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