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Rules and Regulations

Title 7—AGRICULTURE

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

SUBCHAPTER B—SUGAR REQUIREMENTS QUOTAS

[Sugar Reg. 811, Amdt. 1]

PART 811—CONTINENTAL SUGAR REQUIREMENTS AND AREA QUOTAS

Requirements, Quotas and Quota Deficits for 1963

Basis and purpose and bases and considerations. This amendment is issued pursuant to the authority vested in the Secretary of Agriculture by the Sugar Act of 1948, as amended (61 Stat. 922, as amended), hereinafter referred to as the "Act". The purpose of the amendment is to reduce the import fee applicable to sugar imported from foreign countries as provided for by section 213 of the Act, and to extend the period within which sugar may be imported within the quota for foreign countries as a group.

On December 7, 1962, Sugar Regulation 811 for 1963 (27 F.R. 12340) was issued establishing sugar quotas for the calendar year 1963 and establishing an import fee of 1.40 cents per pound to be applicable, as provided in section 213 of the Act, to sugar imported into the continental United States within the quota for foreign countries as a group. Since that time the prices for sugar in the world market have been increasing and on January 15, 1963, the prices for March, May and July futures delivery contracts for sugar in the world market as established on the New York Coffee and Sugar Exchange (Contract No. 8) were between 5.55 and 5.59 cents per pound. Allowing for United States duty, freight, insurance and other relevant costs, these prices are about equal to the price objective cited in section 201 of the Act which, based on the December 1962 parity index, is 6.55 cents per pound. Normally, primary consideration would be given to the "Spot" price for world sugar which was 5.45 cents per pound on January 15, 1963, however, in the present circumstances futures prices are significant in relation to the time for deliveries of sugar supplies needed for the United States market.

In view of these price relationships, it is hereby found that the domestic price for raw sugar at a level that will fulfill the domestic price objective does not exceed the market price for raw sugar (adjusted for freight to New York, and most-favored-nation tariff) of foreign countries and as provided in section 213 of the Act, no import fee may therefore be established.

A total of 750,000 tons of sugar was authorized for importation from foreign countries as a group during the period

January 1 through May 31, 1963. To permit persons purchasing sugar for the United States market to commit sugar for delivery through September 30, 1963, this amendment extends the permitted period for importing sugar within the uncommitted balance of the quantity authorized for purchase and importation from foreign countries as a group.

Effective date. In order to carry out the provisions of the statute which require the Secretary to determine the relationship between the price for raw sugar for the United States market and for the world market and establish an import fee in an amount as he determines from time to time will approximate the amount by which a domestic price for raw sugar, at a level that will fulfill the domestic price objective, would exceed the world market price, it is essential that this amendment be made effective at the earliest possible date. Therefore, it is hereby determined and found that compliance with the notice, procedures and effective date requirements of the Administrative Procedure Act is unnecessary, impracticable and contrary to the public interest and the amendment herein shall become effective when filed for public inspection in the Office of the Federal Register.

By virtue of the authority vested in the Secretary of Agriculture by the Act, Part 811 of this Chapter is hereby amended by amending subparagraph (e) (2) of § 11.13 and paragraphs (a), (b), (c), and (f) of § 811.14, as follows:

Paragraph (e)(2) of § 811.13 is amended to read as follows:

§ 811.13 Quotas for foreign countries.

(e) * * *

(2) Any part of the quantity of 750,000 short tons, raw value, not committed under applications for set-aside approved prior to the effective date of this amendment may be authorized for purchase and importation during the period January 1, 1963, through September 30, 1963, in accordance with the procedures set forth in Part 817 of this Chapter.

Paragraphs (a), (b), (c), and (f) of § 811.14 are amended to read as follows:

§ 811.14 Import fee.

(a) No import fee shall be applicable to the importation of any quantity of sugar within the quantity established for foreign countries as a group in paragraph (e) of § 811.13.

(b) No import fee shall be applicable to the importation of any quantity of sugar within the quota prorations established for individual foreign countries in paragraph (c) of § 811.13.

(c) No import fee shall be applicable to the importation of any quantity of direct-consumption sugar within the limitations provided for in paragraph (d) of § 811.13.

* * * * *

(f) In making final settlement with respect to the initial payment provided for under paragraph (e) of this section, a determination will be made of the quantity of sugar in terms of raw value as provided in § 817.7(c)(2) of this Chapter with respect to the quantity imported pursuant to each application for the purpose of ascertaining whether any further payment by the applicant or any refund to the applicant is required. Upon such determination further payment shall be made by the applicant in the amount by which the product of the quantity of sugar, raw value, imported multiplied by the applicable fee per pound provided for in paragraph (a), (b), or (c) and in paragraph (d) of this section, exceeds the amount of the initial payment made pursuant to paragraph (e) of this section. Refund to the applicant shall be made in the amount by which the product of the raw value equivalent of the actual quantity imported multiplied by the applicable fee per pound provided for in paragraph (a), (b), or (c) and in paragraph (d) of this section is less than the amount of the initial payment made pursuant to paragraph (e) of this section: *Provided, however,* That, if all or any part of the quantity of sugar which has been authorized for release is not imported into the United States other than for reasons of force majeure, disasters at sea, acts of God, or strikes so extensive and of such duration as to preclude importation, no refund will be made of the amount of the initial payment applicable to the quantity not imported as represented by the difference between the authorized quantity reduced by 10 per centum (to cover normal shipping losses and normal loading variations) and the quantity imported (commercial weight): *Provided, further,* That, upon submission of evidence satisfactory to the Secretary that due to force majeure, acts of God, or strike, precluding exportation of sugar, departure of the shipment or cargo of sugar has been delayed more than 15 days beyond the date of departure stated on the application for authorization for release of sugar, the authorization will be canceled and the initial payment made pursuant to paragraph (e) of this section with respect to the application will be refunded to the applicant.

(Sec. 403, 61 Stat. 932, 7 U.S.C. 1153. Interprets or applies sec. 202; 61 Stat. 924, as amended; sec. 213 as added by Public Law 87-535; 7 U.S.C. 1112; Public Laws 87-535, 87-539)

CHARLES S. MURPHY,
Acting Secretary.

JANUARY 23, 1963.

[F.R. Doc. 63-897; Filed, Jan. 25, 1963; 8:50 a.m.]

[Sugar Reg. 817, Amdt.]

PART 817—REQUIREMENTS RELATING TO BRINGING OR IMPORTING SUGAR OR LIQUID SUGAR INTO CONTINENTAL UNITED STATES**Applications for Set-Aside of Quota; Modification of Requirements**

Basis and purpose and bases and considerations. This amendment is issued pursuant to the authority vested in the Secretary of Agriculture by the Sugar Act of 1948, as amended (61 Stat. 922, as amended). The purpose of the amendment is to modify the requirements relating to applications for set-aside of quota. The amendment provides that an application for set-aside of quota covering sugar to be imported within the quota established for foreign countries as a group may be approved not more than 200 days before scheduled shipment and not more than 250 days before scheduled arrival in the continental United States of the sugar covered by the application when no import fee is in effect. This change permits the approval of such applications for set-aside approximately three months earlier in relation to the date of shipment and importation of the sugar covered by such applications than was previously permitted and is necessary to aid in providing for adequate and continuing supplies of sugar especially from distant sources.

The amendment also provides, at a time when no import fee is in effect, for an agreement to be entered into between the applicant for a quota set-aside and the United States of America, whereby the applicant undertakes to import by a stated date the quantity of sugar approved for quota set-aside, and to pay liquidated damages in the event he fails to import the approved quantity by such date. To assure that such payment provision is made with any application for set-aside of quota submitted for approval when no import fee is in effect, the importer must submit a letter of credit in an amount determined on the basis of 0.5 cent per pound of sugar covered by the application. The amendment sets forth the form of application for set-aside of quota and agreement which must be executed in order for a set-aside of quota to be approved when no import fee is in effect.

