TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

71

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 62-CE-72)

PART 71-DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS (NEW)

Alteration of Control Zones,
Designation of Transition Area

On February 22, 1963, a Notice of Proposed Rule Making was published in the Federal Register (28 F. R. 1738) stating that the Federal Aviation Agency (FAA) proposed to alter the Milwaukee, Wis., (General Mitchell Field) amd Milwaukee (Timmerman Airport) control zones and designate a transition area at Milwaukee. On June 6, 1963, a Supplemental Notice of Proposed Rule Making was published amending the original proposal (28 F. R. 5583).

Interested persons were afforded an opportunity to participate in the rulemaking through submission of comments. Due consideration was given to all relevant matter presented.

The Air Transport Association of America (ATA) advised the FAA that it could not find any justification in the docket requiring the loss of 3,000-foot MSL as a cardinal altitude on the low altitude airways V-9 between the Eden Intersection and the Milwaukee VOR and on V-7 between the Calvary Intersection and the Milwaukee VOR.

In accordance with CAR Amendment 60-21, airway floors are to be designated no less than 1,200 feet above the surface. This upward floor adjustment of airway structures may, in some instances, result in the loss of

minimum cardinal altitudes. The retention of 3,000 feet MSL as a minimum cardinal altitude on V-9 between Eden Intersection and the Milwaukee VOR and on V-7 between Calvary Intersection and the Milwaukee VOR would result in a less than 1,200 feet above the surface floor on these airway segments. Therefore, action is taken herein to adopt the amendments proposed in the Notices.

The substance of the proposed amendments having been published and for the reasons stated in the Notices, the following actions are taken:

1. In § 71.171 (27 F. R. 220-91, November 10, 1962), the Milwaukee (General Mitchell Field) and Milwaukee (Timmerman Airport), Wis., control zones are amended to read as follows:

   Milwaukee, Wis., (General Mitchell Field)

   Within a 5-mile radius of General Mitchell Field (Lat. 42° 56' 51" N, Long. 87° 53' 58" W) and within 2 miles each side of the Milwaukee ILS localizer S course, extending from the 5-mile radius zone to the OM.

   Milwaukee, Wis., (Timmerman Airport)

   Within a 3-mile radius of Timmerman Airport (Lat. 43° 06' 40" N, Long. 88° 02' 05" W) and within 2 miles each side of the Timmerman VOR 337° radial, extending from the 3-mile radius zone to 7 miles NW of the VOR, effective from 0600 to 2200 hours, local time, daily.

2. In § 71.181 (27 F. R. 220-139, November 10, 1962) the following transition area is added:

   Milwaukee, Wis.

   That airspace extending upward from 700 feet above the surface within an 8-mile radius of General Mitchell Field, Milwaukee, Wis., (Lat. 42° 56' 51" N, Long. 87° 53' 58" W), within 8 miles E and 5 miles W of the Milwaukee ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the OM, within a 5-mile radius of Horlick-Racine Airport, Racine, Wis., (Lat. 42° 45' 35" N, Long. 87° 48' 55" W), within an 8-mile radius of Timmerman Airport, Milwaukee, Wis., within 5 miles NE and 8 miles SW of the Timmerman

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VOR 337° radial, extending from the 8-mile radius area to 12 miles NW of the VOR, and within a 6-mile radius of Waukesha County Airport, Waukesha, Wis., (Lat. 43° 02' 00" N, Long. 88° 14' 00" W); and that airspace extending upward from 1,200 feet above the surface bounded on the N by Lat. 43° 30' 00" N, on the E by Long. 87° 00' 00" W, on the S by Lat. 42° 30' 00" N, and on the W by Long. 88° 30' 00" W. The portion within R-6903 shall be used only after obtaining prior approval from the appropriate authority.

These amendments shall become effective 0001 EST, December 12, 1963.

(Sec. 307(a), 72 Stat. 749; 49 U. S. C. 1348).

s/ H. B. Helstrom
Acting Chief, Airspace Utilization Division

Issued in Washington, D. C. on August 21, 1963