THE UNITED STATES OF AMERICA
CIVIL AERONAUTICS AUTHORITY
WASHINGTON, D. C.

60

At a session of the Civil Aeronautics Authority
held at its office in Washington, D. C.
on the 7th day of June, 1940

Acting pursuant to the authority vested in it by the Civil Aeronautics Act of 1938, particularly sections 205(a) and 601(a) of said Act, and finding that its action is desirable in the public interest and is necessary to carry out the provisions of, and to exercise and perform its powers and duties under said Act, the Civil Aeronautics Authority hereby amends the Civil Air Regulations as follows:

AMENDMENT NO. 57
OF THE CIVIL AIR
REGULATIONS

REDESIGNATION OF RADIO FIXES,
CONTROL ZONES OF INTERSECTION,
AND AIRWAY TRAFFIC CONTROL AEAS

Effective July 1, 1940, Part 60 of the Civil Air Regulations is amended as follows:

1. By amending section 60.22 to read as follows:

"60.22 Control zones of intersection designation. The radio range station of the Civil Aeronautics Authority located at each of the following cities is designated as the center of a control zone of intersection: Albany, N. Y., Albuquerque, N. Mex.; Amarillo, Tex.; Belgrade, Mont.; Boston, Mass; Billings, Mont.; Bismarck, N. Dak.; Burlington, Vt.; Charleston, S. C.; Cheyenne, Wyo.; Cincinnati, Ohio; Columbus, Ohio; Concord, N. H.; Corpus Christi, Tex.; Daytona Beach, Fla.; Denver, Colo.; Ellensburg, Wash.; El Paso, Tex.; Fargo, N. Dak.; Helena, Mont.; Houston, Tex.; Huron, S. Dak.; Indianapolis, Ind.; Jackson, Miss.; Jacksonville, Fla.; Kansas City, Mo.; Laramie, Wyo.; Louisville, Ky.; Memphis, Tenn.; Miami, Fla.; Minneapolis, Minn.; Nashville, Tenn.; Mobile, Ala., New Orleans, La.; Northdalles, Oreg.; Oklahoma City, Okla.; Omaha, Nebr.; Pendleton, Oreg.; Portland, Oreg.; San Antonio, Tex.; Seattle, Wash.; Spokane, Wash.; Tallahassee, Fla.; Tampa, Fla.; Tulsa, Okla.; White Hall, Mont.; Wichita, Kans."

2. By amending section 60.23000 to read as follows:

"60.23000 Green civil airway No. 1. (Seattle, Wash., to Boston, Mass.) Seattle, Wash., radio range station; Easton, Wash., radio marker station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Mullan Pass, Idaho, radio range station; Missoula, Mont., radio range station; Helena, Mont., radio range station; Belgrade, Mont., radio range station; Livingston, Mont., radio range station; Billings, Mont., radio range station; Custer, Mont., radio range station; Miles City, Mont., radio range station; Golva, N. Dak., 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; Lone Rock, Wis., radio range station; Milwaukee, Wis., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; the intersection of the center lines of the on course signals of the north leg of Detroit, Mich. (Wayne County Airport), radio range and the east leg of the Lansing, Mich., radio range; Detroit, Mich. (Wayne County Airport), radio range station; Buffalo, N. Y., radio range station; the intersection of the center lines of the on course signals of the east leg of the Buffalo, N. Y., radio range and the southwest leg of the Rochester, N. Y., radio range; Syracuse, N. Y., radio range station; Utica, N. Y., radio range station; Albany, N. Y., radio range station; Springfield, Mass., radio range station; the intersection of the center lines of the on course signals of the east leg of the Springfield, Mass., radio range and the southwest leg of the Boston, Mass., radio range; Boston, Mass., radio range station."

