TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 62-EA-85)

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

Alteration and Designation of Control Zones Designation of Transition Areas

On April 26, 1963, a Notice of Proposed Rule Making was published in the Federal Register (28 F. R. 4141) stating that the Federal Aviation Agency (FAA) proposed to alter the Washington, D. C., and Camp Springs, Md., control zones, designate a control zone at Fort Belvoir, Va., and designate transition areas at Washington, D. C., and Quantico, Va.

The Air Transport Association of America (ATA) advised the FAA that the actions proposed in the Notice would be acceptable to their organization provided established instrument approach procedures at the airports located within the greater Washington, D. C., terminal area would not be derogated as a result of the actions proposed. No other comments were received. As no increase in instrument approach landing minimums, no loss of transition routes or loss of straight-in approaches from facilities to airports are envisioned as a result of the actions proposed in the Notice, the ATA's statement has been registered as an endorsement of the actions proposed.

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

In the Notice a control zone extension aligned on the 137° True bearing from the Georgetown RBN was proposed as a part of the Washington, D. C. control zone. The configuration of this extension was designed to protect aircraft executing the prescribed Washington National Airport ADF-3 and modified VOR Runway 15 instrument approach procedures. It was subsequently determined that coincidental ADF and VOR final approach courses could not be defined. Therefore, action is taken herein to designate a control zone extension based on the Washington, D. C., VOR 313° True radial in addition to the extension based on the 137° True bearing from the Georgetown RBN.

The addition of this extension will constitute a minor increase in the lateral dimension of controlled airspace beyond that proposed in the Notice, and the burden upon the public would not be substantially increased, therefore, separate notice and public procedure thereon are unnecessary.

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

1. § 71.171 (27 F. R. 220-91, November 10, 1962) is amended as follows:

   a. The Washington, D. C., control zone is amended to read:

   Washington, D. C.

   Within a 5-mile radius of Washington National Airport (Lat. 38° 51' 05" N, Long. 77° 02' 20" W), within 2 miles each side of the Washington National Airport ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the 137° bearing from the Georgetown, D. C., RBN and 2 miles SW of the Washington, D. C., VOR 313° radial, extending from the 5-mile radius zone to the Georgetown RBN, within 2 miles each side of the Washington VOR 324° radial, extending from the 5-mile radius zone to 6 miles NW of the VOR, and within 2 miles each side of the Washington VOR 060°

radial, extending from the 5-mile radius zone to 5 miles NE of the VOR, excluding the portion within P-56 and the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Camp Springs, Md., control zone.

b. The Camp Springs, Md., control zone is amended to read:

Camp Springs, Md.

Within a 5-mile radius of Andrews AFB, Camp Springs, Md., (Lat. 38° 48' 40" N, Long. 76° 52' 05" W), within 2 miles E of the extended centerline of the Andrews AFB Runway 19-L and 2 miles W of the Andrews AFB ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the Andrews AFB ILS localizer N course, extending from the 5-mile radius zone to the OM, excluding the portion within a 1-mile radius of Hyde Field, Clinton, Md., (Lat. 38° 45' 00" N, Long. 76° 56' 00" W), and excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Washington, D. C., control zone.

c. The following control zone is added:

Fort Belvoir, Va.

Within a 3-mile radius of Davison AAF, Fort Belvoir, Va., (Lat. 38° 42' 55" N, Long. 77° 10' 50" W) and within 2 miles each side of the 132° bearing from Davison AAF, extending from the 3-mile radius zone to 4.8 miles SE of the airport.

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

Washington, D. C.

That airspace extending upward from 700 feet above the surface bounded on the W by a line beginning at Lat. 38° 37' 20" N, Long. 77° 35' 30" W extending N to Lat. 38° 50' 30" N, Long. 77° 35' 20" W, thence clockwise along the arc of a 10-mile radius circle centered at Dulles International Airport, Chantilly, Va., (Lat. 38° 56' 40" N, Long. 77° 27' 24" W), to and clockwise along the arc of a 22-mile radius circle centered at Davison AAF, Fort Belvoir, Va., (Lat. 38° 42' 55" N, Long. 77° 10' 50" W) to, and clockwise along, the arc of a 10-mile radius circle centered at Andrews AFB, Camp Springs, Md., (Lat. 38° 48' 40" N, Long. 76° 52' 05" W) to Lat. 38° 40' 15" N, Long. 76° 55' 10" W to Lat. 38° 35' 00" N, Long. 76° 54' 20" W to Lat. 38° 35' 00" N, Long. 77° 11' 40" W, thence counterclockwise along the arc of an 8-mile radius circle centered at MCAS Quantico, Va.,

(Lat. 38° 30' 10" N, Long. 77° 18' 20" W) to Lat. 38° 35' 10" N, Long. 77° 24' 20" W, thence to the point of beginning, and within 2 miles each side of the Dulles International Airport runway 19-R ILS localizer N course, extending from the 10-mile radius area centered at the Dulles International Airport to the Poolesville, Md., RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at

Lat. 39° 05' 26" N, Long. 78° 12' 02" W to
Lat. 38° 51' 15" N, Long. 78° 12' 21" W to
Lat. 38° 30' 00" N, Long. 77° 44' 00" W to
Lat. 38° 24' 00" N, Long. 77° 29' 00" W to
Lat. 38° 05' 00" N, Long. 77° 35' 00" W to
Lat. 38° 01' 00" N, Long. 77° 15' 00" W to
Lat. 38° 14' 00" N, Long. 77° 04' 00" W to
Lat. 38° 14' 00" N, Long. 76° 46' 00" W to
Lat. 38° 47' 00" N, Long. 76° 16' 00" W to
Lat. 38° 57' 00" N, Long. 76° 22' 00" W to
Lat. 39° 09' 00" N, Long. 77° 12' 00" W to
Lat. 39° 18' 00" N, Long. 77° 22' 00" W to

the point of beginning. The portions of this transition area within R-6601, R-6608, R-6611, R-6612 and R-6613 may be used only after obtaining prior approval from appropriate authority. The portion within P-56 is excluded.

Quantico, Va.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of MCAS Quantico, Va., (Lat. 38° 30' 10" N, Long. 77° 18' 20" W) and within 3 miles W and 2 miles E of the Brooke, Va., VORTAC 011° and 191° radials, extending from the 8-mile radius area to 2 miles S of the VORTAC. The portion of this transition area within R-6608 may be used only after obtaining prior approval from appropriate authority.

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 28, 1963.