TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-EA-37)

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

Alteration of Continental Control Area

The purpose of this amendment to § 71.151 (New) of the Federal Aviation Regulations is to delete Restricted Area, R-5202 Gardiner's Island, N. Y., and Restricted Area, R-6601 Camp A. P. Hill, Va., from the list of restricted areas in the continental control area.

Restricted Area, R-5202 Gardiner's Island, N. Y., has been reduced in designated altitude from 75,000 feet MSL to 6,000 feet MSL, and Restricted Area, R-6601 Camp A. P. Hill, Va., has been reduced in designated altitude from 22,000 feet MSL to 5,000 feet MSL. There is, therefore, no longer a requirement for R-5202 and R-6601 to be included in the continental control area.

Action is taken herein to delete these restricted areas from § 71.151.

Since this amendment is editorial in nature, compliance with the notice, public procedure, and effective date provisions of Section 4 of the Administrative Procedure Act is unnecessary and it may be effective upon publication.

In consideration of the foregoing, the following action is taken:

(Airspace Docket No. 63-EA-37)

In § 71.151 (27 F. R. 220-54, November 10, 1962), "R-5202 Gardiner's Island, N. Y." and "R-6601 Camp A. P. Hill, Va." are deleted.

This amendment shall become effective upon the date of publication in the Federal Register.

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

s/ Lee E. Warren

Acting Director, Air Traffic Service

Issued in Washington, D. C. on July 11, 1963

SR63EA38

TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-EA-38)

PART 71-DESIGNATION OF FEDERAL AIRWAYS,

CONTROLLED AIRSPACE, AND REPORTING POINTS (NEW)

Revocation of Control Area Extension and
Designation of Transition Areas

On July 18, 1963, a Notice of Proposed Rule Making was published in the Federal Register (28 F. R. 7349) stating that the Federal Aviation Agency proposed to revoke the Akron, Ohio, control area extension and designate the Akron and New Philadelphia, Ohio, transition areas.

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

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

1. In § 71.165 (27 F. R. 220-59, November 10, 1962) the Akron, Ohio, control area extension is revoked.

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

   a. Akron, Ohio

      That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Akron Municipal Airport (Lat. 41° 02' 15" N, Long. 81° 28' 05" W); within 2 miles each side of the Akron RBN 062° bearing, extending from the Akron Municipal Airport 7-mile radius area to 8 miles NE of the RBN; within 2 miles each side of the Akron VORTAC 255° radial, extending from the Akron Municipal Airport 7-mile radius area to the VORTAC; within a 7-mile radius of the Akron-Canton Airport (Lat. 40° 55' 05" N, Long. 81° 26' 30" W), and within

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5 miles W and 8 miles E of the Akron-Canton ILS localizer S course, extending from the Akron-Canton OM to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at Lat. 40° 53' 00" N, Long. 81° 43' 00" W; to Lat. 41° 08' 00" N, Long. 81° 36' 00" W; to Lat. 41° 11' 30" N, Long. 81° 39' 20" W; thence counterclockwise along the arc of an 18-mile radius circle centered on the Cleveland-Hopkins Airport, Cleveland, Ohio (Lat. 41° 24' 30" N, Long. 81° 51' 00" W) to Lat. 41° 21' 00" N, Long. 81° 31' 00" W; to Lat. 41° 24' 20" N, Long. 81° 23' 00" W; thence counterclockwise along the arc of a 19-mile radius circle centered on the Lost Nation Airport, Willoughby, Ohio, (Lat. 41° 41' 00" N, Long. 81° 23' 25" W) to Lat. 41° 28' 00" N, Long. 81° 10' 00" W; to Lat. 41° 05' 00" N, Long. 80° 56' 40" W; to Lat. 40° 56' 00" N, Long. 80° 52' 00" W; to Lat. 40° 56' 40" N, Long. 80° 36' 00" W; thence counterclockwise along the arc of a 37-mile radius circle centered on the Imperial, Pa., VORTAC to the Imperial VORTAC 249° radial; thence via the 249° radial to 60 miles SW of the VORTAC; thence via a direct line to the Newcomerstown, Ohio VOR; direct to the Tiverton, Ohio, VOR; to Lat. 40° 54' 00" N, Long. 82° 04' 00" W; thence counterclockwise along the arc of a 37-mile radius circle centered on the Cleveland-Hopkins Airport to the point of beginning.

b. New Philadelphia, Ohio

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the New Philadelphia Airport (Lat. 40° 28' 15" N, Long. 81° 25' 10" W).

