TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-WA-24)

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

Designation of Positive Control Area

On July 18, 1963, a Notice of Proposed Rule Making was published in the Federal Register (28 F. R. 7359) stating that the Federal Aviation Agency (FAA) proposed to include portions of the airspace from flight level 240 to and including flight level 600 which are under the jurisdiction of the Miami air route traffic control center in positive control area. In addition to the area to be designated it was planned to depict on aeronautical charts a small area outside the Continental Control Area.

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

Comment submitted by the Department of Defense stated that designation of area positive control in the Key West area would seriously hamper high performance aircraft training by imposing additional coordination for military aircraft movement along and across the narrow area positive control corridor oriented to the Florida Keys. The Federal Aviation Agency agrees that such a narrow corridor would provide few advantages to users and would create complications in control application. Action is therefore taken herein to eliminate the portion south of Latitude 25° 04' 00" N from the designated

positive control area. In addition, the Department of Defense objected to the depiction of the area outside the Continental Control Area. This area will therefore not be depicted and positive control service will not be provided outside of designated positive control areas.

Also included in this action is a slight change in the northern boundary in order that the boundary of the Miami positive control area will coincide with the southern boundary of the already designated positive control area to the north.

The substance of the proposed amendment having been published, therefore, and for the reasons stated herein and in the Notice, the following action is taken:

In Section 71.193 (27 F. R. 220-157, November 10, 1962) the following is added:

Miami, Fla.

That airspace within the Continental Control Area, from flight level 240 to and including flight level 600, bounded by a line beginning at:
Lat. 29° 00' 00" N, Long. 80° 48' 00" W;
thence via a line which would delineate United States territorial waters around the Florida peninsula
to Lat. 29° 14' 30" N, Long. 83° 07' 30" W;
thence to Lat. 29° 29' 00" N, Long. 82° 39' 00" W;
" " Lat. 29° 22' 00" N, Long. 82° 25' 30" W;
" " Lat. 29° 22' 00" N, Long. 82° 02' 20" W;
" " Lat. 29° 08' 25" N, Long. 81° 48' 20" W;

thence counterclockwise along a five nautical mile radius arc centered
at Lat. 29° 06' 52" N, Long. 81° 42' 55" W;
to Lat. 29° 02' 20" N, Long. 81° 41' 30" W;
thence to Lat. 28° 57' 45" N, Long. 81° 37' 15" W;
" " Lat. 29° 00' 00" N, Long. 81° 34' 20" W;
thence to the point of beginning, excluding that portion of the area south of Lat. 25° 04' 00" N.

This amendment 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 26, 1963