TITLE 14-AERONAUTICS AND SPACE

CHAPTER I-FEDERAL AVIATION AGENCY

SUBCHAPTER E-AIRSPACE (NEW)

(Airspace Docket No. 63-SW-33)

PART 75-ESTABLISHMENT OF JET ROUTES (NEW)

Designation of Jet Route

On August 14, 1963, a Notice of Proposed Rule Making was published in the Federal Register (28 F. R. 8326) stating that the Federal Aviation Agency (FAA) proposed to designate a jet route and associated jet advisory area from Los Angeles, Calif., via existing jet routes No. 10 and 78 to the Parker, Calif., VORTAC, thence via the St. Johns, Ariz., VORTAC, the Socorro, N. Mex., VORTAC, the Texico, N. Mex., VOR, the Wichita Falls, Texas, VORTAC to the Dallas, Tex., VORTAC.

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.

The Department of the Air Force (AF) in objecting to the proposal stated the following:

The subject jet route would be a primary east-west route and the air traffic would seriously interfere with the "APC local flying areas" used extensively by Cannon AFB aircraft. The two local flying areas (located between Socorro, N. Mex., and Texico, N. Mex.) for Cannon AFB,

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Yucca and Cactus, cannot be moved because of other adjacent jet routes and local flying areas used by other military bases. The AF further stated that the training and test flying conducted in these areas is not compatible with "normal radar separation procedures."

The Federal Aviation Agency (FAA) recognizes the AF requirement to conduct training and test flights in specified areas. However public interests would be denied if the airspace involved is not made available during times when a military requirement does not exist. During the times Cannon AFB activities would preclude the use of the jet route, other traffic would be either radar vectored around or separation would be provided from the Cannon AFB traffic or routed via nonradar route circumnavigating the Cannon AFB traffic.

Although it was stated in the Notice that an associated jet advisory area was proposed for this route, the subsequent designation of area positive control obviated the requirement for such action.

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

In § 75.100 (28 F.R. 19-50, January 26, 1963) the following is added:

Jet Route No. 74 (Los Angeles, Calif., to Dallas, Tex).
From Los Angeles, Calif. via the INT of the Los Angeles 089°

and the Parker, Calif., 258° radials; Parker; St. Johns, Ariz.; Socorro, N. Mex.; Texico, N. Mex.; Wichita Falls, Tex.; to Dallas, Tex.

This amendment shall become effective 0001 EST, January 9, 1964.

(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 November 8, 1963