Pursuant to the provisions of section 403 of the Act (61 Stat. 932), paragraph (e) and paragraph (f)(1) of § 817.4 and paragraph (b) of § 817.6 are hereby amended to read as follows:

1. Paragraph (e) of § 817.4 is amended to read:

§ 817.4 Applications by importer.

(e) (1) Whenever an import fee is required to be paid in accordance with the provisions of section 213 of the Act and Sugar Regulation 811, application may be made to the Sugar Division as provided in this subparagraph (1) for approval of the set-aside of quota for the importation of a specific quantity of sugar prior to the time when application is made for authorization for release

of such sugar in accordance with paragraph (a) of this section if the applicant desires to fix the import fee at the rate in effect at the time of the application for such set-aside and desires to assure himself that the specified quantity of sugar will be authorized for release as required by § 817.5 within a quota established under Part 811 of this subchapter for foreign countries other than the quota established for the Republic of the Philippines pursuant to section 202(b) of the Act. Applications for set-aside submitted pursuant to this paragraph covering sugar to be imported within a quota proration established in Part 811 of this Chapter for a specified foreign country or within a quota established for foreign countries as a group may be approved by the Secretary, except as limited by any time periods specified in Part 811 of this subchapter, not more than 110 days before scheduled sailing and not more than 155 days prior to the scheduled arrival in the continental United States of the quantity of sugar covered by the application. With each application submitted for approval pursuant to this subparagraph the applicant must represent that he has arranged for and within three business days after the date he executes the application (date of signature) will deposit with the Agricultural Stabilization and Conservation Service an irrevocable letter of credit acceptable to such Service from a bank in the United States in an amount not less than the amount determined by multiplying the total number of short tons of sugar covered by the application (commercial weight) by 2.100 and multiplying the product thereof by the applicable import fee per pound, raw value, in effect at the time such application for set-aside becomes eligible for approval as provided in § 817.6(b). An approved application for set-aside will be automatically cancelled if within three business days after the date of execution (date of signature) of such application an acceptable letter of credit has not been received by the Agricultural Stabilization and Conservation Service or a wire notice from a United States bank of issuance of such letter of credit has not been received by the Agricultural Stabilization and Conservation Service. If an application is so cancelled, subsequent applications for set-aside submitted by such applicant will not be approved unless accompanied by an acceptable letter of credit or unless the applicant has furnished evidence satisfactory to the Secretary that the failure to comply with the requirements for the furnishing of an acceptable letter of credit with respect to the cancelled application was not due to fault of the applicant. If all or any part of the specific quantity of sugar for which an application for set-aside has been approved is not imported into the United States within the period ending 15 days after the date of importation stated in the application, the set-aside will be cancelled with respect to the unfilled portion thereof and the letter of credit will be drawn upon in the amount applicable to the quantity of sugar not imported within such period as represented by the difference between the

set-aside quantity and the sum of (i) the quantity of sugar imported (commercial weight) and (ii) an allowance for normal shipping losses and normal loading variations equal to the smaller of eleven percent of the quantity imported (commercial weight) or five thousand tons: *Provided*, That, if the applicant within such period of time as the Secretary may prescribe furnishes evidence satisfactory to the Secretary that importation within such period was prevented by force majeure, disasters at sea, acts of God, or strikes so extensive and of such duration as to prevent such importation, the Secretary will refund to the applicant the amount collected under the letter of credit or will not draw on the letter of credit; if the applicant desires the Secretary to delay drawing on the letter of credit pending the applicant's submission and the Secretary's consideration of such evidence, the applicant must arrange for an extension of the letter of credit satisfactory to the Secretary. The applicant shall be liable for any amount for which the letter of credit is drawn upon as above provided and which is not paid in due course. Whenever an application for set-aside of quota is submitted for approval at a time when an import fee is required to be paid in accordance with the provisions of section 213 of the Act and Sugar Regulation 811, the application shall be made in triplicate in the following form:

I, _____ of
(name of applicant)

(Street address, city and State)
hereby certify that as owner, or as agent or broker for the owner, I have under my sole control _____ short tons (commercial weight) of sugar in _____
(Name of country)
and I hereby make application for the set-aside of _____ short tons (commercial weight) within the quota for such country, or of _____ short tons (commercial weight) within the quota for foreign countries as a group established in § 811. of Sugar Regulation 811. I agree that in consideration of the approval of this application I will ship the quantity of sugar approved for set-aside pursuant to this application before _____ for importation into the continental United States, and will import such quantity into the continental United States on or before _____ in accordance with the provisions of Sugar Regulation 817. I further certify that I have arranged for and will deposit an irrevocable letter of credit by _____ issued by _____
(Date, see Note below)
_____ in the amount of \$_____, which authorizes the Agricultural Stabilization and Conservation Service to draw upon the letter of credit on the basis of a written statement signed by the Administrator, Agricultural Stabilization and Conservation Service of the Department of Agriculture, that the amount is due under the terms and conditions of this application and of Sugar Regulations 811 and 817.

Signed _____
Date _____

NOTE: Date to be shown in the space shall be a date not later than three business days subsequent to the date of signature of the application.

Approved as Set-aside No. _____, for
_____ short tons (commercial weight) on
_____ by _____
(Date)

(2) Whenever an import fee is not required to be paid in accordance with the provisions of section 213 of the Act and Sugar Regulation 811, application may be made to the Sugar Division as provided in this subparagraph (2) for approval of set-aside of quota for the importation of a specified quantity of sugar. Such application for set-aside of quota shall be in the form of a Quota Set-Aside Application and Agreement as hereafter set forth. The submission of a Quota Set-Aside Application and Agreement does not relieve the applicant of the necessity of submitting an application for authorization for release of sugar as required under paragraph (a) of this section. Any application for set-aside of quota submitted pursuant to this subparagraph (2) covering a quantity of sugar to be imported within any quota established by Part 811 of this chapter for foreign countries as a group may be approved by the Secretary, except as limited by any time periods specified in Part 811 of this subchapter, not more than 200 days before the departure date and not more than 250 days prior to the importation date into the continental United States stated in the Set-Aside Application and Agreement. Any application for set-aside of quota submitted pursuant to this subparagraph (2) covering a quantity of sugar to be imported within a quota proration established in Part 811 of this chapter for a specified foreign country may be approved by the Secretary, except as limited by any time periods specified in Part 811 of this chapter, not more than 110 days before the departure date and not more than 155 days prior to the importation date into the continental United States stated in the Set-Aside Application and Agreement. During the period from the date of approval of a Quota Set-Aside Application and Agreement to the date of importation stated therein, both dates inclusive, and subject to the terms and conditions of such Application and Agreement, the quota designated in the application shall be set aside to the extent of the quantity of sugar approved for quota set-aside under such application and agreement. If at the time of the approval of a Quota Set-Aside Application and Agreement an import fee is not in effect, the quantity of sugar approved for set-aside under such Application and Agreement which is imported on or before the importation date stated on such Application and Agreement in accordance with the procedures and requirements of this Part and the terms and conditions of such Application and Agreement, shall not be subject to payment of an import fee. Quota Set-Aside Applications and Agreements submitted pursuant to this subparagraph (2) shall be submitted in triplicate in the following form:

QUOTA SET-ASIDE APPLICATION AND AGREEMENT

I, _____ of
(Name of applicant)

(Street address, city, State)
hereby certify that as owner, or as agent or broker for the owner, I have under my sole control _____ short tons (commercial

weight) of sugar in _____, (Name of country) and I hereby make application under the provisions of § 817.4(e) (2) of Sugar Regulation 817 for the set-aside of _____ of the quota for such country or of _____ tons of the quota for foreign countries as a group established in § 811. of Sugar Regulation 811. This application is submitted for approval at a time when no import fee is required to be paid as a condition for importing sugar into the continental United States under the provisions of section 213 of the Sugar Act of 1948, as amended, and Sugar Regulation 811.

