TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-CE-81)

PART 71-DESIGNATION OF FEDERAL AIRWAYS,

CONTROLLED AIRSPACE, AND REPORTING POINTS (NEW)

Alteration of Control Zone, Designation of Transition Areas and Revocation of Control Area Extension

On September 13, 1963, a Notice of Proposed Rule Making was published in the Federal Register (28 F. R. 9948) stating that the Federal Aviation Agency proposed to alter the Green Bay, Wis., control zone, revoke the Green Bay control area extension and designate transition areas at Green Bay, Appleton, Wis., Clintonville, Wis., and Manitowoc, Wis.

Interested persons were afforded an opportunity to participate in the rulemaking through submission of comments. Due consideration was given to all relevant matter presented.

Comments were received from the Air Transport Association of America (ATA) and the Aircraft Owners and Pilots Association (AOPA). The AOPA concurred with the proposed actions. The ATA objected to the following items:

1. The reduction of the Green Bay control zone radius area from 5 miles to 4 miles.
2. The derogation of the ILS approach procedure to Runway 24 by requiring a procedure turn from the holding pattern.

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The ATA also suggested that the Clintonville transition area be squared off for compatibility with the Green Bay transition area and that the 700-foot transition areas at Green Bay, Appleton and Oshkosh, Wis., be linked together to preclude pilot confusion and eliminate the escalator type operation between these areas.

The FAA, having studied these objections, has determined that:

1. The proposed 4-mile control zone represents the maximum amount of controlled airspace required to protect all operations conducted at the Green Bay Airport and in addition, the reduced radius will permit operations at the Marinair, Wis., Seaplane Base without confliction with the control zone.
2. The designation of the transition area at Green Bay is not responsible for the derogation of the ILS approach procedure. A review of the approach procedure shows that this requirement for a procedure turn now exists and that the Stadium Intersection cannot be relocated to a position further from the end of the runway to eliminate the restriction.
3. The transition areas with floors of 700 feet above the surface for Appleton, Clintonville, Green Bay and Oshkosh represent the maximum amount of controlled airspace required to protect aircraft executing prescribed instrument procedures at these locations. The designation of transition areas as suggested by ATA is not in accordance with the intent of the CAR Amendments 60-21/60-29 implementation

program which designates only that amount of controlled airspace needed to protect instrument operations.

Therefore, action is taken herein to adopt the changes as proposed in the Notice.

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. In § 71.171 (27 F. R. 220-91, November 10, 1962), the Green Bay, Wis., control zone is amended to read:

   Green Bay, Wis.

   Within a 4-mile radius of Austin-Straubel Airport, Green Bay, Wis. (Lat. 44° 29' 15" N, Long. 88° 07' 45" W); within 2 miles each side of the Green Bay VORTAC 146° radial, extending from the 4-mile radius zone to the VORTAC; within 2 miles each side of the Green Bay ILS localizer SW course, extending from the 4-mile radius zone to the OM, and within 2 miles each side of the ILS localizer NE course, extending from the 4-mile radius zone to 11 miles NE of the airport.

2. In § 71.165 (27 F. R. 220-59, November 10, 1962), the following control area extension is revoked:

   Green Bay, Wis.

3. § 71.181 (27 F. R. 220-139, November 10, 1962) is amended by adding the following transition areas:

   a. Manitowoc, Wis.

      That airspace extending upward from 700 feet above the surface within a 4-mile radius of Manitowoc Airport (Lat. 44° 07' 30" N, Long. 87° 40' 45" W) and within 5 miles E and 8 miles W of the 351° bearing from the airport, extending from the airport to 12 miles N of the airport.

   b. Clintonville, Wis.

      That airspace extending upward from 700 feet above the surface within 8 miles SW and 5 miles NE of the 128° and 308° bearings

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from the Clintonville Airport (Lat. 44° 36' 50" N, Long. 88° 43' 50" W), extending from 2 miles SE to 12 miles NW of the airport, and within 8 miles NE and 5 miles SW of the 146° bearing from the airport, extending from the airport to 12 miles SE of the airport.

c. Appleton, Wis.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Outagamie County Airport, Appleton, Wis., (Lat. 44° 17' 05" N, Long. 88° 21' 55" W), and within 2 miles each side of the 089° bearing from the airport, extending from the 4-mile radius area to 8 miles E of the airport.

d. Green Bay, Wis.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Austin-Straubel Airport, Green Bay, Wis., (Lat. 44° 29' 15" N, Long. 88° 07' 45" W); within 2 miles each side of the Green Bay VORTAC 326° radial, extending from the 6-mile radius area to 8 miles NW of the VORTAC, and within 2 miles each side of the Green Bay ILS localizer SW course, extending from the 6-mile radius area to 8 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat. 44° 32' 00" N, Long. 87° 46' 20" W, thence E to Lat. 44° 32' 00" N, Long. 87° 27' 00" W, thence S along Long. 87° 27' 00" W to Lat. 44° 08' 00" N, thence SW to Lat. 44° 02' 00" N, Long. 87° 40' 00" W, thence W along Lat. 44° 02' 00" N to the W boundary of V-217, thence NW along the W boundary of V-217 to Lat. 44° 12' 00" N, thence W along Lat. 44° 12' 00" N to Long. 88° 25' 30" W, thence counterclockwise along the arc of a 16-mile radius circle centered on the Winnebago County Airport, Oshkosh, Wis. (Lat. 43° 59' 20" N, Long. 88° 33' 15" W) to Long. 88° 37' 00" W, thence N along Long. 88° 37' 00" N to Lat. 44° 27' 30" N, thence NE to Lat. 44° 31' 20" N, Long. 88° 29' 55" W, thence clockwise via the arc of an 18-mile radius circle centered on the Austin-Straubel Airport to the point of beginning.

These amendments shall become effective 0001 EST, January 9, 1964.

(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 November 15, 1963