham, Wash.)* All of VOR civil airway No. 23 including an east and west alternates but excluding the airspace between the main airway and its west alternate between the Portland, Oreg., omnirange station and the Seattle, Wash., omnirange station.

§ 601.6024 *VOR civil airway No. 24 control areas (Aberdeen, S. Dak., to Redwood Falls, Minn.)* All of VOR civil airway No. 24 including north alternates.

§ 601.6025 *VOR civil airway No. 25 control areas (Los Angeles, Calif., to Ellensburg, Wash.)*. All of VOR civil airway No. 25.

§ 601.6026 *VOR civil airway No. 26 control areas (Cherokee, Wyo., to Cleveland, Ohio)* All of VOR civil airway No. 26, including north and south alternates.

§ 601.6027 *VOR civil airway No. 27 control areas (Los Angeles, Calif., to Seattle, Wash.)*. All of VOR civil airway No. 27, including east and west alternates.

§ 601.6028 *VOR civil airway No. 28 control areas (Oakland, Calif., to Reno, Nev.)* All of VOR civil airway No. 28.

§ 601.6029 *VOR civil airway No. 29 control areas (Salisbury, Md., to United States-Canadian Border)*. All of VOR civil airway No. 29.

§ 601.6030 *VOR civil airway No. 30 control areas (Milwaukee, Wis., to Nantucket, Mass.)* All of VOR civil airway No. 30 including a south alternate, but excluding all the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States.

§ 601.6031 *VOR civil airway No. 31 control areas (Baltimore, Md., to Rochester N. Y.)* All of VOR civil airway No. 31.

§ 601.6032 *VOR civil airway No. 32 control areas (Battle Mountain, Nev., to Fort Bridger Wyo.)* All of VOR civil airway No. 32, including a north alternate.

§ 601.6033 *VOR civil airway No. 33 control areas (Baltimore, Md., to Buffalo, N. Y.)* All of VOR civil airway No. 33.

§ 601.6034 *VOR civil airway No. 34 control areas (Rochester N. Y., to Wilton, Conn.)* All of VOR civil airway No. 34.

§ 601.6035 *VOR civil airway No. 35 control areas (Tallahassee, Fla., to Syracuse, N. Y.)* All of VOR civil airway No. 35, including an east alternate from the Elmira, N. Y., omnirange station to the Syracuse, N. Y., omnirange station but excluding the airspace between the main airway and this east alternate airway.

§ 601.6036 *VOR civil airway No. 36 control areas (Buffalo, N. Y., to New York, N. Y.)* All of VOR civil airway No. 36.

§ 601.6037 *VOR civil airway No. 37 control areas (Elkins, W Va., to Erie, Pa.)* All of VOR civil airway No. 37.

§ 601.6038 *VOR civil airway No. 38 control areas (Chicago, Ill., to Elkins, W Va.)* All of VOR civil airway No. 38, including a south alternate.

§ 601.6039 *VOR civil airway No. 39 control areas (South Boston, Va., to Kennebunk, Maine)* All of VOR civil airway No. 39.

§ 601.6040 *VOR civil airway No. 40 control areas (Cleveland, Ohio, to Pittsburgh, Pa,)*. All of VOR civil airway No. 40.

§ 601.6041 *VOR civil airway No. 41 control areas (Pittsburgh, Pa., to Youngstown, Ohio)*. All of VOR civil airway No. 41.

§ 601.6042 *VOR civil airway No. 42 control areas (Detroit, Mich., to Washington, D. C.)* All of VOR civil airway No. 42.

§ 601.6043 *VOR civil airway No. 43 control areas (Columbus, Ohio, to Erie, Pa.)* All of VOR civil airway No. 43.

§ 601.6044 *VOR civil airway No. 44 control areas (Louisville, Ky., to Baltimore, Md.)* All of VOR civil airway No. 44.

§ 601.6045 *VOR civil airway No. 45 control areas (Lexington, Ky., to Lansing, Mich.)* All of VOR civil airway No. 45.

§ 601.6046 *VOR civil airway No. 46 control areas (New York, N. Y., to Nantucket, Mass.)*. All of VOR civil airway No. 46 including a south alternate and the airspace between the main airway and this south alternate, but excluding the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States. The airspace between the main airway and the south alternate below 7,950 feet above mean sea level which lies within the confines of the Montauk Point Restricted Area (R-487) and the Montauk Point Warning Area (W-487) (published in § 608.40 of this chapter) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 601.6047 *VOR civil airway No. 47 control areas (Louisville, Ky., to Detroit, Mich.)* All of VOR civil airway No. 47 including west alternates.

§ 601.6048 *VOR civil airway No. 48 control areas (Burlington, Iowa, to Pontiac, Ill.)*. All of VOR civil airway No. 48.

§ 601.6049 *VOR civil airway No. 49 control areas (Dillon, Mont., to Great Falls, Mont.)*. All of VOR civil airway No. 49.

§ 601.6050 *VOR civil airway No. 50 control areas (St. Joseph, Mo., to Minneapolis, Ind.)*. All of VOR civil airway No. 50, including a south alternate.

§ 601.6051 *VOR civil airway No. 51 control areas (Miami, Fla., to Chicago, Ill.)* All of VOR civil airway No. 51 including east and west alternates, but excluding the airspace between the main airway and its west alternate from the Alma, Ga., omnirange station to the Atlanta, Ga., omnirange station.

§ 601.6052 *VOR civil airway No. 52 control areas (Des Moines, Iowa, to St. Louis, Mo.)* All of VOR civil airway No. 52 including north and south alternates.

§ 601.6053 *VOR civil airway No. 53 control areas (Charleston, S. C., to Milwaukee, Wis.)*. All of VOR civil airway No. 53 including west alternates.

§ 601.6054 *VOR civil airway No. 54 control areas (Texarkana, Ark., to Charlotte, N. C.)* All of VOR civil airway No. 54 including north alternates.

§ 601.6055 *VOR civil airway No. 55 control areas (Dayton, Ohio, to Green Bay, Wis.)* All of VOR civil airway No. 55 including a west alternate.

§ 601.6056 *VOR civil airway No. 56 control areas (Montgomery, Ala., to Florence, S. C.)* All of VOR civil airway No. 56 including north alternates, but excluding the airspace between the main airway and its north alternate between the Columbia, S. C., omnirange station and the Florence, S. C., omnirange station.

§ 601.6057 *VOR civil airway No. 57 control areas (Graham, Tenn., to Chicago, Ill.)* All of VOR civil airway No. 57.

§ 601.6058 *VOR civil airway No. 58 control areas (Pittsburgh, Pa., to Hartford, Conn.)* All of VOR civil airway No. 58.

§ 601.6059 *VOR civil airway No. 59 control areas (Evansville, Ind., to Moline, Ill.)* All of VOR civil airway No. 59 including an east alternate.

§ 601.6060 *VOR civil airway No. 60 control areas (Albuquerque, N. Mex., to Tucumcari, N. Mex.)* All of VOR civil airway No. 60 including a south alternate.

§ 601.6061 *VOR civil airway No. 61 control areas (Fort Worth, Tex., to Lawton, Okla.)* All of VOR civil airway No. 61 including a west alternate.

§ 601.6062 *VOR civil airway No. 62 control areas (Santa Fe, N. Mex., to Anton Chico, N. Mex.)* All of VOR civil airway No. 62.

§ 601.6063 *VOR civil airway No. 63 control areas (McAlester Okla., to Milwaukee, Wis.)* All of VOR civil airway No. 63, including west alternates.

§ 601.6064 *VOR civil airway No. 64 control areas (Long Beach, Calif., to Blythe, Calif.)* All of VOR civil airway No. 64.