I agree that in consideration of the approval of this application I will ship the quantity of sugar approved for set-aside pursuant to this application before _____ for (Date)

importation into the continental United States, and will import such quantity into the continental United States on or before _____ in accordance with the provisions of (Date)

this agreement and applicable provisions of Sugar Regulations 817 and 811, regardless of whether sugar quotas are suspended on or before such date of importation.

It is hereby agreed by and between the United States of America and the undersigned that the failure to import the quantity of sugar approved for set-aside of quota pursuant to this application will substantially damage the program established under the Sugar Act of 1948, as amended, for providing supplies of sugar to be consumed at prices that will not be excessive to consumers in the United States; that the amount of such damages is very difficult to accurately estimate; that the undersigned will pay liquidated damages to the United States of 0.50 cent per pound for each pound of sugar approved for set-aside of quota under this application which is not imported into the continental United States on or before the date of importation stated on this application, except that no liquidated damages shall be paid (1) for a quantity of sugar not imported which is within an allowance for normal shipping losses and normal loading variations equal to the smaller of eleven per centum of the quantity imported (commercial weight) or five thousand tons, and (2) for sugar not imported with respect to which the applicant, within a period of time prescribed by the Administrator, Agricultural Stabilization and Conservation Service, United States Department of Agriculture, furnishes evidence satisfactory to the Administrator that importation on or before the importation date stated in this application was prevented by force majeure, disasters at sea, acts of God, or strikes so extensive and of such duration as to prevent such importation.

I further certify that I have arranged for and will deposit an irrevocable letter of credit by _____ issued by (Date, see Note below)

_____ in an amount not less than an amount determined by multiplying the total number of tons stated in this application by 2000 and multiplying the product thereof by 0.5 cent. It is further agreed that such letter of credit shall authorize the Agricultural Stabilization and Conservation Service, United States Department of Agriculture to draw upon the letter of credit on the basis of a written statement signed by the Administrator, Agricultural Stabilization and Conservation Service or his authorized representative which sets forth that a specified amount is due as liquidated damages under the terms and conditions of this Application and Agreement. It is further agreed that if such letter of credit as described above is not received by the Agricultural Stabilization and Conservation Service or a wire notice from a United States bank of the issuance of such letter of credit has not been

received by the Agricultural Stabilization and Conservation Service within three business days after the date of execution by the applicant of this Application and Agreement, any approval of this Application and Agreement will be cancelled and this Application and Agreement shall be null and void.

Signed _____
Date _____

NOTE: Date to be shown in the space shall be a date not later than three business days subsequent to the date of signature of the Applicant.

Approved as Set-aside No. _____, for _____ short tons, (commercial weight) on _____, by _____ (Date)

2. Paragraph (f) (1) of § 817.4 is amended to read:

(f) (1) Any application made pursuant to this section for authorization for release, pursuant to § 817.5, of sugar to be imported within a quota for foreign countries shall contain the following certification by the applicant, except that the second or last sentence or both may be omitted if not applicable:

The applicant certifies that the sugar covered by this application was produced from sugarcane or sugar beets grown in the sugar-producing country, as identified in this application, and that this sugar is to be imported within the quota established in paragraph ____ of § 811. of Sugar Regulation 811. The applicant states that the initial payment in the amount of \$_____ determined on the basis of the import fee provided in paragraph ____ of § 811. of Sugar Regulation 811, is submitted with this application and affirms that this initial payment is made with full knowledge of the provision made in Sugar Regulation 811 for withholding refund of such payment with respect to sugar authorized for release pursuant to this application and not imported. The sugar covered by this application is being imported under application for set-aside number _____ approved _____.

3. Paragraph (b) of § 817.6 is amended to read:

§ 817.6 Specific authorization for release.

* * * * *

(b) Order of eligibility of applications for authorizations for release of sugar and for the set-aside of quantities for future release. An application on "Sugar Quota Clearance Record", Form SU-3, for authorization to a Collector for the release of sugar which is not being imported under an application for set-aside approved under § 817.4(e) shall become eligible for authorization at 12:01 a.m., on the fifth calendar day prior to the date stated on the application as the date of departure of the shipment of sugar from the area of origin, or at the time of receipt of the application, whichever time occurs later. An application for set-aside submitted pursuant to § 817.4(e) shall become eligible for approval at 12:01 a.m. on the first day that such application for set-aside may be approved as provided in § 817.4(e), or at the time of receipt of the application, whichever time occurs later. The Secretary shall authorize the release by the Collector of sugar not being imported under an application for set-aside and approve applications for set-aside in the same order as such applications for re-

lease or set-aside become eligible for authorization or approval. If an application for the release of sugar and an application for set-aside applicable to the same quota become eligible for authorization and approval at the same time, the application for release of sugar shall have priority. If two or more applications for the release of sugar applicable to the same quota become eligible for authorization at the same time, such applications shall be authorized in the order of the date of departure stated thereon, earliest first. If two or more such applications state the same dates of departure and the unfilled balance of the quota is less than the total quantity of sugar covered by such applications, the quantity authorized for release under each such application shall be determined by multiplying the quantity covered by each application by the percentage which the unfilled balance of the quota is of the total quantity covered by such applications. Applications for set-aside otherwise becoming eligible at the same time shall be approved in the order of the final date of importation stated thereon, earliest first. If two or more such applications applicable to the same quota state the same final dates of importation and the unfilled balance of such quota is less than the total quantity covered by such applications, the applications shall be approved in the order of the dates of shipment stated thereon, earliest first, and if the dates of importation and shipment stated on such applications are the same, the applications shall be returned unapproved to the applicants.

(Sec. 403, 61 Stat. 932, 7 U.S.C. 1153. Interprets or applies secs. 101, 202, 211, 212; 61 Stat. 922, as amended, 924, as amended, 928, as amended, 929, as amended, sec. 213 as added by Public Law 87-535, Public Law 87-539; 7 U.S.C. 1101, 1112, 1121, 1122)

Issued at Washington, D.C., this 23d day of January 1963.

NOTE: The reporting and/or record-keeping requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

CHARLES S. MURPHY,
Acting Secretary.

[F.R. Doc. 63-898; Filed, Jan. 25, 1963;
8:50 a.m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Tree Nuts), Department of Agriculture

[Navel Orange Reg. 24]

PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

§ 907.324 Navel Orange Regulation 24.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907; 27 F.R. 10087), regulating the han-

dling of navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such navel oranges as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for navel oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such navel oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 24, 1963.

(b) *Order.* (1) The respective quantities of navel oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., January 27, 1963, and ending at 12:01 a.m., P.s.t., February 3, 1963, are hereby fixed as follows:

- (i) District 1: 500,000 cartons;
- (ii) District 2: 300,000 cartons;
- (iii) District 3: Unlimited movement;
- (iv) District 4: Unlimited movement.

(2) As used in this section, "handled," "District 1," "District 2," "District 3," "District 4," and "carton" have the same meaning as when used in said amended marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: January 25, 1963.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 63-981; Filed, Jan. 25, 1963;
11:44 a.m.]