3. By amending section 60.23001 to read as follows:

"60.23001 Green civil airway No. 2. (San Francisco, Calif. to New York, N. Y.) Oakland, Calif., radio range station, Sacramento, Calif., radio range station; Donner Summit, Calif.,

radio range station; Reno, Nev., radio range station; Humboldt, Nev., radio range station; Buffalo Valley, Nev., radio range station; Elko, Nev., radio range station; Wendover, Utah, radio range station; Salt Lake City, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Parco, Wyo., radio range station; Cheyenne, Wyo., radio range station; Sidney, Nebr., 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 center lines of the on course signals of the east leg of the Moline, Ill., radio range and the north leg of the Morse, Ill., radio range; Newark, Ill., fan type radio marker station, or the intersection of the center lines of the on course signals of the southwest leg of the Chicago, Ill., radio range and the east leg of the Moline, Ill., radio range; Chicago, Ill., radio range station; Lansing, Ill., fan type radio marker station, or the intersection of the center lines of the on course signals of the southeast leg of the Chicago, Ill., radio range and the west leg of the Goshen, Ind., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; Cleveland, Ohio, radio range station; the intersection of the center lines of the on course signals of the east leg of the Cleveland, Ohio, radio range and the northeast leg of the Akron, Ohio, radio range; Mercer, Pa., radio range station; Bellefonte, Pa., radio range station; the intersection of the center lines of the on course signals of the north leg of the Harrisburg, Pa., radio range and the east leg of the Bellefonte, Pa., radio range; Allentown, Pa., radio range station; New Brunswick, Pa., fan type radio marker station, or the intersection of the center lines of the on course signals of the southeast leg of the Allentown, Pa., radio range and the southwest leg of the Newark, N. J., radio range; the intersection of the center lines of the on course signals of the southeast leg of the Allentown, Pa., radio range and the south leg of the New York, N. Y., (New York Municipal Airport, La Guardia Field) radio range; New York, N. Y., (New York Municipal Airport, La Guardia Field) radio range station."

4. By amending section 60.23003 to read as follows:

"60.23003 Green civil airway No. 4. (Los Angeles, Calif., to Washington, D. C.) Los Angeles, Calif., radio range station; Riverside, Calif., radio range station; the intersection of the center lines of the on course signals of the east leg of the Riverside, Calif. radio range and the north leg of the Indio, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; Tucson, Ariz., radio range station; Cochise, N. Mex., radio range station; Columbus, N. Mex., radio range station; El Paso, Tex., radio range station; Guadalupe Pass, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; the intersection of the center lines of the on course signals of the west leg of the Fort Worth, Tex., radio range and the northwest leg of the Waco, Tex., radio range; Fort Worth, Tex., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Fort Worth, Tex., radio range and the north leg of the Dallas, Tex., radio range; the intersection of the center lines of the on course signals of the north leg of the Tyler, Tex., radio range and the west leg of the Texarkana, Tex., radio range; Texarkana, Tex., radio range station; Little Rock, Ark., radio range station; Memphis, Tenn., radio range station; Jacks Creek, Tenn., radio range station; Nashville, Tenn., radio range station; Smithville, Tenn., radio range station; Knoxville, Tenn., radio range station; Bristol, Va., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; Mason Springs, Md., fan type radio market station, or the intersection of the center lines of the on course signals of the northeast leg of the Gordonsville, Va., radio range and the south leg of the Washington, D. C., radio range; Washington, D. C., radio range station."

5. By amending section 60.23004 to read as follows:

"60.23004 Green civil airway No. 5. (Corpus Christi, Tex., to Richmond, Va.) Corpus Christi, Tex., radio range station; Houston, Tex., radio range station; Beaumont, Tex., radio range station; Lake Charles, La., radio range station; New Orleans, La., radio range station;

Mobile, Ala., radio range station; the intersection of the center lines of the on course signals of the east leg of the Birmingham, Ala., radio range and the southwest leg of the Atlanta, Ga., radio range; Atlanta, Ga., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Atlanta Ga., radio range and the northwest leg of the Augusta, Ga., radio range; Spartanburg, S. C., radio range station; the intersection of the center lines of the on course signals of the southwest leg of the Greensboro, N. C., radio range and the north leg of the Charlotte, N. C., radio range; Greensboro, N. C., radio range station; Richmond, Va., radio range station."