§ 601.6065 *VOR civil airway No. 65 control areas (Bonner Springs, Kans., to St. Joseph, Mo.)* All of VOR civil airway No. 65.

§ 601.6066 *VOR civil airway No. 66 control areas (San Diego, Calif., to Midland, Tex.)* All of VOR civil airway No. 66 including north alternates.

§ 601.6067 *VOR civil airway No. 67 control areas (Waterloo, Iowa, to Rochester Minn.)* All of VOR civil airway No. 67 including a west alternate.

§ 601.6068 *VOR civil airway No. 68 control areas (Albuquerque, N. Mex., to Brownsville, Tex.)* All of VOR civil airway No. 68 including north and south alternates.

§ 601.6069 *VOR civil airway No. 69 control areas (Little Rock, Ark., to Chicago, Ill.)* All of VOR civil airway No. 69.

§ 601.6070 *VOR civil airway No. 70 control areas (Corpus Christi, Tex., to Baton Rouge, La.)* All of VOR civil airway No. 70.

§ 601.6071 *VOR civil airway No. 71 control areas (Pine Bluff, Ark., to Kansas City, Mo.)* All of VOR civil airway No. 71 including a west alternate.

§ 601.6072 *VOR civil airway No. 72 control areas (Vichy, Mo., to Albany, N. Y.)* All of VOR civil airway No. 72.

§ 601.6073 *VOR civil airway No. 73 control areas (Tulsa, Okla., to Salina, Kans.)* All of VOR civil airway No. 73.

§ 601.6074 *VOR civil airway No. 74 control areas (Anthony, Kans., to Little Rock, Ark.)* All of VOR civil airway No. 74 including a north alternate and south alternates.

§ 601.6075 *VOR civil airway No. 75 control areas (Richmond, Va., to Cleveland, Ohio)* All of VOR civil airway No. 75.

§ 601.6076 *VOR civil airway No. 76 control areas (Lubbock, Tex., to Galveston, Tex.)* All of VOR civil airway No. 76 including a north and a south alternate, but excluding the airspace between the main airway and its south alternate.

§ 601.6077 *VOR civil airway No. 77 control areas (San Angelo, Tex., to Des Moines, Iowa)* All of VOR civil airway No. 77 including east alternates and a west alternate.

§ 601.6078 *VOR civil airway No. 78 control areas (Huron, S. Dak., to Minneapolis, Minn.)* All of VOR civil airway No. 78, including a south alternate.

§ 601.6079 *VOR civil airway No. 79 control areas (Culberson, Tex., to Lubbock, Tex.)* All of VOR civil airway No. 79.

§ 601.6080 *VOR civil airway No. 80 control areas (Sioux Falls, S. Dak., to Redwood Falls, Minn.)* All of VOR civil airway No. 80 including a south alternate.

§ 601.6081 *VOR civil airway No. 81 control areas (Midland, Tex., to Amarillo, Tex.)* All of VOR civil airway No. 81 including an east alternate.

§ 601.6082 *VOR civil airway No. 82 control areas (Minneapolis, Minn., to La Crosse, Wis.)* All of VOR civil airway No. 82 including south alternates.

§ 601.6083 *VOR civil airway No. 83 control areas (Carlsbad, N. Mex., to Santa Fe, N. Mex.)* All of VOR civil airway No. 83 including an east alternate.

§ 601.6084 *VOR civil airway No. 84 control areas (Bradford, Ill., to Flint, Mich.)* All of VOR civil airway No. 84.

§ 601.6085 *VOR civil airway No. 85 control areas (Rock River Wyo., to Casper Wyo.)* All of VOR civil airway No. 85 including an east alternate.

§ 601.6086 *VOR civil airway No. 86 control areas (Butte, Mont., to Bozeman, Mont.)* All of VOR civil airway No. 86.

§ 601.6087 *VOR civil airway No. 87 control areas (Gila Bend, Ariz., to Hassayampa, Ariz.)* All of VOR civil airway No. 87.

§ 601.6088 *VOR civil airway No. 88 control areas (Tulsa, Okla., to Mansfield, Ohio)* All of VOR civil airway No. 88, including a north alternate.

§ 601.6089 *VOR civil airway No. 89 control areas (Cheyenne, Wyo., to Rapid City, S. Dak.)* All of VOR civil airway No. 89 including east alternates.

§ 601.6091 *VOR civil airway No. 91 control areas (New York, N. Y., to Plattsburg, N. Y.)* All of VOR civil airway No. 91.

§ 601.6092 *VOR civil airway No. 92 control areas (Chicago, Ill., to Washington, D. C.)* All of VOR civil airway No. 92.

§ 601.6093 *VOR civil airway No. 93 control areas (Washington, D. C., to Presque Isle, Maine)* All of VOR civil airway No. 93.

§ 601.6094 *VOR civil airway No. 94 control areas (Salt Flat, Tex., to Hobbs, N. Mex.)* All of VOR civil airway No. 94.

§ 601.6095 *VOR civil airway No. 95 control areas (Phoenix, Ariz., to Winslow, Ariz.)* All of VOR civil airway No. 95.

§ 601.6096 *VOR civil airway No. 96 control areas (Lafayette, Ind., to Detroit, Mich.)* All of VOR civil airway No. 96.

§ 601.6097 *VOR civil airway No. 97 control areas (Miami, Fla., to Minneapolis, Minn.)* All of VOR civil airway No. 97 including east and west alternates, but excluding all the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States and also excluding the airspace between the main airway and its east alternate between the Tampa, Fla., omnirange station and the Tallahassee, Fla., omnirange station.

§ 601.6098 *VOR civil airway No. 98 control areas (Fort Wayne, Ind., to Erie, Pa.)* All of VOR civil airway No. 98.

§ 601.6101 *VOR civil airway No. 101 control areas (Ogden, Utah, to Burley, Idaho)* All of VOR civil airway No. 101.

§ 601.6102 *VOR civil airway No. 102 control areas (Lubbock, Tex., to Wichita Falls, Tex.)* All of VOR civil airway No. 102.

§ 601.6103 *VOR civil airway No. 103 control areas (Elkins, W Va., to Cleveland, Ohio)* All of VOR civil airway No. 103.

§ 601.6104 *VOR civil airway No. 104 control areas (United States-Canadian Border to Plattsburg, N. Y.)* All of VOR civil airway No. 104.

§ 601.6105 *VOR civil airway No. 105 control areas (Phoenix, Ariz., to Las Vegas, Nev.)* All of VOR civil airway No. 105.

§ 601.6106 *VOR civil airway No. 106 control areas (Charleston, W Va., to Kennebunk, Maine)*. All of VOR civil airway No. 106, including a north alternate.

§ 601.6107 *VOR civil airway No. 107 control areas (Los Angeles, Calif., to Red Bluff Calif.)* All of VOR civil airway No. 107.

§ 601.6109 *VOR civil airway No. 109 control areas (Paso Robles, Calif., to*

*Fresno, Calif.)* All of VOR civil airway No. 109.

§ 601.6110 *VOR civil airway No. 110 control areas (San Francisco, Calif., to Altamount, Calif.)* All of VOR civil airway No. 110.

§ 601.6111 *VOR civil airway No. 111 control areas (Salinas, Calif., to Los Banos, Calif.)* All of VOR civil airway No. 111.

§ 601.6112 *VOR civil airway No. 112 control areas (Portland, Oreg., to Spokane, Wash.)* All of VOR civil airway No. 112.

§ 601.6113 *VOR civil airway No. 113 control areas (Paso Robles, Calif., to Reno, Nev.)* All of VOR civil airway No. 113.