[Lemon Reg. 47]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

§ 910.347 Lemon Regulation 47.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910; 27 F.R. 8346), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any

special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 22, 1963.

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.s.t., January 27, 1963, and ending at 12:01 a.m., P.s.t., February 3, 1963, are hereby fixed as follows:

- (i) District 1: Unlimited movement;
 - (ii) District 2: 186,000 cartons;
 - (iii) District 3: Unlimited movement.
- (2) As used in this section, "handled," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in the said amended marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: January 24, 1963.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 63-915; Filed, Jan. 25, 1963; 8:50 a.m.]

Title 10—ATOMIC ENERGY

Chapter I—Atomic Energy Commission

PART I—STATEMENT OF ORGANIZATION, DELEGATIONS AND GENERAL INFORMATION

Brookhaven Office

Notice is hereby given of the amendment of the Statement of Organization, Delegations, and General Information of the United States Atomic Energy Commission, 10 CFR Part 1, published in the FEDERAL REGISTER on December 29, 1961 (26 F.R. 12729-12745), as amended.

The present amendment revises the financial limitation of the delegation of contractual authority to the Manager, Brookhaven Office, from \$3,000,000 to \$5,000,000.

Pursuant to the Administrative Procedure Act, 1 CFR 13.2, and the Atomic Energy Act of 1954, as amended, the following amendment is published as a document subject to codification, effective upon publication in the FEDERAL REGISTER.

Paragraph (b) of § 1.215 *Brookhaven Office* is amended by deleting "except that the dollar limitation is \$3,000,000." As amended, § 1.215(b) reads as follows:

(b) The Manager, Brookhaven Office, is authorized and directed to exercise contract authority as described in § 1.5(c).

(Sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Washington, D.C., this 18th day of January 1963.

For the Atomic Energy Commission.

WOODFORD B. MCCOOL,
Secretary.

[F.R. Doc. 63-853; Filed, Jan. 25, 1963; 8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E—AIRSPACE INEW1

[Airspace Docket No. 62-WE-45]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS INEW1

Alteration of Federal Airways

On May 11, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 4521) stating that the Federal Aviation Agency proposed to realign low altitude VOR Federal airway No. 6 between the Medicine Bow, Wyo., VOR and the Sydney, Nebr., VOR via the intersection of the Medicine Bow VOR 106° and the Sydney VOR 292° radials; to widen this airway in graduated steps along the portion 45 nautical miles from either facility; to realign the north alternate of low altitude VOR Federal airway No. 138 via the Medicine Bow 106° in lieu of the 108° radial; and to realign intermediate altitude VOR Federal airway No. 1508 via the new alignment of Victor 6. The purpose of the realignment of Victor 6 was to relocate the intersection of the en route radials of the Medicine Bow and Sydney VORs in proximity to both the midpoint and navigation change-over point between these VORs and to lower the minimum en route altitudes along the airway.

Subsequent to the issuance of the notice, Parts 600 and 601 of the Regulations of the Administrator have been consolidated and recodified into a new Part 71 of the Federal Aviation Regulations which became effective December 12, 1962 (27 F.R. 10352, 220-2). The airspace actions taken herein reflect the new format and numbering system adopted for these parts.

Subsequent to the publication of the notice, it has been determined that to effect a midpoint intersection between the Medicine Bow and Sydney facilities, it is necessary to utilize the Sydney VOR 293° radial. As stated in the notice, to provide protection for aircraft operating along Victor 6 when at a distance greater than 45 nautical miles from the facilities involved, the airway would be expanded in width in graduated steps of one mile for every 5 nautical miles in length starting at 45 nautical miles from the facilities. To reduce the complexity of this description, the necessary width expansion to a 14-mile-wide airway is effected at the 45-nautical-mile point from the facilities involved.

No comments were received regarding the proposed amendments.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted.

The substance of the proposed amendments having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), and for the reasons stated herein and in the notice, the following actions are taken:

1. In § 71.123 (27 F.R. 220-6, November 10, 1962) V-6 "Medicine Bow, 108° and Sydney, Nebr., 292° radials;" is deleted and "Medicine Bow 106° and Sydney, Nebr., 293° radials (14-mile-wide airway from 45 nmi from Medicine Bow to 45 nmi from Sydney);" is substituted therefor.

2. In § 71.123 (27 F.R. 220-6, November 10, 1962) V-138 "Medicine Bow 108°" is deleted and "Medicine Bow 106°" is substituted therefor.

3. In § 71.143 (27 F.R. 220-38, November 10, 1962) V-1508 "Medicine Bow 105°, Sydney, Nebr., 294°" is deleted and "Medicine Bow 106°, Sydney, Nebr., 293°" is substituted therefor.

These amendments shall become effective 0001 e.s.t., March 7, 1963.

(Sec. 307(a); 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 18, 1963.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 63-863; Filed, Jan. 25, 1963; 8:46 a.m.]

[Airspace Docket No. 62-WA-109]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS INEW1

Alteration of Positive Control Area

On November 15, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 11288) stating that the Federal Aviation Agency (FAA) proposed to include the airspace from flight level 240 to and including flight level 600 which is under the jurisdiction of the Minneapolis air route traffic control center in the positive control area. This area abuts the existing Central and Southern U.S. positive control area to the northwest and west.

The Department of the Air Force recommended that until such time as the Minneapolis air route traffic control center has complete radar coverage of the entire restricted area (R-4305) for air traffic control purposes, the area positive control boundary as proposed in Airspace Docket No. 62-WA-109 be modified to exclude R-4305. The FAA concurs in this recommendation and action is taken herein to eliminate a small portion of the proposed positive control area east-northeast of Duluth, Minnesota, by substituting latitude 46°-42'00" N., for latitude 47°10'00" N., in the description. No other comments were received.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice, the following action is taken:

In § 71.193 (27 F.R. 220-157, November 10, 1962, 28 F.R. 153) the Central and Southern U.S. positive control area is amended as follows:

The first four coordinates "latitude 43°40'00" N., longitude 90°00'00" W.; thence to latitude 43°40'00" N., longitude 87°36'15" W.; thence to latitude 43°19'00" N., longitude 87°41'00" W.; thence to latitude 43°15'30" N., longitude 87°14'00" W.," are deleted and the following coordinates substituted therefor: "latitude 39°55'30" N., longitude 90°44'30" W.; thence to latitude 39°42'00" N., longitude 90°44'00" W.; thence to latitude 39°18'00" N., longitude 91°28'05" W.; thence to latitude 40°56'00" N., longitude 93°29'10" W.; thence to latitude 42°46'30" N., longitude 93°04'00" W.; thence to latitude 42°49'00" N., longitude 93°42'00" W.; thence to latitude 42°39'30" N., longitude 95°11'00" W.; thence to latitude 43°07'20" N., longitude 94°55'00" W.; thence to latitude 43°09'00" N., longitude 95°05'00" W.; thence to latitude 43°04'00" N., longitude 95°48'15" W.; thence to latitude 43°08'00" N., longitude 96°01'00" W.; thence to latitude 43°00'00" N., longitude 96°43'00" W.; thence to latitude 43°35'30" N., longitude 97°23'30" W.; thence to latitude 46°07'30" N., longitude 96°47'30" W.; thence to latitude 46°27'30" N., longitude 95°35'00" W.; thence to latitude 47°33'00" N., longitude 92°19'00" W.; thence to latitude 47°35'30" N., longitude 91°19'00" W.; thence to latitude 46°42'00" N., longitude 89°45'00" W.; thence to latitude 45°50'00" N., longitude 89°45'00" W.; thence to latitude 44°50'00" N., longitude 88°00'00" W.; thence to latitude 44°09'00" N., longitude 85°18'00" W.,"

In addition the following last four coordinates are deleted: "thence to latitude 40°08'30" N., longitude 90°10'00" W.; thence to latitude 41°00'00" N., longitude 90°50'00" W.; thence to latitude 42°00'00" N., longitude 91°00'00" W.; thence to latitude 43°10'00" N., longitude 90°30'00" W.,"

This amendment shall become effective 0101 e.s.t., March 7, 1963.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 22, 1963.