6. By amending section 60.23100 to read as follows:

"60.23100 Amber civil airway No. 1. (San Diego, Calif., to United States-Canadian Border San Diego, Calif., radio range station; Oceanside, Calif., radio marker station; Santa Ana, Calif., radio range station; the intersection of the center lines of the on course signals of the north leg of the Santa Ana, Calif., radio range and the east leg of the Los Angeles, Calif., radio range; Los Angeles, Calif., radio range station; Newhall, Calif., radio range station, Bakersfield, Calif., radio range station; Fresno, Calif., radio range station, Modesto, Calif., radio range station; Oakland, Calif., radio range station; Potrero Hills, Calif., radio marker 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; Ethel, Wash., radio range station; Seattle, Wash., radio range station; Everette, Wash., radio range station; Bellingham, Wash., radio range station."

7. By amending section 60.23101 to read as follows:

"60.23101 Amber civil airway No. 2. (Daggett, Calif., to Great Falls, Mont.) Daggett, Calif., radio range station; Silver Lake, Calif., radio range station; Las Vegas, Nev., radio range station; Mormon Mesa, Nev., radio range station; Enterprise, Nev., radio range station; Milford, Utah, radio range station; Delta, Utah, radio range station; Tintic, Utah, radio

range station; Salt Lake City, Utah, radio range station; Plymouth, Utah, 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; Great Falls, Mont., radio range station."

8. By amending section 60.23102 to read as follows:

"60.23102 Amber civil airway No. 3. (El Paso, Tex., to Great Falls, Mont.) The intersection of the center lines of the on course signals of the west leg of the El Paso, Tex., radio range and the south leg of the Engle, N. Mex., radio range; Engle, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; Las Vegas, N. Mex., radio range station; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; Denver, Colo., radio range station; Cheyenne, Wyo., radio range station; the intersection of the center lines of the on course signals of the north leg of the Cheyenne, Wyo., radio range and the southeast leg of the Douglas, Wyo., radio range; Douglas, Wyo., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Douglas, Wyo., radio range and the east leg of the Casper, Wyo., radio range; Casper, Wyo., radio range station; the intersection of the center lines of the on course signals of the north leg of the Casper, Wyo., radio range and the southeast leg of the Sheridan, Wyo., radio range; Sheridan, Wyo., radio range station; Billings, Mont., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Billings, Mont., radio range and the southeast leg of the Lewistown, Mont., radio range; Lewistown, Mont., radio range station; Great Falls, Mont., radio range station."

9. By amending section 60.23103 to read as follows:

"60.23103 Amber civil airway No. 4. (Brownsville, Tex., to Bismarck, N. Dak.) Brownsville, Tex., radio range station; Corpus Christi, Tex., radio range station; San Antonio, Tex., radio range station; Austin, Tex., radio range station; Waco, Tex., radio range station; the

intersection of the center lines of the on course signals of the northwest leg of the Waco, Tex., radio range and the south leg of the Fort Worth, Tex., radio range; Fort Worth, Tex., radio range station; the intersection of the center lines of the on course signals of the north leg of the Fort Worth, Tex., radio range and the southeast leg of the Wichita Falls, Tex., radio range; Gainesville, Tex., radio marker station; Oklahoma City, Okla., radio range station; Tulsa, Okla., radio range station; Chanute, Kans., radio range station; Kansas City, Mo., radio range station; 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; the intersection of the center lines of the on course signals of the northwest leg of the Aberdeen, S. Dak., radio range and the southeast leg of the Bismarck, N. Dak., radio range; Bismarck, N. Dak., radio range station."

