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

Regulations
Serial Number 121

At a session of the Civil Aeronautics Board of the Civil Aeronautics Authority held at its office in Washington, D. C. on the 18th day of October, 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 CONTROL ZONES OF INTERSECTION AND CERTAIN AIRWAY TRAFFIC CONTROL AREAS

Amendment No. 77 to C. A. R., amending Sections 60.22, 60.2400, 60.2410, 60.24200, 60.24300, 60.24311.

Insert following p. 16, Part 60
Effective: 12:01 A. M., November 1, 1940.

Effective 12:01 A. M., November 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 Administrator of Civil Aeronautics 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.; Concord, N. H.; Corpus Christi, Tex.; Daytona Beach, Fla.; Denver, Colo.; El Paso, Tex.; Fargo, N. Dak.; Helena, Mont.; Houston, Tex.; Huron, S. Dak.; Jackson, Miss.; Jacksonville, Fla.; Laramie, Wyo.; Memphis, Tenn.; Miami, Fla.; Millinocket, Maine; Minneapolis, Minn.; Nashville, Tenn.; Mobile, Ala.; New Orleans, La.; Oklahoma City, Okla.; Omaha, Neb.; San Antonio, Tex.; Spokane, Wash.; Tallahassee, Fla.; Tampa, Fla.; Tulsa, Okla.; White Hall, Mont.; Wichita, Kans. "

2. 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 Boeing Field, Seattle, Wash., to a line extended at right angles across such airway through a point on the center line thereof 25 miles northeast of the Ellensburg, Wash., radio range station; from a line extended at right angles across such airway through a point on the center line thereof 25 miles southeast of the LaCrosse, 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 U. S. - 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 U. S. - 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."

3. By amending section 60.2410 to read as follows:

"60.2410 Amber civil airway No. 1 airway traffic control areas (San Diego, Calif., to the U. S. - Canadian Border). All of amber civil airway No. 1."

4. 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) All of red civil airway No. 1."

5. By amending section 60.24300 to read as follows:

"60.24300 Blue civil airway No. 1 airway traffic control areas (Pendleton, Oreg., to Spokane, Wash.) From the Pendleton, Oreg., 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 Pendleton, Oreg., radio range station."

6. By amending section 60.24311 to read as follows:

"60.24311 Blue civil airway No. 12 airway traffic control areas (Northdalles, Wash., to Ellensburg, Wash.) All of blue civil airway No. 12."

By the Civil Aeronautics Board:

(S E A L)

/s/ *Thomas G Early*

Thomas G. Early
Secretary