CIVIL AERONAUTICS AUTHORITY
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Regulations
Serial Number 110

Amends C. A. R. Part 60

At a session of the Civil Aeronautics Board of the Civil Aeronautics Authority held at its office in Washington, D. C. on the 27th day of August, 1940.

Acting pursuant to the authority vested in it by the Civil Aeronautics Act of 1938, as amended, 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 Board amends the Civil Air Regulations as follows:

Title: REDESIGNATION OF RADIO FIXES, CONTROL ZONES OF INTERSECTION, AND AIRWAY TRAFFIC CONTROL AREAS
Amendment to C. A. R. Number 71

Effective September 1, 1940

Effective September 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.; Millinocket, Maine; 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 60.23002 to read as follows:

"60.23002 Green civil airway No. 3. (Los Angeles, California to Philadelphia, Pa.)

Los Angeles, Calif., radio range station; the intersection of the center lines of the on course signals of the north leg of the Los Angeles, Calif., radio range and the southwest leg of the Palmdale, Calif., radio range, or the Newhall, Calif., radio range station; Palmdale, Calif., radio range station; the intersection of the center lines of the on course signals of the west leg of the Daggett, Calif., radio range and the north leg of the Riverside, Calif., radio range; Daggett, Calif., radio range station; Kingman, Ariz., radio range station; the intersection of the center lines of the on course signals of the east leg of the Kingman, Ariz., radio range and the southeast leg of the Ashfork, Ariz., radio range; Winslow, Ariz., radio range station; El Morro, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; Otto, N. Mex., radio range station; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio radio range station; Gage, Okla., radio range station; Wichita, Kans., radio range station; Lebo, Kans., radio range station; Kansas City, Mo., radio range station; Columbia, Mo., radio range station; New Florence, Mo., radio marker station; the intersection of the center lines of the on course signals of the west leg of the St.

Louis, Mo., radio range and the southwest leg of the Springfield, Ill., radio range; St Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind , radio range station; Indianapolis, Ind., radio range station; Columbus, Ohio radio range station; Cambridge, Ohio, radio marker station; Hickory, Pa., fan type radio marker station, or the intersection of the center lines of the on course signals of the west leg of the Pittsburg, Pa., radio range and the southeast leg of the Akron, Ohio, radio range; Pittsburg, Pa., radio range station; New Alexandria, Pa., fan type radio marker station, or the intersection of the center lines of the on course signals of the northeast leg of the Pittsburg, Pa., radio range and the west leg of the Cove Valley, Pa., radio range; Cove Valley, Pa., radio range station; Harrisburg, Pa., radio range station; Philadelphia, Pa., radio range station."

3. 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; Philadelphia, Pa., 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."

4. By amending section 60.23202 to read as follows:

" 60.23202 Red civil airway No. 3 (Philadelphia, Pa., to New York, N. Y.)

Philadelphia, Pa., radio range station; the intersection of the center lines of the on course signals of the east leg of the Allentown, Pa., radio range and the south leg of the New York, N. Y. (New York Municipal Airport, LaGuardia Field), radio range "

5 By amending section 60.2402 to read as follows:

" 60.2402 Green civil airway No. 3 airway traffic control areas, (Los Angeles, Calif., to Philadelphia, Pa.)

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 Philadelphia, Pa., radio range station."

6. By amending section 60.24202 to read as follows:

" 60.24202 Red civil airway No. 3 airway traffic control areas, (Philadelphia, Pa., to New York, N. Y. (LaGuardia Field)). All of red civil airway No. 3."

By the Civil Aeronautics Board:

/s/ *Thomas G. Early*

(S E A L)

Thomas G. Early
Acting Secretary