TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

71

(Airspace Docket No. 62-EA-79)

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

Alteration of Federal Airways and Associated Control Areas

On June 14, 1963, a Notice of Proposed Rule Making was published in the Federal Register (28 F. R. 6091), stating that the Federal Aviation Agency proposed to amend Part 71 of the Federal Aviation Regulations by the following actions:

1. Realign the United States portion of VOR Federal airway No. 42 east alternate from Windsor, Ont., Canada, to a point southeast of Strongsville, Ohio.

2. Realign the United States portion of VOR Federal airway No. 103 between Windsor and Akron, Ohio.

3. Realign VOR Federal airway No. 232 between Sandusky, Ohio, and Chardon, Ohio.

4. Realign the United States portion of VOR Federal airway No. 1671 between Windsor and Akron.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. All comments received were favorable.

(Airspace Docket No. 62-EA-79)

In reference to Victor 42, the airspace between this airway and its east alternate between Windsor and Cleveland is presently designated as controlled airspace. The Notice proposed that this airspace, as associated with the altered airway, not be designated as controlled airspace. Subsequent to publication of the Notice, it has been determined that the controlled airspace between Victor 42 and its east alternate is used to provide protection for aircraft executing prescribed holding procedures at the Vermillion, Ohio, Intersection. Accordingly, action is taken herein to retain this controlled airspace.

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

1. § 71.123 (27 F. R. 220-6, November 10, 1962, 28 F. R. 2230) is amended as follows:

   a. In V-42 "Cleveland, Ohio, including an E alternate via INT of Carleton, Mich., 097° and Windsor 121° radials; Akron, Ohio;" is deleted and "Cleveland, Ohio, including an E alternate via INT Windsor 131° and Strongsville, Ohio, 342° radials, Strongsville, to INT Strongsville 162° and Akron, Ohio, 289° radials; Akron;" is substituted therefor.

   b. In V-103 "From Akron, Ohio, via INT of Akron 319°

and Windsor, Ontario, Canada, 121° radials; to Windsor." is deleted and "From Akron, Ohio, to Windsor, Ontario, Canada," is substituted therefor.

c. In V-232 "From Sandusky, Ohio, via INT of Sandusky 063° and Chardon, Ohio, 280° radials;" is deleted and "From Sandusky, Ohio, via INT Sandusky 061° and Chardon, Ohio, 281° radials;" is substituted therefor.

2. § 71.143 (27 F. R. 220-38, November 10, 1962)

a. In V-1671 "INT Akron 319°, Windsor, Ont., 121° radials;" is deleted.

These amendments shall become effective 0001 EST, October 17, 1963.

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

/s/ H. B. [illegible]
Acting Chief, Airspace Utilization Division

Issued in Washington, D. C., on August [illegible], 1963