§ 601.6114 *VOR civil airway No. 114 control areas (Pueblo, Colo., to New Orleans, La.)* All of VOR civil airway No. 114, including north alternates.

§ 601.6115 *VOR civil airway No. 115 control areas (Crestview, Fla., to Charleston, W Va.)* All of VOR civil airway No. 115.

§ 601.6116 *VOR civil airway No. 116 control areas (Kansas City, Mo., to New York, N. Y.)* All of VOR civil airway No. 116.

§ 601.6117 *VOR civil airway No. 117 control areas (El Centro, Calif., to Daggett, Calif.)* All of VOR civil airway No. 117.

§ 601.6118 *VOR civil airway No. 118 control areas (Rock River Wyo., to Cheyenne, Wyo.)* All of VOR civil airway No. 118.

§ 601.6119 *VOR civil airway No. 119 control areas (Huntington, W Va., to Bradford, Pa.)* All of VOR civil airway No. 119.

§ 601.6120 *VOR civil airway No. 120 control areas (Mullen Pass, Mont., to Miles City, Mont.)* All of VOR civil airway No. 120.

§ 601.6121 *VOR civil airway No. 121 control areas (North Bend, Oreg., to Eugene, Oreg.)* All of VOR civil airway No. 121.

§ 601.6122 *VOR civil airway No. 122 control areas (Crescent City, Calif., to Klamath Falls, Oreg.).* All of VOR civil airway No. 122.

§ 601.6123 *VOR civil airway No. 123 control areas (Newport, Oreg., to Newberg, Oreg.).* All of VOR civil airway No. 123.

§ 601.6124 *VOR civil airway No. 124 control areas (Burley, Idaho, to Pocatello, Idaho)* All of VOR civil airway No. 124.

§ 601.6125 *VOR civil airway No. 125 control areas (Anthony, Kans., to Hutchinson, Kans.)* All of VOR civil airway No. 125.

§ 601.6126 *VOR civil airway No. 126 control areas (Chicago, Ill., to New York, N. Y.)* All of VOR civil airway No. 126.

§ 601.6127 *VOR civil airway No. 127 control areas (Livingston, Mont., to Helena, Mont.)* All of VOR civil airway No. 127.

§ 601.6128 *VOR civil airway No. 128 control areas (Chicago, Ill., to New Bern, N. C.)* All of VOR civil airway No. 128 including a north alternate and south alternates.

§ 601.6129 *VOR civil airway No. 129 control areas (Dixon, Ill., to Eau Claire, Wis.)* All of VOR civil airway No. 129.

§ 601.6130 *VOR civil airway No. 130 control areas (Albany, N. Y., to Providence, R. I.)* All of VOR civil airway No. 130.

§ 601.6131 *VOR civil airway No. 131 control areas (Ponca City, Okla., to Topeka, Kans.)* All of VOR civil airway No. 131.

§ 601.6132 *VOR civil airway No. 132 control areas (Cheyenne, Wyo., to Hutchinson, Kans.)* All of VOR civil airway No. 132.

§ 601.6133 *VOR civil airway No. 133 control areas (Parkersburg, W Va., to Flint, Mich.)* All of VOR civil airway No. 133.

§ 601.6134 *VOR civil airway No. 134 control areas (Evergreen, Ala., to Atlanta, Ga.)* All of VOR civil airway No. 134.

§ 601.6135 *VOR civil airway No. 135 control areas (Yuma, Ariz., to Las Vegas, Nev.)* All of VOR civil airway No. 135.

§ 601.6136 *VOR civil airway No. 136 control areas (Pulaski, Va., to Raleigh, N. C.)* All of VOR civil airway No. 136.

§ 601.6137 *VOR civil airway No. 137 control areas (San Bernardino, Calif., to Salinas, Calif.)* All of VOR civil airway No. 137.

§ 601.6138 *VOR civil airway No. 138 control areas (Rock River, Wyo., to Sidney, Nebr.)* All of VOR civil airway No. 138.

§ 601.6139 *VOR civil airway No. 139 control areas (Norwich, Conn., to Boston, Mass.)* All of VOR civil airway No. 139.

§ 601.6140 *VOR civil airway No. 140 control areas (Amarillo, Tex., to New York, N. Y.)* All of VOR civil airway No. 140, including north alternates and a south alternate.

§ 601.6141 *VOR civil airway No. 141 control areas (Nantucket, Mass., to Plattsburg, N. Y.)* All of VOR civil airway No. 141.

§ 601.6142 *VOR civil airway No. 142 control areas (Buffalo, N. Y., to Rochester N. Y.)* All of VOR civil airway No. 142.

§ 601.6143 *VOR civil airway No. 143 control areas (Charlotte, N. C., to Washington, D. C.).* All of VOR civil airway No. 143, including a west alternate, but excluding the airspace between the main airway and the west alternate.

§ 601.6144 *VOR civil airway No. 144 control areas (Chicago, Ill., to Washington, D. C.).* All of VOR civil airway No. 144.

§ 601.6145 *VOR civil airway No. 145 control areas (Utica, N. Y., to the United States-Canadian Border).* All of VOR civil airway No. 145.

§ 601.6146 *VOR civil airway No. 146 control areas (Poughkeepsie, N. Y., to Woodstock, Conn.).* All of VOR civil airway No. 146.

§ 601.6147 *VOR civil airway No. 147 control areas (Philadelphia, Pa., to Rochester, N. Y.)* All of VOR civil airway No. 147.

§ 601.6148 *VOR civil airway No. 148 control areas (Thurman, Colo., to North Platte, Nebr.).* All of VOR civil airway No. 148.

§ 601.6149 *VOR civil airway No. 149 control areas (Allentown, Pa., to Utica, N. Y.)* All of VOR civil airway No. 149.

§ 601.6150 *VOR civil airway No. 150 control areas (Sacramento, Calif., to Reno, Nev.)* All of VOR civil airway No. 150.

§ 601.6151 *VOR civil airway No. 151 control areas (Woonsocket, R. I., to Keene, N. H.)* All of VOR civil airway No. 151.

§ 601.6152 *VOR civil airway No. 152 control areas (Tampa, Fla., to Daytona Beach, Fla.)* All of VOR civil airway No. 152 including a north and a south alternate.

§ 601.6153 *VOR civil airway No. 153 control areas (New York, N. Y., to Wilkes-Barre, Pa.)* All of VOR civil airway No. 153.

§ 601.6154 *VOR civil airway No. 154 control areas (Meridian, Miss., to Macon, Ga.)* All of VOR civil airway No. 154, including a north alternate.

§ 601.6155 *VOR civil airway No. 155 control areas (Gordonsville, Va., to Front Royal, Va.)* All of VOR civil airway No. 155.

§ 601.6156 *VOR civil airway No. 156 control areas (Elkins, W Va., to Gordonsville, Va.).* All of VOR civil airway No. 156.

§ 601.6157 *VOR civil airway No. 157 control areas (Wilmington, N. C., to Richmond, Va.)* All of VOR civil airway No. 157.

§ 601.6158 *VOR civil airway No. 158 control areas (Iowa Falls, Iowa, to Waterloo, Iowa)* All of VOR civil airway No. 158.

§ 601.6159 *VOR civil airway No. 159 control areas (Miami, Fla., to Albany, Ga.).* All of VOR civil airway No. 159.

§ 601.6160 *VOR civil airway No. 160 control areas (Denver Colo., to Sidney, Nebr.).* All of VOR civil airway No. 160.

§ 601.6161 *VOR civil airway No. 161 control areas (Tulsa, Okla., to Minneapolis, Minn.).* All of VOR civil airway No. 161.

