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TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-SW-20)

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

Alteration and Revocation of Federal Airways, and Associated Control Areas and Designation of Reporting Point

On May 15, 1963, a Notice of Proposed Rule Making was published in the Federal Register (28 F. R. 4856) stating that the Federal Aviation Agency proposed to amend Part 71 (New) of the Federal Aviation Regulations as follows:

1. Revoke VOR Federal airway No. 60, its south alternate and associated control areas from Texico VOR, Tex., to Lubbock, Tex.
2. Realign VOR Federal airway No. 62 from Texico via Plainview, Tex., to Lubbock.
3. Redesignate VOR Federal airway No. 81 from Lubbock via Plainview to Amarillo, Tex., including a standard east alternate from Plainview to Amarillo.
4. Realign VOR Federal airway No. 278 from Texico via Plainview to Guthrie, Tex.
5. Designate Plainview as a reporting point on Victor 278 and for only south bound traffic on Victor 81 and 62.

The Air Transport Association of America, Inc., offered no objection

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to the proposed amendments with the exception of the proposed alignment of Victor 62. They recommended that Victor 62 be aligned via the intersection of the direct radial between Texico and Plainview with the 341° True radial of Lubbock, to provide a shorter route between Texico and Lubbock with additional altitudes for use when the Reese AFB No. 1 training area is activated.

The ATA proposal has been reviewed by the FAA and is not being considered for the following reasons:

1. The latest FAA IFR peak-day airway traffic survey for the segment of Victor 62 and 62 south alternate between Texico and Lubbock showed no aircraft movements on Victor 62 and a maximum of two aircraft movements on Victor 62 south alternate.
2. The route is used for non-pressurized aircraft and cardinal altitudes of 6000 feet to 11,000 feet MSL inclusive on Victor 62 south alternate are available when Reese AFB No. 1 training area is in use.
3. VOR Federal airway No. 1630, as designated between Texico and Lubbock, closely approximates the present alignment of Victor 62 and is available for pressurized aircraft operating at higher altitudes.
4. The area under consideration will be within controlled airspace and when traffic conditions permit, aircraft could be cleared

out of the 341° True radial of Lubbock to intersect Victor 62.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted. Due consideration was given to all relevant matter presented.

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. §71.123 (27 F. R. 220-6, November 10, 1962, 28 F. R. 4125, 4435).

   a. V-60 is amended to read:

      V-60 From Albuquerque, N. Mex., via Otto, N. Mex., including a S alternate; to Las Vegas, N. Mex.

   b. In V-62 "INT of Texico 122° and Lubbock, Tex., 088° radials; Lubbock," is deleted and "Plainview, Tex., Lubbock, Tex.," is substituted therefor.

   c. In V-81 "Lubbock, Tex.;" is deleted and "Lubbock, Tex.; Plainview, Tex.;" is substituted therefor.

   d. In V-278 "INT of Texico 104° and Guthrie, Tex., 293° radials; Guthrie;" is deleted and "Plainview, Tex., Guthrie, Tex.;" is substituted therefor.

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2. In § 71.203 (27 F. R. 220-157, November 10, 1962) the following is added:

Plainview, Tex.; V-278, V-62 and V-81 S bound.

These amendments 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 21, 1963