10. By amending section 60.23106 to read as follows:

"60.23106 Amber civil airway No. 7. (Key West, Fla., to Caribou, Maine.) Key West, Fla., radio range station; Miami, 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; Florence, S. C., radio range station; Raleigh, N. C., radio range station; Richmond, Va., radio range station; Mason Springs, Md., fan type radio marker station, or the intersection of the center lines of the on course signals of the northeast leg of the Gordonsville, Va., radio range and the south leg of the Washington, D. C., radio range; Washington, D. C., radio range station; Baltimore, Md., radio range station; Camden, N. J., radio range station; New Brunswick, N. J., radio fan type marker station, or the intersection of the center lines of the on course signals of the east leg of the Allentown, Pa., radio range and the southwest leg of the Newark, N. J., radio range; Newark, N. J., radio range station; Yonkers, N. Y., fan type radio marker station, or the intersection of the center lines of the on course signals of the south leg of the New

Hackensack, N. Y., radio range and the northeast leg of the Newark, N. J., radio range; Hartford, Conn., radio range station; Boston, Mass., radio range station; Portland, Maine, radio range station; Augusta, Maine, radio range station; Bangor, Maine, radio range station; Millinocket, Maine, radio range station; Caribou, Maine, radio range station."

11. By amending section 60.23204 to read as follows:

"60.23204 Red civil airway No. 5. (United States-Canadian Border to Danforth, Maine.) Millinocket, Maine, radio range station."

12. By amending section 60.23209 to read as follows:

"60.23209 Red civil airway No. 10. (Amarillo, Tex., to Charleston, S. C.) Amarillo, Tex., radio range station; Clarendon, Tex., radio range station; Wichita Falls, Tex., radio range station; the intersection of the center lines of the on course signals of the north leg of the Fort Worth, Tex., radio range and the southeast leg of the Wichita Falls, Tex., radio range; Fort Worth, Tex., radio range station; Dallas, Tex., radio range station; the intersection of the center lines of the on course signals of the east leg of the Dallas, Tex., radio range and the northwest leg of the Tyler, Tex., radio range; the intersection of the center lines of the on course signals of the north leg of the Tyler, Tex., radio range and the west leg of the Shreveport, La., radio range; 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 center lines of the on course signals of the east leg of the Birmingham, Ala., radio range and the southwest leg of the Atlanta, Ga., radio range; Atlanta, Ga., radio range station; the intersection of the center lines of the on course signal of the northeast leg of the Atlanta, Ga., radio range and the northwest leg of the Augusta, Ga., radio range; Augusta, Ga., radio range station; Charleston, S. C., radio range station."

13. By amending section 60.23212 to read as follows:

"60.23212 Red civil airway No. 13. (Springfield, Mass., to Boston, Mass.) Springfield, Mass., radio range station; Hartford, Conn., radio range station; Boston, Mass., radio range station."

14. By amending section 60.23224 to read as follows:

"60.23224 Red civil airway No. 25. (Daytona Beach, Fla. to Miami, Fla.) Daytona Beach, Fla., radio range station; Orlando, Fla., radio range station; Tampa, Fla., radio range station; Fort Myers, Fla., radio range station; Miami, Fla., radio range station."

15. By amending section 60.23228 to read as follows:

"60.23228 Red civil airway No. 29. (Baltimore, Md. to Elmira, N. Y.) Baltimore, Md., radio range station; Harrisburg, Pa., radio range station; Williamsport, Pa., radio range station; Elmira, N. Y., radio range station."

16. By adding the following new sections to section 60.23:

"60.23229 Red civil airway No. 30. (Mobile, Ala., to Jacksonville, Fla.) Mobile, Ala., radio range station; Crestview, Fla., radio range station; the intersection of the center lines of the on course signals of the east leg of the Crestview, Fla., radio range and the northwest leg of the Tallahassee, Fla., radio range; Tallahassee, Fla., radio range station; Jacksonville, Fla., radio range station.