§ 601.6162 *VOR civil airway No. 162 control areas (Harrisburg, Pa., to Allentown, Pa.)* All of VOR civil airway No. 162, including a south alternate.

§ 601.6163 *VOR civil airway No. 163 control areas (Waco, Tex., to Oklahoma City, Okla.).* All of VOR civil airway No. 163 including an east alternate.

§ 601.6164 *VOR civil airway No. 164 control areas (Bradford, Pa., to New York, N. Y.)* All of VOR civil airway No. 164 including south alternate, but

excluding the airspace between the main airway and the south alternate.

§ 601.6165 *VOR civil airway No. 165 control areas (Long Beach, Calif., to Palmdale, Calif.)* All of VOR civil airway No. 165.

§ 601.6166 *VOR civil airway No. 166 control areas (Martinsburg, W Va., to Philadelphia, Pa.)* All of VOR civil airway No. 166.

§ 601.6167 *VOR civil airway No. 167 control areas (New York, N. Y., to Hartford, Conn.)* All of VOR civil airway No. 167.

§ 601.6168 *VOR civil airway No. 168 control areas.* (Unassigned.)

§ 601.6169 *VOR civil airway No. 169 control areas (Sidney, Nebr., to Rapid City, S. Dak.)* All of VOR civil airway No. 169 including an east alternate.

§ 601.6170 *VOR civil airway No. 170 control areas (Erie, Pa., to Philadelphia, Pa.)* All of VOR civil airway No. 170.

§ 601.6171 *VOR civil airway No. 171 control areas (Louisville, Ky., to Madison, Wis.)* All of VOR civil airway No. 171.

§ 601.6172 *VOR civil airway No. 172 control areas (Iowa City, Iowa, to Chicago, Ill.)* All of VOR civil airway No. 172 including a north alternate.

§ 601.6173 *VOR civil airway No. 173 control areas (Springfield, Ill., to Chicago, Ill.)* All of VOR civil airway No. 173.

§ 601.6174 *VOR civil airway No. 174 control areas (St. Louis, Mo., to Washington, D. C.)* All of VOR civil airway No. 174.

§ 601.6175 *VOR civil airway No. 175 control areas (Vichy, Mo., to Columbia, Mo.)* All of VOR civil airway No. 175.

§ 601.6176 *VOR civil airway No. 176 control areas (Centralia, Ill., to Scotland, Ind.)* All of VOR civil airway No. 176.

§ 601.6177 *VOR civil airway No. 177 control areas (Chicago, Ill., to Janesville, Wis.)* All of VOR civil airway No. 177.

§ 601.6178 *VOR civil airway No. 178 control areas (Farmington, Mo., to Paducah, Ky.)* All of VOR civil airway No. 178 including a south alternate.

§ 601.6179 *VOR civil airway No. 179 control areas (Paducah, Ky., to Centralia, Ill.)* All of VOR civil airway No. 179.

§ 601.6180 *VOR civil airway No. 180 control areas (Lansing, Mich., to Selfridge, Mich.)* All of VOR civil airway No. 180.

§ 601.6181 *VOR civil airway No. 181 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.)* All of VOR civil airway No. 181.

§ 601.6182 *VOR civil airway No. 182 control areas (Portland, Oreg., to Baker Oreg.)* All of VOR civil airway No. 182.

§ 601.6183 *VOR civil airway No. 183 control areas (Santa Barbara, Calif., to Bakersfield, Calif.).* All of VOR civil airway No. 183.

§ 601.6184 *VOR civil airway No. 184 control areas (Erie, Pa., to Philipsburg, Pa.)* All of VOR civil airway No. 184.

§ 601.6185 *VOR civil airway No. 185 control areas (Augusta, Ga., to Knoxville, Tenn.)* All of VOR civil airway No. 185, including an east and a west alternate, but excluding the airspace between the main airway and its west alternate airway from the Augusta, Ga., omnirange station to the Asheville, N. C., omnirange station and also excluding the airspace between the main airway and its east alternate from the Asheville, N. C., omnirange station to the Knoxville, Tenn., omnirange station.

§ 601.6186 *VOR civil airway No. 186 control areas (St. Louis, Mo., to Scotland, Ind.)* All of VOR civil airway No. 186.

§ 601.6187 *VOR civil airway No. 187 control areas (Chicago, Ill., to Milwaukee, Wis.)* All of VOR civil airway No. 187.

§ 601.6188 *VOR civil airway No. 188 control areas (Detroit, Mich., to New York, N. Y.)* All of VOR civil airway No. 188.

§ 601.6189 *VOR civil airway No. 189 control areas (Pittsburgh, Pa., to Brookville, Pa.)* All of VOR civil airway No. 189.

§ 601.6190 *VOR civil airway No. 190 control areas (Grants, N. Mex., to Evansville, Ind.)* All of VOR civil airway No. 190.

§ 601.6191 *VOR civil airway No. 191 control areas (Walnut Ridge, Ark., to Chicago, Ill.)* All of VOR civil airway No. 191.

§ 601.6192 *VOR civil airway No. 192 control areas (Grant, N. Mex., to Tucumcari, N. Mex.)* All of VOR civil airway No. 192.

§ 601.6193 *VOR civil airway No. 193 control areas (Grand Rapids, Mich., to Traverse City, Mich.)* All of VOR civil airway No. 193.

§ 601.6194 *VOR civil airway No. 194 control areas (Royston, Ga., to Norfolk, Va.)* All of VOR civil airway No. 194.

§ 601.6195 *VOR civil airway No. 195 control areas (Oakland, Calif., to Red Bluff, Calif.)* All of VOR civil airway No. 195 including west alternates.

§ 601.6196 *VOR civil airway No. 196 control areas (Rock River Wyo., to Chadron, Nebr.)* All of VOR civil airway No. 196.

§ 601.6197 *VOR civil airway No. 197 control areas (Toledo, Ohio, to Detroit, Mich.)* All of VOR civil airway No. 197.

§ 601.6198 *VOR civil airway No. 198 control areas (San Antonio, Tex., to Galveston, Tex.)* All of VOR civil airway No. 198 including a north alternate.

§ 601.6199 *VOR civil airway No. 199 control areas (San Francisco, Calif., to Fresno, Calif.).* All of VOR civil airway No. 199.

§ 601.6200 *VOR civil airway No. 200 control areas (Ukiah, Calif., to Reno, Nev.)* All of VOR civil airway No. 200 including a south alternate, but excluding the airspace between the main airway and this south alternate.

§ 601.6201 *VOR civil airway No. 201 control areas (Los Angeles, Calif., to Pasadena, Calif.)* All of VOR civil airway No. 201.

§ 601.6202 *VOR civil airway No. 202 control areas (Tucson, Ariz., to Cochise, Ariz.)* All of VOR civil airway No. 202.

§ 601.6203 *VOR civil airway No. 203 control areas (Albany, N. Y., to Massena, N. Y.)* All of VOR civil airway No. 203.

§ 601.6204 *VOR civil airway No. 204 control areas (Hoquiam, Wash., to Olympia, Wash.)* All of VOR civil airway No. 204.

§ 601.6205 *VOR civil airway No. 205 control areas (Springfield, Mo., to Kansas City, Mo.)* All of VOR civil airway No. 205.

§ 601.6206 *VOR civil airway No. 206 control areas (Blue Springs, Mo., to Kirksville, Mo.)* All of VOR civil airway No. 206.

§ 601.6207 *VOR civil airway No. 207 control areas (Denver Colo., to Egbert, Wyo.)* All of VOR civil airway No. 207.

§ 601.6208 *VOR civil airway No. 208 control areas (Thermal, Calif., to Needles, Calif.)* All of VOR civil airway No. 208.

