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TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-CE-11)

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

Alteration of Federal Airway and Associated Control Areas

On March 19, 1963, a Notice of Proposed Rule Making was published in the Federal Register (28 F. R. 2687) stating that the Federal Aviation Agency was considering the extension of VOR Federal airway No. 255 and its control areas from Janesville, Wis., to Stevens Point, Wis.

The Air Transport Association of America concurred with the proposed action. The Department of the Air Force submitted the following comments on the proposal:

1. The segment of the proposed airway extension from Janesville to the Morey, Wis., Intersection would be in conflict with the jet penetration area and the Air Force Interceptor Operations recovery procedures at Truax Field, Wis.

2. The airway segment of the proposed airway extension from Dells, Wis., to Stevens Point would conflict with the jet penetration procedures at Volk Field, Wis. While it is recognized that the control zone

and control area extension at Volk Field are seasonal designations, this segment of the airway would be objectionable unless the FAA could assure that the Volk Field operations would not be curtailed by traffic along this portion of the airway.

3. The action proposed in the subject docket should be held in abeyance pending the establishment of a suitable radar air traffic control environment in the Truax and Volk Field areas.

In respect to Item 1 of the Department of the Air Force comments, the Federal Aviation Agency had proposed the designation of the Janesville/ Morey Intersection segment of the proposed airway extension on the basis of the establishment of the radar environment as referred to in Item 3 of the Air Force comments. The implementation of this service has been delayed and this segment of the airway will not be designated at this time. Concerning Item 2 of the Air Force comments, the conflict between the proposed airway extension and the VOR and TACAN jet penetration procedures at Volk Field can be eliminated by the modification of these procedures. Only those aircraft executing an ADF approach to the field would be affected by operations along the proposed airway. Considering the limited operations in this area, i.e.; seasonal activation of Volk Field and the small volume of traffic along the proposed airway, there will be few delays to either Air Force or airway traffic.

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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, and for the reasons stated herein, and in the Notice, the following action is taken:

In § 71.123 (27 F. R. 220-6, November 10, 1962) V-255 "From INT Janesville 333° and Dells, Wis., 156° radials via Dells, to Stevens Point, Wis." is added.

This amendment shall become effective 0001 EST, October 17, 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 5, 1963