"60.23230 Red civil airway No. 31 (Huron, S. Dak., to Minneapolis, Minn.) Huron, S. Dak., radio range station; Watertown, S. Dak., radio range station; Willmar, Minn., radio range station; the intersection of the center lines of the on course signals of the west leg of the Willmar, Minn., radio range and the northwest leg of the Minneapolis, Minn., radio range; Minneapolis, Minn., radio range station.

"60.23231 Red civil airway No. 32. (San Antonio, Tex., to Houston, Tex.) The intersection of the center lines of the on course signals of the southeast leg of the San Antonio, Tex., radio range and the west leg of the Yoakum, Tex., radio range; Yoakum, Tex., radio range station; the interesection of the center lines of the on course signals of the east leg of the Yoakum, Tex., radio range and the southwest leg of the Houston, Tex., radio range.

"60.23232 Red civil airway No. 33. (Harrisburg, Pa., to New York, N. Y., Municipal Airport, La Guardia Field.) The intersection of the center lines of the on course signals of the southeast leg of the Harrisburg, Pa., radio range and the southwest leg of the Allentown, Pa., radio range; Allentown, Pa., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Allentown, Pa., and the northwest leg of the New York, N. Y., (La Guardia Field) radio range; New York, N. Y., (La Guardia Field) radio range station."

17. By amending section 60.23302 to read as follows:

"60.23302 Blue civil airway No. 3. (Memphis, Tenn., to Tampa, Fla.) Memphis, Tenn., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Memphis, Tenn., radio range and the northwest leg of the Muscle Shoals, Ala., radio range; Muscle Shoals, Ala., radio range station; the interesection of the center lines of the on course signals of the southeast leg of the Muscle Shoals, Ala., radio range and the north leg of the Birmingham, Ala., radio range; Birmingham, Ala., radio range station; Dothan, Ala., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Dotham, Ala., radio range and the northwest leg of the Tallahassee, Fla., radio range; Tallahassee, Fla., radio range station; the intersection of the center lines of the on course signals of the east leg of the Tallahassee, Fla., radio range and the northwest leg of the Cross City, Fla., radio range; Cross City, Fla., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Cross City, Fla., radio range and the north leg of the Tampa, Fla., radio range; Tampa, Fla., radio range station."

18. By amending section 60.23311 to read as follows:

"60.23311 Blue civil airway No. 12, (Northdalles, Wash., to Ellensburg, Wash.) Northdalles, Wash., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Northdalles, Wash., radio range and the south leg of the Ellensburg, Wash., radio range; Ellensburg, Wash., radio range station."

19. By amending section 60.23314 to read as follows:

"60.23314 Blue civil airway No. 15, (Columbus, Ohio, to Erie, Pa.) Akron, Ohio, radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Akron, Ohio, radio range and the southwest leg of the Erie, Pa., radio range; Erie, Pa., radio range station."

20. By amending section 60.2400 to read as follows:

"60.2400 Green civil airway No. 1 airway traffic control areas (Seattle, Wash., to Boston, Mass.) Those portions of green civil airway No. 1: From a line extended at right angles across such airway through a point on the center line thereof 25 miles southeast of the La Crosse, Wis., radio range station, to the intersection of the center line of the on course signal of the east leg of the Detroit, Mich., (Wayne County Airport), radio range and the United States-Canadian Border; from the intersection of the center line of the on course signal of the west leg of the Buffalo, N. Y., radio range and the United States-Canadian Border, to a line extended at right angles across such airway through a point on the center line thereof 25 miles east of the Syracuse, N. Y., radio range station."

21. By amending section 60.2402 to read as follows:

"60.2402 Green civil airway No. 3 airway traffic control areas (Los Angeles, Calif., to Camden, N. J.) Those portions of green civil airway No. 3: From the Municipal Airport, Los Angeles, Calif., to a line extended at right angles across such airway through a point on the center line thereof 25 miles east of the Ashfork, Ariz., radio range station; from a line extended at right angles across such airway through a point on the center line thereof 25 miles

west of the Columbia, Mo., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles southwest of the Terre Haute, Ind., radio range station; from a line extended at right angles across such airway through a point on the center line thereof 25 miles east of the Columbus, Ohio, radio range station, to the Camden, N. J., radio range station."