§ 601.6209 *VOR civil airway No. 209 control areas (Los Angeles, Calif., to Paso Robles, Calif.)* All of VOR civil airway No. 209.

§ 601.6211 *VOR civil airway No. 211 control areas (Cotulla, Tex., to Junction, Tex.)* All of VOR civil airway No. 211.

§ 601.6213 *VOR civil airway No. 213 control areas (Rocky Mount, N. C., to Boykins, Va.)* All of VOR civil airway No. 213.

§ 601.6223 *VOR civil airway No. 223 control areas (Herndon, Va., to Harrisburg, Pa.)* All of VOR civil airway No. 223.

HAWAIIAN VOR CIVIL AIRWAY CONTROL AREAS

§ 601.6401 *Hawaiian VOR civil airway No. 1 control areas.* All of Hawaiian VOR civil airway No. 1.

§ 601.6402 *Hawaiian VOR civil airway No. 2 control areas.* All of Hawaiian VOR civil airway No. 2, including south alternates.

§ 601.6403 *Hawaiian VOR civil airway No. 3 control areas.* All of Hawaiian VOR civil airway No. 3.

§ 601.6404 *Hawaiian VOR civil airway No. 4 control areas.* All of Hawaiian VOR civil airway No. 4.

§ 601.6405 *Hawaiian VOR civil airway No. 5 control areas.* All of Hawaiian VOR civil airway No. 5.

§ 601.6406 *Hawaiian VOR civil airway No. 6 control areas.* All of Hawaiian VOR civil airway No. 6.

§ 601.6407 *Hawaiian VOR civil airway No. 7 control areas.* All of Hawaiian VOR civil airway No. 7.

§ 601.6408 *Hawaiian VOR civil airway No. 8 control areas.* All of Hawaiian VOR civil airway No. 8.

§ 601.6409 *Hawaiian VOR civil airway No. 9 control areas.* All of Hawaiian VOR civil airway No. 9.

§ 601.6410 *Hawaiian VOR civil airway No. 10 control areas.* All of Hawaiian VOR civil airway No. 10.

SUBPART G—VOR CIVIL AIRWAY REPORTING POINTS

§ 601.7001 *Domestic VOR reporting points.*

Aberdeen, S. Dak., omnirange station.
Abilene, Tex., omnirange station.
Adamsville Intersection: The intersection of the Columbus, Ohio, omnirange 032° True and the Mansfield, Ohio, omnirange 149° True radials.
Akron, Colo., omnirange station.
Albany, Ga., omnirange station.
Albany, N. Y. omnirange station.
Albuquerque, N. Mex., omnirange station.
Alexandria, La., omnirange station.
Alexandria, Minn., omnirange station.
Allentown, Pa., omnirange station.
Alma, Ga., omnirange station.
Altoona Intersection: The intersection of the Johnstown, Pa., omnirange 092° True and the Philipsburg, Pa., omnirange 202° True radials.
Amarillo, Tex., omnirange station.
Andrews Intersection: The intersection of the Baltimore, Md., omnirange 196° True and the Washington, D. C., terminal omnirange 140° True radials.
Animas Intersection: The intersection of the Douglas, Ariz., omnirange 063° True and the Columbus, N. Mex., omnirange 277° True radials.
Anniston, Ala., omnirange station.
Anthony, Kans., omnirange station.
Anton Chico, N. Mex., omnirange station.
Arcola Intersection: The intersection of the Houston, Tex., omnirange 226° True and the Galveston, Tex., omnirange 286 True radials.
Ardmore, Okla., omnirange station.
Ashville, N. C., omnirange station.
Atlanta, Ga., omnirange station.
Augusta, Ga., omnirange station.
Augusta, Maine, omnirange station.
Atwater Intersection: The intersection of the Youngstown, Ohio, omnirange 231° True and the Cleveland, Ohio, omnirange 116° True radials.
Austin, Tex., omnirange station.
Baker, Oreg., omnirange station.
Bakersfield, Calif., omnirange station.
Bangor, Maine, omnirange station.
Baltimore, Md., omnirange station.
Baton Rouge, La., omnirange station.
Battle Mountain, Nev., omnirange station.
Bay Point Intersection: The intersection of the Oakland, Calif., omnirange 039° True and the Modesto, Calif., omnirange 292° True radials.
Beaumont, Tex., omnirange station.
Belle Glade Intersection: The intersection of the Vero Beach, Fla., omnirange 192° True and the Miami, Fla., omnirange 338° True radials.
Bellingham, Wash., omnirange station.
Benito Intersection: The intersection of the Salinas, Calif., omnirange 109° True and the Paso Robles, Calif., omnirange 335° True radials.
Bergholz Intersection: The intersection of the Pittsburgh, Pa., Omnirange 291° True and the Youngstown, Ohio, omnirange 195° True radials (or ADF passing indication over the Bergholz, Ohio, nondirectional radio beacon).
Big Spring, Tex., omnirange station.
Billings, Mont., omnirange station.
Binghamton, N. Y., omnirange station.
Birmingham, Ala., omnirange station.
Bismarck, N. Dak., omnirange station.
Blythe, Calif., omnirange station.
Boise, Idaho, omnirange station.
Boston, Mass., omnirange station.
Bowling Green, Ky., omnirange station.
Bozeman, Mont., omnirange station.
Bradford, Ill., omnirange station.
Bradford, Pa., omnirange station.
Bradley Intersection: The intersection of the Poughkeepsie, N. Y., omnirange 079° True radial and the 225° True course of the Windsor Locks, Conn., Bradley Field ILS localizer.
Branchville Intersection: The intersection of the Stroudsburg, Pa., omnirange 055° True and the Wilkes-Barre, Pa., omnirange 117° True radials.
Brownsville, Tex., omnirange station.
Brunswick, Ga., omnirange station.
Bryce Canyon, Utah, omnirange station.
Burley, Idaho, omnirange station.
Burlington, Iowa, omnirange station.
Buffalo, N. Y., omnirange station.
Butler, Mo., omnirange station.
Butte, Mont., omnirange station.
Campbell Intersection: The intersection of the San Francisco., Calif., omnirange 141° True and the Modesto, Calif., omnirange 242° True radials.
Carleton, Mich., omnirange station.
Carlsbad, N. Mex., omnirange station.
Casper, Wyo., omnirange station.
Catalina Intersection: The intersection of the Los Angeles, Calif., omnirange 185° True radial, the Long Beach, Calif., omnirange 220° True radial and a straight line bearing 099° True to the Oceanside, Calif., nondirectional radio beacon.
Centralia, Ill., omnirange station.
Chadron, Nebr., omnirange station.
Charleston, S. C., omnirange station.
Charleston, W. Va., omnirange station.
Charlotte, N. C., omnirange station.
Chattanooga, Tenn., omnirange station.
Cheyenne, Wyo., omnirange station.
Chicago Heights, Ill., omnirange station.
Childress, Tex., omnirange station.
Cincinnati, Ohio, omnirange station.
Clam Intersection: The intersection of the Cross City, Fla., omnirange 242° True and the Tallahassee, Fla., omnirange 151° True radials.
Cleveland, Ohio, omnirange station.
Coalinga, Calif., omnirange station.
Cochise, Ariz., omnirange station.
Coldwater Intersection: The intersection of the Dayton, Ohio, omnirange 324° True and the Findlay, Ohio, omnirange 250° True radials.
College Station, Tex., omnirange station.
Columbia, Mo., omnirange station.
Columbia, S. C., omnirange station.
Columbus, Ga., omnirange station.
Columbus, N. Mex., omnirange station.
Columbus, Ohio, omnirange station.
Concord, N. H., omnirange station.
Colt Intersection: The intersection of the Memphis, Tenn., omnirange 276° True and the Walnut Ridge, Ark., omnirange 171° True radials.
Corbin, Ky., VAR station.
Corono, N. Mex., omnirange station.
Corpus Christi, Tex., omnirange station.
Cotulla, Tex., omnirange station.
Crescent City, Calif., omnirange station.
Crestview, Fla., omnirange station.
Cross City, Fla., omnirange station.
Crossville, Tenn., omnirange station.
Crystal Lake Intersection: The intersection of the Allentown, Pa., omnirange 329° True and the Wilkes Barre-Scranton, Pa., omnirange 224° True radials.
Culberson, Tex., omnirange station.
Cut Bank, Mont., omnirange station.
Daggett, Calif., omnirange station.
Dayton, Ohio, omnirange station.
Daytona Beach, Fla., omnirange station.
Dalhart, Tex., omnirange station.
Dallas, Tex., omnirange station.
Delta, Utah, omnirange station.
Denver, Colo., omnirange station.
Des Moines, Iowa, omnirange station.
Detroit, Mich., omnirange station.
Dickinson, N. Dak., omnirange station.
Dillon, Mont., omnirange station.
Dodge City, Kans., omnirange station.
Douglas, Ariz., omnirange station.
Douglas, Wyo., omnirange station.
Drummond, Mont., omnirange station.
Duluth, Minn., omnirange station.
Dyersburg, Tenn., omnirange station.
Eau Claire, Wis., omnirange station.
Edgerton Intersection: The intersection of the Fort Wayne, Ind. omnirange 037° True and the Goshen, Ind., omnirange 032° True radials.
El Dorado, Ark., omnirange station.
Elkins, W. Va., omnirange station.
Ellensburg, Wash., omnirange station.
Elmira, N. Y., omnirange station.
El Monte Intersection: The intersection of the Ontario, Calif., omnirange 292° True and the Long Beach, Calif., omnirange 357° True radials.
El Paso, Tex., omnirange station.
Emporia, Kans., omnirange station.
Ephrata, Wash., omnirange station.
Erie, Pa., omnirange station.
Eugene, Oreg., omnirange station.
Evansville, Ind., omnirange station.
Evergreen, Ala., omnirange station.
Fargo, N. Dak., omnirange station.
Farmington, Mo., omnirange station.
Fayetteville, Ark., omnirange station.
Findlay, Ohio, omnirange station.
Flat Rock, Va., omnirange station.
Fort Jones, Calif., omnirange station.
Fort Myers, Fla., omnirange station.
Fort Smith, Ark., omnirange station.
Fort Wayne, Ind., omnirange station.
Fort Worth, Tex., omnirange station.
Flint Intersection: The intersection of the Lansing, Mich., omnirange 063° True and the Salem, Mich., omnirange 342° True radials.
Flintstone Intersection: The intersection of the Front Royal, Va., omnirange 335° True and the Martinsburg, W. Va., omnirange 333° True radials.
Flippin, Ark., omnirange station.
Florence, S. C., omnirange station.
Fresno, Calif., omnirange station.
Front Royal, Va., omnirange station.
Gage, Okla., omnirange station.
Galveston, Tex., omnirange station.
Garden City, Kans., omnirange station.
Gardner, Mass., omnirange station.
Gila Bend, Ariz., omnirange station.
Golden Gate Intersection: The intersection of the Oakland, Calif., omnirange 274° True and the San Francisco, Calif., omnirange 304° True radials.
Goodland, Kans., omnirange station.
Gordonsville, Va., omnirange station.
Gore Intersection: The intersection of the Culbertson, Tex., omnirange 012° True and the Salt Flat, Tex., omnirange 035° True radials.
Goshen, Ind., omnirange station.
Graham, Tenn., omnirange station.
Grand Island, Nebr., omnirange station.
Grand Junction, Colo., omnirange station.
Grants, N. Mex., omnirange station.
Grantsburg, Wis., omnirange station.
Great Falls, Mont., omnirange station.
Green Bay, Wis., omnirange station.
Gregg County, Tex., omnirange station.
Greenwood, Miss., omnirange station.
Greensboro, N. C., omnirange station.
Guthrie, Tex., omnirange station.
Half-Moon Bay Intersection: The intersection of the Oakland, Calif., omnirange 217° True, the Salinas, Calif., omnirange 319° True and the San Francisco, Calif., omnirange 231° True radials.
Harrelsville Intersection: The intersection of the Williamston, N. C., VAR north course and the Rocky Mount, N. C., omnirange 064° True radial.
Harrisburg, Pa., omnirange station.

