TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 62-WA-109)

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

Alteration of Positive Control Area

On November 15, 1962, a Notice of Proposed Rule Making was published in the Federal Register (27 F. R. 11288) stating that the Federal Aviation Agency (FAA) proposed to include the airspace from flight level 240 to and including flight level 600 which is under the jurisdiction of the Minneapolis air route traffic control center in the positive control area. This area abuts the existing Central and Southern U. S. positive control area to the northwest and west.

The Department of the Air Force recommended that until such time as the Minneapolis air route traffic control center has complete radar coverage of the entire restricted area (R-4305) for air traffic control purposes, the area positive control boundary as proposed in Airspace Docket No. 62-WA-109 be modified to exclude R-4305. The FAA concurs in this recommendation and action is taken herein to eliminate a small portion of the proposed positive control area east-northeast of Duluth, Minnesota, by substituting latitude 46° 42' 00" N, for latitude 47° 10' 00" N, in the description. No other comments were received.

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Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F. R. 12582) and for the reasons stated in the Notice, the following action is taken:

In section 71.193 (27 F. R. 220-157, November 10, 1962, 28 F. R. 153) the Central and Southern U. S. positive control area is amended as follows:

The first four coordinates
"latitude 43° 40' 00" N, longitude 90° 00' 00" W;
thence to latitude 43° 40' 00" N, longitude 87° 36' 15" W;
thence to latitude 43° 19' 00" N, longitude 87° 41' 00" W;
thence to latitude 43° 15' 30" N, longitude 87° 14' 00" W;"
are deleted and the following coordinates substituted therefor: "latitude 39° 55' 30" N, longitude 90° 44' 30" W;
thence to latitude 39° 42' 00" N, longitude 90° 44' 00" W;
thence to latitude 39° 18' 00" N, longitude 91° 28' 05" W;
thence to latitude 40° 56' 00" N, longitude 93° 29' 10" W;
thence to latitude 42° 46' 30" N, longitude 93° 04' 00" W;
thence to latitude 42° 49' 00" N, longitude 93° 42' 00" W;
thence to latitude 42° 39' 30" N, longitude 95° 11' 00" W;
thence to latitude 43° 07' 20" N, longitude 94° 55' 00" W;
thence to latitude 43° 09' 00" N, longitude 95° 05' 00" W;
thence to latitude 43° 04' 00" N, longitude 95° 48' 15" W;
thence to latitude 43° 06' 00" N, longitude 96° 01' 00" W;
thence to latitude 43° 00' 00" N, longitude 96° 43' 00" W;
thence to latitude 43° 35' 30" N, longitude 97° 23' 30" W;
thence to latitude 46° 07' 30" N, longitude 96° 47' 30" W;
thence to latitude 46° 27' 30" N, longitude 95° 35' 00" W;
thence to latitude 47° 33' 00" N, longitude 92° 19' 00" W;
thence to latitude 47° 35' 30" N, longitude 91° 19' 00" W;

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thence to latitude 46° 42' 00" N, longitude 89° 45' 00" W;
thence to latitude 45° 50' 00" N, longitude 89° 45' 00" W;
thence to latitude 44° 50' 00" N, longitude 88° 00' 00" W;
thence to latitude 44° 09' 00" N, longitude 85° 18' 00" W;"

In addition the following last four coordinates are deleted:
"thence to latitude 40° 08' 30" N, longitude 90° 10' 00" W;
thence to latitude 41° 00' 00" N, longitude 90° 50' 00" W;
thence to latitude 42° 00' 00" N, longitude 91° 00' 00" W;
thence to latitude 43° 10' 00" N, longitude 90° 30' 00" W;".

This amendment shall become effective 0101 E. S. T. March 7, 1963.

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

Chief, Airspace Utilization Division

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