CLIFFORD P. BURTON,

Chief, Airspace Utilization Division.

[F.R. Doc. 63-865; Filed, Jan. 25, 1963; 8:46 a.m.]

[Airspace Docket No. 62-SO-16]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Transition Area

On September 22, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 9460) stating that the Federal Aviation Agency proposed to alter the Hattiesburg, Miss., transition area.

No adverse comments were received regarding the proposed amendment.

Subsequent to the issuance of the notice, Parts 600 and 601 of the regulations of the Administrator have been consolidated and recodified into a new Part 71 of the Federal Aviation Regulations which became effective December 12, 1962 (27 F.R. 10352, 220-2, November 10, 1962). The airspace action taken herein reflects the new format and numbering system adopted for these parts.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice, the following action is taken:

In § 71.181 (27 F.R. 220-139, November 10, 1962), the Hattiesburg, Miss., transition area is amended to read:

Hattiesburg, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hattiesburg Municipal Airport (latitude 31°18'01" N., longitude 89°15'16" W.); within 2 miles either side of the Hattiesburg VOR 154° radial extending from the 5-mile radius zone to the VOR; within 2 miles either side of the 315° bearing from the Hattiesburg Municipal Airport extending from the 5-mile radius zone to 12 miles NW of the airport; and the airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Hattiesburg VOR, excluding the portion within R-4401.

This amendment shall become effective 0001 e.s.t., April 4, 1963.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 18, 1963.

CLIFFORD P. BURTON,

Chief, Airspace Utilization Division.

[F.R. Doc. 63-866; Filed, Jan. 25, 1963; 8:46 a.m.]

[Airspace Docket No. 62-WE-40]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Transition Area

On June 5, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 5270) stating that the Federal Aviation Agency (FAA) proposed to alter the Ellensburg, Wash., transition area.

One objection to the proposal was made on the basis that there appeared to be no requirement to lower the floor of a portion of the existing transition area to 700 feet above the surface with no altimeter or weather reporting service available, high instrument approach procedure weather minimums, and low IFR activity.

At locations without a control zone but with overlying airways or 1,200-foot floor controlled airspace, it is the policy of the FAA to provide controlled airspace with a floor of 700 feet above the surface to encompass those portions of prescribed instrument approach procedures where flight is authorized below 1,500 feet above the surface and to encompass those portions of departure procedures to the point where the aircraft reaches at least 1,200 feet above the surface.

The prescribed VOR instrument approach procedure at Ellensburg specifies weather minimums of 1,000-foot ceiling, and 1-mile visibility for completion of the approach. This procedure has been reviewed by the FAA and has been found satisfactory. Although desirable, the presence of weather reporting service at the specific geographical point of reference of a transition area is not a requirement for such designation.

General area weather reports, including pilot reports, are considered sufficient for the purposes for which transition areas are designated. With reference to the level of IFR activity at Ellensburg, FAA Air Traffic Survey records, indicating an average of 28 approaches a year, support the claim of low activity insofar as the actual number of instrument approaches conducted are concerned. However, because of Ellensburg's geographical position on the lee side of the Cascade Mountains, the instrument approach procedure presently prescribed will be maintained for the foreseeable future to assist recovery of aircraft encountering unacceptably adverse weather conditions over the mountains. Protection for aircraft executing such approaches at Ellensburg is now substantially provided by the control areas associated with the airways that traverse this area. Upon implementation of the airway floor provision of Amendment 60-21 to Civil Air Regulations, Part 60, Air Traffic Rules, a loss of protection associated with the instrument approach procedure will occur if a properly configured transition area with a floor of 700 feet above the surface is not designated. Therefore, action is taken herein to alter the Ellensburg transition area as proposed.

No other adverse comments were received regarding the proposed amendment.

Subsequent to the issuance of the notice, Parts 600 and 601 of the regulations of the Administrator have been consolidated and recodified into a new Part 71 of the Federal Aviation Regulations which became effective December 12, 1962 (27 F.R. 10352, 220-2, November 10, 1962). The airspace action taken herein reflects the new format and numbering system adopted for these parts.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated herein and in the notice, the following action is taken:

In § 71.181 (27 F.R. 220-139, November 10, 1962), the Ellensburg, Wash., transition area is amended to read:

Ellensburg, Wash.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ellensburg Municipal Airport (latitude 47°02'10" N., longitude 120°31'50" W.); and that airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the Ellensburg VORTAC 064° and 244° radials extending from 9 miles SW to 20 miles NE of the VORTAC, and within 8 miles NE and 5 miles SW of the Ellensburg VORTAC 131° radial extending from the VORTAC to 12 miles SE of the VORTAC.

This amendment shall become effective 0001 e.s.t., April 4, 1963.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 21, 1963.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 63-687; Filed, Jan. 25, 1963;
8:46 a.m.]

[Airspace Docket No. 62-EA-78]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

PART 75—ESTABLISHMENT OF JET ROUTES [NEW]

Alteration of Control Zone, Control Areas, Domestic Reporting Points, Jet Advisory Area and Designated High Altitude Navigational Aid

The purpose of these amendments to Part 71 [New] and Part 75 [New] of the Federal Aviation Regulations is to alter the description of the Boston, Mass., control zone; the control areas Control 1141 and Control 1142; the domestic reporting points, Eel intersection and North Nantucket intersection; the Boston, Mass., jet advisory area; and the high altitude navigational aid—the Boston radio range.

The Boston control zone, Control 1141 and Control 1142, the reporting points, Eel intersection and North Nantucket intersection, and the Boston jet advisory area are presently designated, in part, with reference to the Boston radio range. This radio range is also designated a high altitude navigational aid used in describing jet routes. The Federal Aviation Agency is converting the Boston radio range to a combined transcribed weather broadcast and radio beacon on or about March 7, 1963. The actions taken herein reflect this facility conversion. Controlled airspace requirements for the Boston area will be reviewed at a later date under the CAR Amendments 60-21/60-29 implementation program.

Since these amendments will impose no additional burden on any person, notice and public procedure hereon are unnecessary and they may be made effective March 7, 1963.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), the following actions are taken:

1. Section 71.171 (27 F.R. 220-91, November 10, 1962) is amended as follows:

In the Boston, Mass., control zone "Boston RR N course extending from the 5-mile radius zone to 10 miles N of the RR" is deleted and "016° bearing from the Boston RBN extending from the 5-mile radius zone to 10 miles N of the RBN" is substituted therefor.

2. Section 71.163 (27 F.R. 220-55, November 10, 1962) is amended as follows:

a. In Control 1141 "Boston, Mass., RR SE course and the 065° bearing from the Squantum, Mass., RBN to a 15-mile radius circle centered on the midway point of a direct line between the INT of the Boston RR SE course" is deleted and "098° bearing from the Boston, Mass., RBN and the 065° bearing from

the Squantum, Mass., RBN to a 15-mile radius circle centered on the midway point of a direct line between the INT of the 098° bearing from the Boston RBN" is substituted therefor. In addition, "within the Boston control area extension." is deleted and "within the Boston control area extension and the portion under the jurisdiction of Canada." is substituted therefor.

b. In Control 1142 "Boston, Mass., RR SE course and the 065° bearing from the Squantum, Mass., RBN to a 15-mile radius circle centered at the INT of the Boston RR SE course" is deleted and "098° bearing from the Boston, Mass., RBN and the 065° bearing from the Squantum, Mass., RBN to a 15-mile radius circle centered at the INT of the 098° bearing from the Boston RBN" is substituted therefor.