Hartford, Conn., omnirange station.
Helena, Mont., omnirange station.
Hassayampa, Ariz., omnirange station.
Herndon, Va., omnirange station.
Highway Intersection: The intersection of the Nashville, Tenn., omnirange 059° True and the Crossville, Tenn., omnirange 347° True radials.
Hill City, Kans., omnirange station.
Hobart, Okla., omnirange station.
Hobbs, N. Mex., omnirange station.
Homer Intersection: The intersection of the Norcross, Ga., omnirange 054° True and the Royston, Ga., omnirange 270° True radials.
Honea Intersection: The intersection of the Royston, Ga., omnirange 078° True radial and the Greensville, S. C., ILS localizer south course.
Hope Intersection: The intersection of the Rochester, Minn., omnirange 275° True and the Minneapolis, Minn., omnirange 179° True radials.
Hoquiam, Wash., omnirange station.
Houston, Tex., omnirange station.
Hudspeth, Tex., omnirange station.
Huron, S. Dak., omnirange station.
Hutchinson, Kans., omnirange station.
Imperial, Nebr., omirange station.
Indianapolis, Ind., omnirange station.
Iowa City, Iowa, omnirange station.
Jackson, Miss., omnirange station.
Jackson, Tenn., omnirange station.
Jacksonville, Fla., omnirange station.
Jamestown, N. Dak., omnirange station.
Janesville, Wis., omnirange station.
Joliet, Ill., omnirange station.
Junction, Tex., omnirange station.
Kansas City, Mo., omnirange station.
Kennebunk, Maine, omnirange station.
Key West, Fla., omnirange station.
Kirksville, Mo., omnirange station.
Knoxville, Tenn., omnirange station.
Kokomo Intersection: The intersection of the Indianapolis, Ind., omnirange 021° True and the Lafayette, Ind., omnirange 079° True radials.
Kremmling, Colo., omnirange station.
La Belle Intersection: The intersection of the Miami, Fla., omnirange 316° True and the Fort Myers, Fla., omnirange 035° True radials.
La Crosse, Wis., omnirange station.
Lafayette, Ind., omnirange station.
Lafayette, La., omnirange station.
La Grange, Ga., omnirange station.
Lake Charles, La., omnirange station.
Lakeland, Fla., omnirange station.
Lamar, Colo., omnirange station.
Lamoni, Iowa, omnirange station.
Lancaster Intersection: The intersection of the Harrisburg, Pa., omnirange 108° True and the Allentown, Pa., omnirange 228° True radials.
Lansing, Mich., omnirange station.
Laramie, Wyo., omnirange station.
Laredo, Tex., omnirange station.
Las Vegas, Nev., omnirange station.
Las Vegas, N. Mex., omnirange station.
Lawrenceville, Va., omnirange station.
Lawton, Okla., omnirange station.
Lewisburg Intersection: The intersection of the Bowling Green, Ky., omnirange 283° True and the Nashville, Tenn., omnirange 343° True radials.
Lewistown, Mont., omnirange station.
Lexington, Ky., omnirange station.
Lexington, Nebr., omnirange station.
Lisbon Intersection: The intersection of the Herndon, Va., omnirange 45° True and the Baltimore, Md., omnirange 281° True radials.
Litchfield, Mich., omnirange station.
Little Rock, Ark., omnirange station.
Livingston, Mont., omnirange station.
Lone Rock, Wis., omnirange station
Long Beach, Calif., omnirange station.
Los Banos Intersection: The intersection of the Modesto, Calif., omnirange 176° True and the Fresno, Calif., omnirange 287° True radials.
Louisville, Ky., omnirange station.
Lovelock, Nev., omnirange station.
Lubbock, Tex., omnirange station.
Lufkin, Tex., omnirange station.
Lumberton, N. C., omnirange station.
Macon, Ga., omnirange station.
Malad City, Idaho, omnirange station.
Malden, Mo., omnirange station.
Mansfield, Ohio, omnirange station.
Marchand Intersection: The intersection of the Youngstown, Ohio, omnirange 231° True and the Cleveland, Ohio, omnirange 132° True radials.
Marianna, Fla., omnirange station.
Martinsburg, W. Va., omnirange station.
Mason City, Iowa, omnirange station.
Massena, N. Y., omnirange station.
Maxwell Intersection: The intersection of the Indianapolis, Ind., omnirange 084° True and the Cincinnati, Ohio, omnirange 318° True radials.
McComb, Miss., omnirange station.
Medford, Oreg., omnirange station.
Medina Intersection: The intersection of the Rochester, N. Y., omnirange 289° True and the Buffalo, N. Y., omnirange 034° True radials.
Medicine Bow, Wyo., omnirange station.
Memphis, Tenn., omnirange station.
Mendota Intersection: The intersection of the Janesville, Wis., omnirange 339° True and the Lone Rock, Wis., omnirange 104° True radials.
Meridian, Miss., omnirange station.
Miami, Fla., omnirange station.
Midland, Tex., omnirange station.
Miles City, Mont., omnirange station.
Milford, Utah, omnirange station.
Millbury Intersection: The intersection of the Hartford, Conn., omnirange 044° True and the Gardner, Mass., omnirange 152° True radials.
Milwaukee, Wis., omnirange station.
Mineral Wells, Tex., omnirange station.
Minneapolis, Minn., omnirange station.
Minot, N. Dak., omnirange station.
Missoula, Mont., omnirange station.
Mobile, Ala., omnirange station.
Modesto, Calif., omnirange station.
Moline, Ill., omnirange station.
Monroe, La., omnirange station.
Montebello, Va., omnirange station.
Montgomery, Ala., omnirange station.
Moncure Intersection: The intersection of the Greensboro, N. C., omnirange 122° True and the Raleigh, N. C., omnirange 249° True radials.
Mooresville Intersection: The intersection of the Charlotte, N. C., omnirange 359° True and the Spartanburg, S. C., omnirange 057° True radials.
Morgantown, W. Va., omnirange station.
Mormon Mesa, Nev., omnirange station.
Mt. Hamilton Intersection: The intersection of the San Francisco, Calif., omnirange 097° True and the Oakland, Calif., omnirange 130° True radials.
Mount Pleasant Intersection: The intersection of the Pittsburgh, Pa., omnirange 117° True and the Morgantown, W. Va., omnirange 021° True radials.
Mullan Pass, Mont., omnirange station.
Murphy Intersection: The intersection of the Chattanooga, Tenn., omnirange 088° True and the Knoxville, Tenn., omnirange 191° True radials.
Muscle Shoals, Ala., omnirange station.
Muskegon, Mich., omnirange station.
Myrtle Beach, S. C., omnirange station.
Naperville, Ill., omnirange station.
Nashville, Tenn., omnirange station.
Needles, Calif., omnirange station.
Neosho, Mo., omnirange station.
New Alexandria Intersection: The intersection of the Pittsburgh, Pa., omnirange 067° True and the Johnstown, Pa., omnirange 290° True radials.
New Braunfels Intersection: The intersection of the San Antonio, Tex., omnirange 074° True and the Austin, Tex., omnirange 209° True radials.
Newburgh Intersection: The intersection of the Poughkeepsie, N. Y., omnirange 230° True and the Wilton, Conn., omnirange 300° True radials.
New Bern, N. C., omnirange station.
Newberg, Oreg., omnirange station.
New Orleans, La., omnirange station.
Newport, Oreg., omnirange station.
Norcross, Ga., omnirange station.
North Bend, Oreg., omnirange station.
North Platte, Nebr., omnirange station.
Oakland, Calif., omnirange station.
Oakwood Intersection: The intersection of the Watertown, S. Dak., omnirange 169° True and the Huron, S. Dak., omnirange 088° True radials.
Ogden, Utah, omnirange station.
Oklahoma City, Okla., omnirange station.
Omaha, Nebr., omnirange station.
Ontario, Calif., omnirange station.
Orlando, Fla., omnirange station.
Otto, N. Mex., omnirange station.
Ottumwa, Iowa, omnirange station.
Paducah, Ky., omnirange station.
Palacios, Tex., omnirange station.
Palestine Intersection: The intersection of the Pittsburgh, Pa., omnirange 326° True and the Wheeling, W. Va., omnirange 003° True radials.
Palm Springs Intersection: The intersection of the Thermal, Calif., omnirange 340° True and the Ontario, Calif., omnirange 91° True radials.
Palmdale, Calif., omnirange station.
Panoche Intersection: The intersection of the Coalinga, Calif., omnirange 311° True and the Modesto, Calif., omnirange 176° True radials.
Parkersburg, W. Va., omnirange station.
Paso Robles, Calif., omnirange station.
Paterson Intersection: The intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.
Paynesville Intersection: The intersection of the Pulaski, Va., omnirange 285° True and the Tri-City, Tenn., omnirange 012° True radials.
Pendleton, Oreg., omnirange station.
Peoria, Ill., omnirange station.
Peotone, Ill., omnirange station.
Petersburg Intersection: The intersection of the Morgantown, W. Va., omnirange 134° True and the Elkins, W. Va., omnirange 83° True radials.
Philipsburg, Pa., omnirange station.
Phillip, S. Dak., omnirange station.
Phoenix, Ariz., omnirange station.
Pierre, S. Dak., omnirange station.
Pine Bluff, Ark., omnirange station.
Pinehurst Intersection: The intersection of the Raleigh, N. C., omnirange 232° True and the Florence, S. C., omnirange 008° True radials.
Pioneer Intersection: The intersection of the Fort Wayne, Ind., omnirange 037° True and the Waterville, Ohio, omnirange 288° True radials.
Pittsburgh, Pa., omnirange station.
Plattsburg, N. Y., omnirange station.
Point Dume Intersection: The intersection of the Los Angeles, Calif., omnirange 273° True and the southeast course of the Camarillo, Calif., LF range.
Polo, Ill., omnirange station.
Ponca City, Okla., omnirange station.
Pontiac, Ill., omnirange station.
Portland, Oreg., omnirange station.
Poughkeepsie, N. Y., omnirange station.
Power Point Intersection: The intersection of the Pittsburgh, Pa., omnirange 311° True and the Youngstown, Ohio, omnirange 186° True radials.
Prescott, Ariz., omnirange station.
Princeton, Maine, omnirange station.
Pueblo, Colo., omnirange station.
Pulaski, Va., omnirange station.
Pullman, Mich., omnirange station.
Quincy, Ill., omnirange station.
Quitman, Tex., omnirange station.
Raleigh, N. C., omnirange station.