These amendments shall become effective 0001 EST, November 14, 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 September 23, 1963

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TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-EA-38)

PART 71-DESIGNATION OF FEDERAL AIRWAYS,

CONTROLLED AIRSPACE, AND REPORTING POINTS (NEW)

Correction

On September 28, 1963, there was published in the Federal Register (28 F. R. 10473) an amendment to § 71.181 of the Federal Aviation Regulations, effective November 14, 1963, designating a transition area at Akron, Ohio. During publication, a longitudinal coordinate, used in the description of this transition area, was transposed from 80° 50' 00" W to 80° 56' 40" W. Accordingly, action is taken herein to correct this discrepancy.

Since this amendment is editorial in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the effective date of the Final Rule as initially adopted may be retained.

In consideration of the foregoing, effective immediately, Airspace Docket No. 63-EA-38 (28 F. R. 10473) is hereby modified as follows:

In the description of the Akron, Ohio, transition area "Long. 80° 56' 40" W" is deleted and "Long. 80° 50' 00" W" is substituted therefor.

(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 October 15, 1963

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TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-EA-41)

PART 71-DESIGNATION OF FEDERAL AIRWAYS,

CONTROLLED AIRSPACE, AND REPORTING POINTS (NEW)

Alteration of Control Zone and
Designation of Transition Areas

On July 24, 1963, a Notice of Proposed Rule Making was published in the Federal Register (28 F. R. 7514) stating that the Federal Aviation Agency proposed to alter the Youngstown, Ohio, control zone and designate the Youngstown, Jefferson, Ohio, and Franklin, Pa., transition areas.

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

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

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

   Youngstown, Ohio

   Within a 5-mile radius of the Youngstown Municipal Airport (Lat. 41° 15' 35" N, Long. 80° 40' 40" W), within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 5-mile radius zone to 5 miles NW of the localizer; and within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 5-mile radius zone to the OM.

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

   a. Youngstown, Ohio

(Airspace Docket No. 63-EA-41)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Youngstown Municipal Airport (Lat. 41° 15' 35" N, Long. 80° 40' 40" W); within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 7-mile radius area to 13 miles NW of the localizer; within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 7-mile radius area to the Hubbard RBN; and within 2 miles each side of the Youngstown VOR 358° radial, extending from the 7-mile radius area to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at:

Lat. 41° 50' 55" N, Long. 81° 05' 30" W;
to Lat. 41° 55' 00" N, Long. 80° 35' 00" W;
to Lat. 41° 48' 00" N, Long. 80° 25' 00" W;
to Lat. 41° 35' 00" N, Long. 79° 36' 00" W;
to the Fitzgerald, Pa., VOR;
to the Clarion, Pa., VOR;
to Lat. 41° 01' 15" N, Long. 80° 08' 00" W;
to Lat. 40° 57' 00" N, Long. 80° 30' 00" W;
to Lat. 40° 56' 40" N, Long. 80° 36' 00" W;
to Lat. 40° 56' 00" N, Long. 80° 52' 00" W;
to Lat. 41° 05' 00" N, Long. 80° 50' 00" W;
to Lat. 41° 28' 20" N, Long. 81° 09' 10" W;

thence counterclockwise via the arc of a 19-mile radius circle centered on the Lost Nation Airport, Willoughby, Ohio, (Lat. 41° 41' 00" N, Long. 81° 23' 25" W), to the point of beginning.

b. Jefferson, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ashtabula-Jefferson Airport (Lat. 41° 45' 00" N, Long. 80° 46' 00" W), and within 5 miles NW and 8 miles SE of the Jefferson VORTAC 061° radial, extending from the VORTAC to 12 miles NE of the VORTAC.

c. Franklin, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Chess-Lamberton Airport, Franklin, Pa., (Lat. 41° 22' 44" N, Long. 79° 51' 39" W); within 2 miles each side of the Franklin VOR 001° radial, extending from the 6-mile radius area to 8 miles N of the VOR; and within 2 miles each side of the 099° bearing from the Franklin RBN, extending from the 6-mile radius area to 8 miles E of the RBN.

These amendments shall become effective 0001 EST, November 14, 1963.

(Airspace Docket No. 63-EA-41)

(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 September 23, 1963

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TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-EA-41)

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

Modification of Amendment

On September 28, 1963, there was published in the Federal Register (28 F. R. 10474) an amendment to § 71.181 of the Federal Aviation Regulations, effective November 14, 1963, designating a transition area at Youngstown, Ohio.