3. Section 71.209 (27 F.R. 220-172, November 10, 1962), is amended as follows:

a. The Eel intersection is amended to read:

Eel INT: INT of the 098° bearing from the Boston, Mass., RBN, W boundary New York Oceanic control area.

b. The North Nantucket intersection is amended to read:

North Nantucket INT: INT of the 098° bearing from the Boston, Mass., RBN, centerline of the Control 1143 control area.

4. In § 75.13 (27 F.R. 10356) "(k) Boston, Mass.—RR." is deleted and "(k) Boston, Mass.—RBN." is substituted therefor.

5. In § 75.300 (27 F.R. 7317, 10357) the following change is made:

In Item d of the Boston, Mass., jet advisory area, "Direct course between Boston, Mass., and East Boston INT (INT of SE course of Boston, Mass., RR and the 065° bearing from the Squantum, Mass., RBN)." is deleted and "Direct course between Boston, Mass., and East Boston INT (INT of 098° bearing from the Boston, Mass., RBN and the Whitman, Mass., VOR 041° radial)." is substituted therefor.

These amendments shall become effective 0001 e.s.t., March 7, 1963.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 13, 1963.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 63-862; Filed, Jan. 25, 1963;
8:45 a.m.]

[Airspace Docket Nos. 62-WE-118, 61-LA-39]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

PART 75—ESTABLISHMENT OF JET ROUTES [NEW]

Alteration of Federal Airways and Jet Routes

On January 11, 1962, the Los Angeles, Calif., VOR was relocated to a temporary site approximately 1.7 miles from the permanent site of the VOR. In Airspace Docket No. 61-LA-90 (26 F.R.

11729) action was taken to utilize a temporary VOR in the descriptions of those airways predicated on the Los Angeles VOR. Approximately March 7, 1963, the Los Angeles VOR will be recommissioned at its permanent site at latitude 33°55'59" N., longitude 118°25'52" W. The purpose of these amendments to the Federal Aviation Regulations is to redesignate, via the permanent VOR, those airways and jet routes now aligned via the temporary Los Angeles VOR which includes V-8, V-23, V-25, V-107, V-165, V-210, V-1522, and V-1549. The jet routes to be altered are J-1 and J-38. The balance of airways and jet routes will automatically be realigned via the permanent VOR with no change in their descriptions. No control zones, control areas or transition areas will be altered by this action. In addition, minor alterations to some of the airways will be made to provide adequate separation between airway segments, to provide additional protection for aircraft when operating more than 45 nautical miles from navigation facilities and to align some intermediate altitude airways via the alignment of low altitude airways.

Since these changes are minor in nature and will impose no additional burden on any person, notice and public procedure hereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

On November 15, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 11286) stating that the Federal Aviation Agency (FAA) proposed to make the following amendments to Parts 600 and 601 of the regulations of the Administrator.

1. Alter and extend VOR Federal airway No. 27 and its control areas from the intersection of Ventura, Calif., 331° and Fillmore, Calif., 268° radials (Henderson Intersection); to Santa Catalina, Calif.

2. Alter VOR Federal airway No. 25 between Los Angeles and Henderson Intersection.

3. Alter VOR Federal airway No. 485 between Ventura and Henderson Intersection.

4. Realign VOR Federal airway No. 299 west alternate between Los Angeles and Fillmore.

5. Extend VOR Federal airway No. 1609 from Henderson Intersection to San Diego, Calif.

No adverse comments were received regarding the proposed amendments.

Subsequent to publication of the notice, the FAA has determined that if V-27 were extended from Santa Catalina to San Diego via the alignment of V-208 and V-25, air traffic control phraseology would be simplified for aircraft operating between San Diego and Ventura. Since this would involve only renumbering existing airway segments and impose no additional burden on any person, such action is taken herein. In addition, no action is required regarding reference to R-2519 and R-2520 in the descriptions of V-25, V-27, and V-485 since this action

was handled in Airspace Docket No. 61-LA-47 (27 F.R. 4591).

Parts 600 and 601 of the regulations of the Administrator have been consolidated and recodified into a new Part 71 of the Federal Aviation Regulations which became effective December 12, 1962 (27 F.R. 10352, 220-2, November 10, 1962). The airspace actions taken herein reflect the new format and numbering system adopted for these Parts.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted (Airspace Docket No. 61-LA-39) and due consideration has been given to all relevant matter presented.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated herein and in the notice (Airspace Docket No. 61-LA-39) the following actions are taken:

1. Section 71.123 (27 F.R. 220-6, November 10, 1962, 27 F.R. 11497, 12438, 12439, 28 F.R. 178) is amended as follows:

a. In V-8 "Daggett, Calif., 234° radials; Daggett;" is deleted and "Daggett, Calif., 234° radials (Hawkins INT); Daggett (14 miles wide from Hawkins INT to 60 nmi from Daggett, 13 miles wide from 60 to 55 nmi from Daggett, 12 miles wide from 55 to 50 nmi from Daggett, 11 miles wide from 50 to 45 nmi from Daggett);" is substituted therefor.

b. In V-23 "thence 6-mile-wide airway via Long Beach; INT of Long Beach 287° and Los Angeles, Calif., 139° radials;" is deleted and "8 miles wide to Long Beach; thence INT Long Beach 287° and Los Angeles, Calif., 138° radials;" is substituted therefor.

c. In V-25 all before "Santa Barbara;" is deleted and "From San Diego, Calif., via Los Angeles, Calif., including an E alternate from INT Los Angeles 138° and Long Beach, Calif., 186° radials, to INT Long Beach 287° and Los Angeles 138° radials via Long Beach; INT Los Angeles 257° and Ventura, Calif., 155° radials; 8 miles wide via Ventura to INT Ventura 331° and Santa Barbara, Calif., 109° radials; thence" is substituted therefor.

d. In V-27 all before "Gaviota;" is deleted and "From San Diego, Calif., via INT San Diego 319° and Santa Catalina, Calif., 099° radials; Santa Catalina; 8 miles wide via Ventura, Calif., to INT Ventura 331° and Fillmore, Calif., 268° radials; thence INT Fillmore 268° and Gaviota, Calif., 143° radials;" is substituted therefor. In addition, "The airspace within R-2513," is deleted and "The airspace below 2,000 feet MSL outside the United States between San Diego and Santa Catalina, the airspace within R-2513," is substituted therefor.

e. In V-107 all before "Avenal, Calif.," is deleted and "From Los Angeles, Calif., via INT Los Angeles 291° and Fillmore, Calif., 163° radials; Fillmore, including a W alternate from Los Angeles to Fillmore via INT Los Angeles 291° and Fillmore 163° radials and Ventura;" is substituted therefor.

f. In V-165 "thence 6-mile-wide airway to Long Beach." is deleted and

"thence 8 miles wide to Long Beach." is substituted therefor.

g. In V-210 "INT Los Angeles 061° and Daggett, Calif., 234° radials; INT of Daggett 234° and Hector, Calif., 265° radials;" is deleted and "INT Los Angeles 061° and Daggett, Calif., 234° radials (Hawkins INT); INT of Daggett 234° and Hector, Calif., 265° radials (14 miles wide from Hawkins INT to 60 nmi from Daggett, 13 miles wide from 60 to 55 nmi from Daggett, 12 miles wide from 55 to 50 nmi from Daggett, 11 miles wide from 50 to 45 nmi from Daggett);" is substituted therefor.

h. V-299 is amended to read:

V-299 From Los Angeles, Calif., via Gorman, Calif., including a W alternate from Los Angeles to Gorman via INT of Los Angeles 291° and Fillmore, Calif., 163° radials and Fillmore; to Bakersfield, Calif.

i. In V-485 all before "Fellows;" is deleted and "From Ventura, Calif., 8 miles wide to INT Ventura 331° and Fellows, Calif., 142° radials; thence" is substituted therefor.