22. By amending section 60.2403 to read as follows:

"60.2403 Green civil airway No. 4 airway traffic control areas. (Los Angeles, Calif., to Washington, D. C.) Those portions of green civil airway No. 4: From the Los Angeles, Calif., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles south of the Phoenix, Ariz., radio range station; from a line extended at right angles across such airway through a point on the center line thereof 25 miles east of the Big Spring, Tex., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles southwest of the Little Rock, Ark., radio range station; from a line extended at right angles across such airway through a point on the center line thereof 25 miles southwest of the Roanoke, Va., radio range station, to the Washington Airport, Arlington, Va."

23. By amending section 60.2414 to read as follows:

"60.2414 Amber civil airway No. 5 airway traffic control areas. (New Orleans, La., to Milwaukee, Wis.) Those portions of amber civil airway No. 5: From a line extended at right angles across such airway through a point on the center line thereof 25 miles north of the Memphis, Tenn., radio range station to the Milwaukee, Wis., radio range station."

24. By amending section 60.2416 to read as follows:

"60.2416 Amber civil airway No. 7 airway traffic control areas. (Key West, Fla., to Caribou, Maine). Those portions of amber civil airway No. 7: From a line extended at right

angles across such airway through a point on the center line thereof 25 miles north of the Raleigh, N. C., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles northeast of the Hartford, Conn., radio range station."

25. By amending section 60.24200 to read as follows:

"60.24200 Red civil airway No. 1 airway traffic control areas. (Portland, Oreg., to Salt Lake City, Utah) That portion of red civil airway No. 1: From a line extended at right angles across such airway through a point on the center line thereof 25 miles northwest of the Boise, Idaho, radio range station, to the Salt Lake City, Utah, radio range station."

26. By amending section 60.24204 to read as follows:

"60.24204 Red civil airway No. 5 airway traffic control areas. (United States-Canadian Border to Danforth, Maine) No designation."

27. By amending section 60.24212 to read as follows:

"60.24212 Red civil airway No. 13 airway traffic control areas. (Springfield, Mass., to Boston, Mass.) That portion of red civil airway No. 13: From a line extended at right angles across such airway through a point on the center line thereof 25 miles northwest of the Hartford, Conn., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles east of the Hartford, Conn., radio range station."

28. By amending section 60.24214 to read as follows:

"60.24214 Red civil airway No. 15 airway traffic control areas. (Las Vegas, Nev., to Phoenix, Ariz.) All portions of red civil airway No. 15."

29. By amending section 60.24221 to read as follows:

"60.24221 Red civil airway No. 22 airway traffic control areas. (Roanoke, Va., to Gordonsville, Va.) All of red civil airway No. 22."

30. By adding the following new sections to section 60.24:

"60.24229 Red civil airway No. 30 airway traffic control areas. (Mobile, Ala., to Jacksonville, Fla.) No designation.

"60.24230 Red civil airway No. 31 airway traffic control areas. (Huron, S. Dak., to Minneapolis, Minn.) No designation.

"60.24231 Red civil airway No. 32 airway traffic control areas. San Antonio, Tex., to Houston, Texas.) No designation.

"60.24232 Red civil airway No. 33 airway traffic control areas. (Harrisburg, Pa., to New York, N. Y., Municipal Airport (LaGuardia Field)) All of red civil airway No. 33."

31. By amending section 60.24302 to read as follows:

"60.24302 Blue civil airway No. 3 airway traffic control areas (Memphis, Tenn., to Tampa, Fla.) Those portions of the blue civil airway No. 3: From a line extended at right angles across such airway through a point on the center line thereof 25 miles southeast of the Muscle Shoals, Ala., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles northwest of the Dothan, Ala., radio range station.

By the Authority:

/s/ Paul J. Frizzell

Paul J. Frizzell
Secretary

(SEAL)