Rapid City, S. Dak., omnirange station.
Raton, N. Mex., omnirange station.
Red Bluff, Calif., omnirange station.
Redmond, Oreg., omnirange station.
Redwood Falls, Minn., omnirange station.
Reno, Nev., omnirange station.
Richmond Intersection: The intersection of the Oakland, Calif., omnirange 330° True and the Sacramento, Calif., omnirange 232° True radials.
Ringling Intersection: The intersection of the Ardmore, Okla., omnirange 274° True and the Oklahoma City, Okla., omnirange 175° True radials.
Rochester, Minn., omnirange station.
Rochester, N. Y., omnirange station.
Rock Springs, Wyo., omnirange station.
Rocky Mount, N. C., omnirange station.
Rossville Intersection: The intersection of the Lafayette, Ind., omnirange 080° True and the Indianapolis, Ind., omnirange 342° True radials.
Roswell, N. Mex., omnirange station.
Round Top Intersection: The intersection of the Austin, Tex., omnirange 109° True and the College Station, Tex., omnirange 202° True radials.
Royston, Ga., omnirange station.
Russell, Kans., omnirange station.
St. Joseph, Mo., omnirange station.
St. Louis, Mo., omnirange station.
Sacramento, Calif., omnirange station.
Salem, Mich., omnirange station.
Salem Intersection: The intersection of the Hartford, Conn., omnirange 130° True and the Norwich, Conn., omnirange 224° True radials.
Salina, Kans., omnirange station.
Salinas, Calif., omnirange station.
Salisbury, Md., omnirange station.
Salt Flat, Tex., omnirange station.
Salt Lake City, Utah, omnirange station.
San Angelo, Tex., omnirange station.
San Antonio, Tex., omnirange station.
San Bruno Intersection: The intersection of the San Francisco, Calif., omnirange 305° True and the Oakland, Calif., omnirange 218° True radials.
San Diego, Calif., omnirange station.
San Francisco, Calif., omnirange station.
Santa Barbara, Calif., omnirange station.
Santa Fe, N. Mex., omnirange station.
Saratoga Intersection: The intersection of the San Francisco, Calif., omnirange 218° True and the Salinas, Calif., omnirange 319° True radials.
Savannah, Ga., omnirange station.
Scotland, Ind., omnirange station.
Scranton, Pa., omnirange station.
Scottsbluff Intersection: The intersection of the Cheyenne, Wyo., omnirange 054° True and the Sidney, Nebr., omnirange 335° True radials.
Seattle, Wash., omnirange station.
Seeley Intersection: The intersection of the Yuma, Ariz., omnirange 267° True and the Thermal, Calif., omnirange 165° True radials.
Selinsgrove, Pa., omnirange station.
Seguin Intersection: The intersection of the San Antonio, Tex., omnirange 039° True and the Austin, Tex., omnirange 194° True radials.
Sheridan, Wyo., omnirange station.
Shreveport, La., omnirange station.
Sidney, Nebr., omnirange station.
Sioux City, Iowa, omnirange station.
Sioux Falls, S. Dak., omnirange station.
South Bend, Ind., omnirange station.
South Boston, Va., omnirange station.
Spartanburg, S. C., omnirange station.
Spokane, Wash., omnirange station.
Springfield, Ill., omnirange station.
Springfield, Mo., omnirange station.
Stonyfork Intersection: The intersection of the Elmira, N. Y., omnirange 212° True and the Bradford, Pa., omnirange 037° True radials.
Stroudsburg, Pa., omnirange station.
Sulphur Springs, Tex., omnirange station.
Syracuse, N. Y., omnirange station.
Tallahassee, Fla., omnirange station.
Tampa, Fla., omnirange station.
Terre Haute, Ind., omnirange station.
Texarkana, Ark., omnirange station.
The Dalles, Oreg., omnirange station.
Thermal, Calif., omnirange station.
Thurman, Colo., omnirange station.
Toledo, Ohio, omnirange station.
Topeka, Kans., omnirange station.
Tri-City, Tenn., omnirange station.
Trumansburg Intersection: The intersection of the Elmira, N. Y., omnirange 29° True and the Rochester, N. Y., omnirange 130° True radials.
Troy Intersection: The intersection of the Dayton, Ohio, omnirange 020° True radial and the Columbus, Ohio, radio range west course.
Troy, Ill., omnirange station
Truth or Consequences, N. Mex., omnirange station.
Tucson, Ariz., omnirange station.
Tucumcari, N. Mex., omnirange station.
Tulsa, Okla., omnirange station.
Turnpike Intersection: The intersection of the Pittsburgh, Pa., omnirange 354° True and the Wheeling, W. Va., omnirange 034° True radials.
Tuscaloosa, Ala., omnirange station.
Ukiah, Calif., omnirange station.
Vandalia, Ill., omnirange station.
Vero Beach, Fla., omnirange station.
Vichy, Mo., omnirange station.
Waco, Tex., omnirange station.
Walnut Ridge, Ark., omnirange station.
Walton Intersection: The intersection of the Moline, Ill., omnirange 038° True and the Bradford, Ill., omnirange 360° True radials.
Waterloo, Iowa, omnirange station.
Watertown, N. Y., omnirange station.
Watertown, S. Dak., omnirange station.
Wausau, Wis., omnirange station.
Westchester, Pa., omnirange station.
West Palm Beach, Fla., omnirange station.
Wheeling, W. Va., omnirange station.
Whitehall, Mont., omnirange station.
Wichita, Kans., omnirange station.
Wichita Falls, Tex., omnirange station.
Williamston, N. C., VAR station.
Williamsport, Pa., omnirange station.
Wilmington, N. C., omnirange station.
Wilton, Conn., omnirange station.
Wink, Tex., omnirange station.
Winslow, Ariz., omnirange station.
Yakima, Wash., omnirange station.
York, Ky., omnirange station.
Youngstown, Ohio, omnirange station.
Yuma, Ariz., omnirange station.
Zuni, N. Mex., omnirange station.