Subsequent to publication of the amendment, precise cartographic measurements, attendant to the production of aeronautical charts, have revealed that one of the sets of coordinates (Lat. 41° 28' 20" N, Long. 81° 09' 10" W) used in describing the boundary of the Youngstown transition area will not permit this boundary to properly coincide with the Akron, Ohio transition area boundary (28 F. R. 10473). Therefore, action is taken herein to substitute Lat. 41° 28' 00" N, Long. 81° 10' 00" W, for Lat. 41° 28' 20" N, Long. 81° 09' 10" W, in the description of the Youngstown transition area.

Since this change is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the effective date of the Final Rule as initially adopted may be retained.

In consideration of the foregoing, effective immediately, Airspace Docket No. 63-EA-41 (28 F. R. 10474) is hereby modified as follows:

(Airspace Docket No. 63-EA-41)

In the description of the Youngstown, Ohio, transition area "Lat. 41° 28' 20" N, Long. 81° 09' 10" W" is deleted and "Lat. 41° 28' 00" N, Long. 81° 10' 00" W" is substituted therefor.

(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 October 15, 1963

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TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-EA-42)

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

Alteration of Amendment

On July 20, 1963, a Rule was published in the Federal Register (28 F. R. 7424, effective September 19, 1963) which altered the intermediate altitude airway structure in the vicinity of Briggs, Ohio. Subsequent to the publication of the docket, it was discovered that a change of one degree in the radials would more accurately describe the desired alignments.

Since these amendments are editorial in nature and impose no additional burden on any person, compliance with Section 4 of the Administrative Procedures Act is unnecessary and the effective date of the final rule as initially adopted may be retained.

In consideration of the foregoing, effective immediately, Airspace Docket No. 63-EA-42 (28 F. R. 7424) is amended as follows:

1. In para. 4a in the description of V-1509 "INT Parkersburg 357°, Cleveland, Ohio, 137° radials;" is deleted and "INT Parkersburg 358°, Cleveland, Ohio, 138° radials;" is substituted therefor.

2. In para. 4b in the description of V-1518 "INT Attica 105°, Pittsburgh, Pa., 295° radials;" is deleted and "INT Attica 106°, Pittsburgh, Pa., 294° radials;" is substituted therefor.

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TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-EA-42)

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

Alteration of Federal Airways

The purpose of these amendments to Section 71.143 is to redesignate the segment of intermediate altitude airway V-1509 from Parkersburg, W. Va., to Cleveland, Ohio, and the segment of intermediate altitude airway V-1518 from Attica, Ohio, to Pittsburgh, Pa.

The above actions are being taken to eliminate the temporary route structure assigned to portions of these airway segments and to delete the use of the Briggs, Ohio, VOR as a navigational guidance facility for these intermediate altitude airway segments. These actions do not involve designation of any additional airspace.

Since these amendments are minor in nature and impose no additional burden on any person, notice and public procedure hereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, the following actions are taken:

Section 71.143 (27 F. R. 220-38, November 10, 1962; 28 F. R. 1503, 3779) is amended as follows:

(Airspace Docket No. 63-EA-42)

a. In V-1509 "INT Parkersburg 354°, Briggs, Ohio, 184° radials; Briggs; Cleveland, Ohio;" is deleted and "INT Parkersburg 357°, Cleveland, Ohio, 137° radials; Cleveland;" is substituted therefor.

b. In V-1518 "Briggs, Ohio; INT Briggs 126°, Pittsburgh, Pa., 286° radials;" is deleted and "INT Attica 105°, Pittsburgh, Pa., 295° radials;" is substituted therefor.

These amendments shall become effective 0001 EST, September 19, 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 July 15, 1963

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TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-EA-43)

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

Alteration of Federal Airway and Associated Control Areas

The purpose of this amendment to Part 71 (New) of the Federal Aviation Regulations is to revoke a segment of VOR Federal airway No. 72 and its associated control areas.

A segment of Victor 72 extends from Concord, N. H., to the intersection of the Concord 011° and the Kennebunk, Maine, 281° True radials. This portion of Victor 72 coincides with the Concord segment of the east alternate of VOR Federal airway No. 141 between Concord and Lebanon, N. H. This dual designation is not required and action is taken herein to revoke this segment of Victor 72.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, this amendment will become effective more than 30 days after publication.

In consideration of the foregoing, the following action is taken:

In § 71.123 (27 F. R. 220-6, November 10, 1962) V-72 "From Concord, N. H., to INT of Concord 011° and Kennebunk, Maine, 281° radials." is deleted.

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