TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 62-CE-79)

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

Designation of Control Zone and Transition Area

On April 2, 1963, a Notice of Proposed Rule Making was published in the Federal Register (28 F. R. 3180) stating that the Federal Aviation Agency proposed to designate a control zone and transition area at Bemidji, Minn.

The Air Transport Association of America, while not objecting to the actions proposed in the Notice, submitted the request that more transition area be designated at Bemidji to encompass the procedure turn areas for the restricted-use ADF instrument approach procedures in use by North Central Airlines.

It is the opinion of the FAA that the extent of the control zone and transition area to be established at Bemidji should properly be balanced against a projection of the instrument approach activity the Bemidji Municipal Airport could be expected to entertain on the basis of only four to six daily scheduled air carrier stops. It is also considered pertinent that, with the availability of a newly inaugurated public-use VOR instrument approach procedure with landing weather minimums established equal to or more favorable than those specified for the restricted-use procedures, the designation of additional controlled airspace beyond that

required for the support of the public-use procedure would not be in the public interest. Additionally, it is believed that North Central Airlines should consider the alteration of the existing restricted-use ADF instrument procedures so that these could be contained within the same portion of controlled airspace being established for the protection to aircraft executing the public-use Bemidji Municipal Airport instrument approach procedure. Therefore, action is taken herein to designate a control zone and transition area at Bemidji as proposed in the Notice.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and no adverse comments were received regarding the proposed amendments.

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

In § 71.171 (27 F. R. 220-91, November 10, 1962) the following is added:

Bemidji, Minn.

Within a 4-mile radius of Bemidji Municipal Airport (Lat. 47° 30' 35" N, Long. 94° 55' 50" W) and within 2 miles each side of the Bemidji VOR 136° radial, extending from the 4-mile radius zone to the VOR, excluding the portion 9 miles SE of and parallel to the Bemidji VOR 024° and 204° radials. This control zone is effective from 0500 to 2100 hours local time, daily.

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

Bemidji, Minn.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bemidji Municipal Airport (Lat. 47° 30' 35" N, Long. 94° 55' 50" W) and within 2 miles each side of the Bemidji VOR

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316° and 136° radials, extending from the 6-mile radius area to 8 miles NW of the VOR; and the airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Bemidji VOR 136° and 316° radials, extending from 4 miles SE to 13 miles NW of the VOR.

These amendments shall become effective 0001 EST, August 22, 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 June 26, 1963