2. Section 71.143 (27 F.R. 220-38, November 10, 1962, 27 F.R. 12815, 11532, 28 F.R. 178) is amended as follows:

a. In V-1522 all before "10 miles wide Las Vegas, Nev.;" is deleted and "Los Angeles, Calif., 12 miles wide INT Los Angeles 061°, Daggett, Calif., 234° radials; thence INT Ontario, Calif., 342°, Daggett 234° radials; 14 miles wide INT Ontario 004°, Daggett 234° radials; 12 miles wide Daggett;" is substituted therefor.

b. In V-1549 all before "INT Daggett 072°, Goffs, Calif., 268° radials;" is deleted and "Los Angeles, Calif., 12 miles wide INT Los Angeles 061°, Daggett, Calif., 234° radials; thence INT Ontario, Calif., 342°, Daggett 234° radials; 14 miles wide INT Ontario 004°, Daggett 234° radials; 12 miles wide Daggett;" is substituted therefor.

c. In V-1609 "INT Fillmore, Calif., 268°, Santa Barbara, Calif., 109° radials;" is deleted and "San Diego, Calif., 10 miles wide INT San Diego 319°, Santa Catalina, Calif., 099° radials; Santa Catalina; 8 miles wide Ventura, Calif.; INT Ventura 331°, Fillmore, Calif., 268° radials;" is substituted therefor. In addition, "The airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority." is added at the end of the description.

3. Section 75.100 (27 F.R. 7304, 10357, 11990) is amended as follows:

a. In the text of Jet Route No. 1 "Los Angeles 316°" is deleted and "Los Angeles 319°" is substituted therefor.

b. In the text of Jet Route No. 88 "Los Angeles 301°" is deleted and "Los Angeles 303°" is substituted therefor.

These amendments shall become effective 0001 e.s.t., March 7, 1963.

(Secs. 307(a), 1110, 72 Stat. 749, 800; 49 U.S.C. 1348, 1510, E.O. 10854, 24 F.R. 9565)

Issued in Washington, D.C., on January 18, 1963.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 63-864; Filed, Jan. 25, 1963; 8:46 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

SUBCHAPTER C—REGULATIONS UNDER SPECIFIC ACTS OF CONGRESS

PART 303—RULES AND REGULATIONS UNDER THE TEXTILE FIBER PRODUCTS IDENTIFICATION ACT

Non-Deceptive Use of Certain Trade-marks or Trade Names

On November 13, 1962 a notice of proposed rule making was issued by the Commission and published in the FEDERAL REGISTER on November 14, 1962. Such notice stated that the Commission would on December 3, 1962, at its offices in the City of Washington, District of Columbia, give consideration to an amendment of § 303.9(c) (Rule 9(c)) of Part 303—Rules and Regulations under the Textile Fiber Products Identification Act. Such notice provided that interested parties might participate by submitting in writing to the Commission on or before such date their views, arguments or other data and further provided that written rebuttal could be submitted until December 10, 1962. A draft of the proposed amendment was made a part of the notice.

Pursuant to such notice, interested parties were afforded an opportunity to submit their views, arguments, or other data in writing through December 3, 1962, and opportunity was afforded for the submission of written rebuttal until December 10, 1962. All views, arguments, and data presented have been made a part of the record.

After due consideration of the proposed amendment, suggested revisions, deletions and additions thereto, together with all views, arguments, and other data submitted, the following amendment to § 303.9(c) (Rule 9(c)) of Part 303—Rules and Regulations under the Textile Fiber Products Identification Act (72 Stat. 1717, 15 U.S.C. 70) are hereby promulgated. Inasmuch as the amendment involves a relaxation of previous requirements under such rule, such amendment is hereby made effective upon publication in the FEDERAL REGISTER.

The amendment is as follows: An amendment of § 303.9(c) (Rule 9(c)) so as to permit the nondeceptive use of certain trademarks or trade names under the conditions stated in the proposed amendment.

Section 303.9(c) shall hereafter read:

(c) Nothing contained herein shall prevent:

(1) The nondeceptive use of animal names or symbols in referring to a textile fiber product where the fur of such animal is not commonly or commercially used in fur products, as that term is defined in the Fur Products Labeling Act, as for example "kitten soft", "Bear Brand", etc.

(2) The nondeceptive use of a trademark or trade name containing the

name, symbol, or depiction of a fur-bearing animal unless:

(i) The textile fiber product in connection with which such trademark or trade name is used simulates a fur or fur product; or

(ii) Such trademark or trade name is used in any advertisement of a textile fiber product together with any depiction which has the appearance of a fur or fur product; or

(iii) The use of such trademark or trade name is prohibited by the Fur Products Labeling Act.

(Sec. 7, 72 Stat. 1717; 16 U.S.C. 70e)

By direction of the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 63-881; Filed, Jan. 25, 1963;
8:49 a.m.]

Title 36—PARKS, FORESTS, AND MEMORIALS

Chapter II—Forest Service, Department of Agriculture

[Regs. S-3, S-6]

PART 221—TIMBER

Disposal of Timber, and Authorization To Make Sales

By virtue of the authority vested in the Secretary of Agriculture, Regulations S-3 and S-6 which constitute §§ 221.3 and 221.6, Part 221, Chapter II, Title 36, Code of Federal Regulations are hereby amended, effective upon publication in the FEDERAL REGISTER, as follows:

§ 221.3 Disposal of national forest timber according to management plans.

Paragraph (a) of § 221.3, *Disposal of national forest timber according to management plans*, is amended to read as follows:

(a) Management plans for national forest timber resources shall be prepared and revised, as needed, for working circles or other practicable units of national forest. Such plans shall:

(1) Be designed to aid in providing a continuous supply of national forest timber for the use and necessities of the citizens of the United States.

(2) Be based on the principle of sustained yield, with due consideration to the condition of the area and the timber stands covered by the plan.

(3) Provide, so far as feasible, an even flow of national forest timber in order to facilitate the stabilization of communities and of opportunities for employment.

(4) Provide for coordination of timber production and harvesting with other uses of national forest land in accordance with the principles of multiple use management.

(5) Establish the allowable cutting rate which is the maximum amount of timber which may be cut from the national forest lands within the unit by years or other periods.

(6) Be approved by the Chief, Forest Service, unless authority for such approval shall be delegated to subordinates by the Chief.

Section 221.6 *Authorization to make sales* is amended to read as follows:

§ 221.6 Authorization to make sales.

(a) One of the prime objectives of national forest management is to develop an orderly program of timber sales designed to obtain the regular harvest of national forest timber at allowable cutting rates as determined by timber management plans prepared in accordance with § 221.3(a) for management of national forest timber resources.

(b) The Chief, Forest Service, is authorized to make timber sales for any amount on any national forest, subject to the maximum cut fixed in accordance with established policies for management

of the National forests. He may delegate and provide for the redelegation of this authority to subordinates for amounts not exceeding, in any one sale, 50 million feet board measure, or the equivalent thereof.

