TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-EA-7)

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

Alteration of Control Zone;
and Designation of Control Zone and Transition Areas

On May 7, 1963, a Notice of Proposed Rule Making was published in the Federal Register (28 F. R. 4583) stating that the Federal Aviation Agency (FAA) proposed to alter the Cleveland, Ohio, control zone, designate a control zone at the Burke-Lakefront Airport, Cleveland, and designate transition areas in the Greater Cleveland and Sandusky, Ohio, terminal areas.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and no adverse comments were received regarding the proposed amendments. The Air Transport Association expressed concurrence with the proposed actions provided there would be no derogation of instrument approach procedures by an increase in minimums and no loss of transitions and straight-in approaches. There will be no increase in instrument approach minimums or loss of transitions and straight-in approaches as a result of the actions taken herein.

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

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

   Cleveland, Ohio (Cleveland-Hopkins Airport)

(Airspace Docket No. 63-EA-7)

Within a 5-mile radius of the Cleveland-Hopkins Airport (Lat. 41° 24' 30" N, Long. 81° 51' 00" W); within 2 miles each side of the Runway 23-R-ILS localizer NE course, extending from the 5-mile radius zone to 6 miles NE of the NE end of the runway; within 2 miles each side of the Runway 27-R-ILS localizer E course, extending from the 5-mile radius zone to the Runway 27-R-ILS OM; within 2 miles each side of the Strongsville, Ohio, VOR 012° radial, extending from the 5-mile radius zone to the VOR; including the airspace within a 1-mile radius of the Brooklyn Airport (Lat. 41° 25' 30" N, Long. 81° 44' 25" W); and within a 1-mile radius of the Strongsville Airpark (Lat. 41° 19' 25" N, Long. 81° 51' 50" W).

2. Section 71.171 (27 F. R. 220-91, November 10, 1962) is amended by adding the following:

Cleveland, Ohio (Burke-Lakefront Airport)

Within a 3-mile radius of the Burke-Lakefront Airport (Lat. 41° 31' 00" N, Long. 81° 41' 00" W), from 0700 to 2300 hours, local time, daily.

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

a. Cleveland, Ohio

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Cleveland-Hopkins Airport (Lat. 41° 24' 30" N, Long. 81° 51' 00" W); within

a 3-mile radius of the Burke-Lakefront Airport (Lat. 41° 31' 00" N, Long. 81° 41' 00" W); within 2 miles each side of the Cleveland-Hopkins Runway 23-R-ILS localizer NE course, extending from the 8-mile radius area to the Burke-Lakefront 3-mile radius area; within 2 miles each side of the Cleveland-Hopkins Runway 5-L-ILS localizer SW course, extending from the 8-mile radius area to 8 miles SW of the Runway 5-L-ILS OM; within 2 miles each side of the Strongsville VOR 192° radial, extending from the 8-mile radius area to 8 miles S of the VOR; and within 2 miles each side of the Akron, Ohio, VORTAC 319° radial, extending from the Burke-Lakefront 3-mile radius area to 10 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from Lat. 41° 35' 00" N, Long. 82° 06' 20" W, via Lat. 41° 48' 20" N, Long. 81° 47' 30" W, to Lat. 41° 54' 00" N, Long. 81° 37' 20" W, thence clockwise along the arc of a 19-mile radius circle centered at Lat. 41° 41' 00" N, Long. 81° 23' 25" W, to Lat. 41° 24' 20" N, Long. 81° 23' 00" W, to Lat. 41° 21' 00" N, Long. 81° 31' 00" W, thence clockwise along the arc of an 18-mile radius circle centered on the Cleveland-Hopkins Airport to the 146° bearing from the airport, thence SE along the 146° bearing to Lat. 41° 08' 00" N, Long. 81° 36' 00" W, to Lat. 40° 53' 00" N, Long. 81° 43' 00" W, thence via the

arc of a 37-mile radius circle centered on the Cleveland-Hopkins Airport to the 210° bearing from the airport, thence clockwise via the arc of an 18-mile radius circle centered on the Cleveland-Hopkins Airport to the point of beginning.

b. Willoughby, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lost Nation Airport, Willoughby (Lat. 41° 41' 00" N, Long. 81° 23' 25" W); within a 5-mile radius of the Cuyahoga County, Ohio, Airport (Lat. 41° 33' 55" N, Long. 81° 29' 20" W); within 2 miles each side of the 088° bearing from the Lost Nation RBN, extending from the Lost Nation 5-mile radius area to 13 miles E of the RBN; within 2 miles each side of the 268° bearing from the Lost Nation RBN, extending from the Lost Nation 5-mile radius area to 8 miles W of the RBN; and within 2 miles each side of the 056° bearing from the Cuyahoga County RBN, extending from the Cuyahoga County 5-mile radius area to 13 miles NE of the Cuyahoga County Airport.

c. Sandusky, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Griffing-Sandusky Airport (Lat. 41° 26' 00" N, Long. 82° 39' 05" W); within

(Airspace Docket No. 63-EA-7)

2 miles each side of the Sandusky VOR 026° and 206° radials, extending from the 5-mile radius area to 8 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of the Griffing-Sandusky Airport; within a 21-mile radius of the Griffing-Sandusky Airport, bounded on the N by the 12-mile radius area, on the E by the 163° bearing from the airport, and on the W by the 229° bearing from the airport; and within the area bounded on the NE by V-297, on the SE by V-232, on the SW by the 12-mile radius area, and on the NW by the 034° bearing from the Griffing-Sandusky Airport.

These amendments shall become effective 0001 EST, August 22, 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 June 25, 1963