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Grass Shack Intersection: Intersection of Hilo omnirange 008° True and Upolu 96° True radials.
Hibiscus Intersection: Intersection of Upolu omnirange 96° True and Hilo omnirange 41° True radials.
Hilo, Hawaii, T. H., omnirange station.
Honolulu, Oahu, T. H., omnirange station.
Hula Girl Intersection: Intersection of Lihue omnirange 141° True and Honolulu omnirange 246° True radials.
Kaneohe Intersection: Intersection of Honolulu omnirange 61° True and Lanai omnirange 318° True radials:
Lanai, T. H., omnirange station.
Lihue, Kauai, T. H., omnirange station.
Makai Intersection: Intersection of Honolulu omnirange 246° True and Lihue omnirange 126° True radials.
Maui, T. H., omnirange station.
North Lanai Intersection: Intersection of Honolulu omnirange 61° True and Lanai omnirange 337° True radials.
North Maui Intersection: Intersection of Honolulu omnirange 61° True and Maui omnirange 351° True radials.
Paradise Intersection: Intersection of Hilo omnirange 336° True and Upolu omnirange 96° True radials.
Pineapple Intersection: Intersection of Lanai omnirange 111° True and Maui omnirange 237° True radials.
Rainbow Intersection: Intersection of Maui omnirange 191° True and Lanai omnirange 111° True radials.
Southgate Intersection: Intersection of Honolulu omnirange 179° True and Lanai omnirange 289° True radials.
South Honolulu Intersection: Intersection of Honolulu omnirange 179° True and Lanai omnirange 221° True radials.
South Port Allen Intersection: Intersection of Honolulu omnirange 246° True and Lihue omnirange 186° True radials.
Upolu, Hawaii, T. H., omnirange station.

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