(c) The Chief, Forest Service, after approval of conditions of sale, may authorize Regional Foresters formally to execute timber sale contracts and related papers in sales exceeding the volume which the Regional Forester has been authorized to sell.

(30 Stat. 35, as amended, 16 U.S.C. 476, 551. Interprets or applies 74 Stat. 215, 16 U.S.C. 528-531)

Done at Washington, D.C., this 23d day of January 1963.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 63-876; Filed, Jan. 25, 1963;
8:48 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER D—HAZARDOUS SUBSTANCES

PART 191—HAZARDOUS SUBSTANCES: DEFINITIONS AND PROCEDURAL AND INTERPRETATIVE REGULATIONS

Felt-Tip Ink-Marking Devices; Exemption From Labeling Requirement

Correction

In F.R. Doc. 63-703, appearing at page 588 of the issue for Wednesday, January 23, 1963, the following correction is made in § 191.63(i)(2)(ii): The phrase reading "not more than 3.0 grams per kilogram" should read "not less than 3.0 grams per kilogram".

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[43 CFR Part 244]

MISCELLANEOUS RIGHTS-OF-WAY

Extension of Period for Submission of Comments, Suggestions, or Objections

JANUARY 24, 1963.

The period for submission of written comments, suggestions, or objections on the proposed amendment of Subpart D of Part 244, 43 CFR (27 F.R. 12954), published on December 29, 1962, is extended until March 15, 1963.

KENNETH HOLUM,
Assistant Secretary of the Interior.

[F.R. Doc. 63-926; Filed, Jan. 25, 1963;
8:50 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 984]

HANDLING OF WALNUTS GROWN IN CALIFORNIA, OREGON, AND WASHINGTON

Proposed Revision of Administrative Rules and Regulations

Notice is hereby given of a proposed revision of the administrative rules and regulations (Subpart—Administrative Rules and Regulations; §§ 984.443 through 984.488) currently in effect under the amended marketing agreement and order (7 CFR Part 984, 27 F.R. 9094), regulating the handling of walnuts grown in California, Oregon, and Washington, effective under the Agricultural Marketing Agreement Act of 1937, as amended (secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674).

The proposed revision of the administrative rules and regulations was recommended by the Walnut Control Board and is necessitated by the September 13, 1962 (27 F.R. 9094) amendatory action with respect to the regulatory program.

Consideration will be given to written data, views, and arguments pertaining to the proposal which are received by the Director, Fruit and Vegetable Division, Agricultural Marketing Service, U.S. Department of Agriculture, Washington 25, D.C., not later than 20 days after publication of this notice in the FEDERAL REGISTER.

The proposal is to revise Subpart—Administrative Rules and Regulations (§§ 984.443-984.488) to read as follows:

§ 984.450 Minimum kernel content requirements for surplus.

(a) *For inshell walnuts.* Any lot of inshell walnuts withheld to meet any part or all of the handler's surplus obligation,

shall have a certified kernel-weight of not less than 10 percent of the inshell weight of the lot: *Provided*, That no such lot may be exported unless it meets the minimum requirements for merchantable inshell walnuts effective pursuant to § 984.50(a).

(b) *For shelled walnuts.* Any lot of shelled walnuts withheld to meet any part or all of a handler's surplus obligation, shall have a certified kernelweight of kernels $\frac{3}{4}$ inch or larger, of not less than 10 percent of the total weight of the lot: *Provided*, That no such lot may be exported unless it meets the minimum requirements for merchantable shelled walnuts effective pursuant to § 984.50(b).

§ 984.451 Inspection.

(a) *Accessibility for sampling and sealing or stamping.* Each handler shall make each container of each lot of walnuts accessible for sampling and sealing or stamping in connection with the inspection and certification of any lot of shelled or unshelled walnuts.

(b) *Inspection of shelled walnuts.* Inspection of all shelled walnuts shall be made on the premises of the sheller prior to moving them to any other location.

§ 984.452 Certification of shelled walnuts for processing.

Each certificate issued for shelled walnuts for processing pursuant to § 984.52 (b) shall bear the notation "Certified for Processing Only." Shelled walnuts so certified for processing may not be processed by anyone other than the handler obtaining such certificate.

§ 984.454 Withholding.

(a) *Walnuts withheld for shelling.* Any lot of walnuts withheld for shelling may be certified for shelling only (1) if not over 3 percent, by count, pass through a round opening $\frac{9}{16}$ inch in diameter; (2) without regard to external appearance and condition, if it is determined on the basis of a representative sample drawn by the inspector and bleached by the handler by the method ordinarily used by him, that such lot would meet the external appearance and condition requirements; and (3) if such walnuts are otherwise merchantable.

(b) *Withholding credit.* Each handler shall be given credit for walnuts withheld upon receipt by the Board of an appropriate inspection certificate.

(c) *Reinspection of modified lots of surplus.* If any lot of surplus walnuts previously inspected is modified because of an exchange of surplus walnuts or because of an adjustment due to a reduction in the surplus percentage or for any other reason, the certificate covering such lot shall be cancelled and the entire lot as modified shall be re-inspected at the handler's expense.

§ 984.456 Bonds acceptable to the Board.

Cash, cashier's or certified checks, or surety bonds submitted on an appropriate

Walnut Control Board form, shall be acceptable to the Board for the purpose of § 984.56(b). The surety on a bond shall guarantee the bond on the basis of assets that are entirely separate and apart from those of the principal named in the bond. If a bond is secured by a personal surety, the Board shall have the right to require an acceptable financial statement of the surety's assets.

§ 984.460 Authorized sheller applications.

Applications for permission to become an authorized sheller pursuant to § 984.60 shall be submitted to the Board on WCB Form No. 3.

§ 984.461 Export.

(a) *Designation of agents for export of controlled walnuts.* Any handler may be designated an agent of the Board to export merchantable restricted or surplus walnuts upon execution of an "Export Agreement for Controlled Walnuts" furnished by the Board setting forth the terms and conditions for export sales.

(b) *Transfer of export credits.* Any handler who desires to transfer export credits to another handler shall submit a request to the Board for such transfer on WCB Form No. 17. The request shall show (1) the name of the handler requesting the transfer, (2) the name of the handler to whom the transfer is to be made, and (3) the amount of credit to be transferred. Prior to submission of such form to the Board it shall be endorsed by the handlers involved.

§ 984.462 Surplus pool procedures.

(a) *Determination of weight of surplus walnuts for pooling.* Each lot of surplus walnuts delivered to the Board for pooling and disposition shall be separately weighed by a public weighmaster either upon removal from the handler's premises or in transit to Board storage facilities or diversion point. A tare weight of 1 pound shall be used for bags and tare weights for other containers shall be actual weights. Such tare weights shall be used in determining net weight. A copy of each such weighmaster certificate shall be forwarded to the Board by the handler. Any deficiency in meeting a withholding obligation resulting from a variation between the weight shown on the inspection certificate at time of withholding and the weight shown on the public weighmaster certificate shall be met by the handler within 10 days after receipt of notice from the Board of such deficiency.

(b) *Transfer of surplus pool credits and surplus pool equity.* Any handler who desires to transfer surplus pool credits and surplus pool equity to another handler shall submit a request to the Board on WCB Form No. 18 endorsed by the handlers involved. The request shall show (1) the name of the handler requesting the transfer, (2) the name of the handler to whom the transfer is to

be made, and (3) the kernelweight of surplus pool credit to be transferred.

§ 984.464 Disposition of substandard walnuts.

(a) *Outlets.* (1) The Board shall maintain a list of approved crushers, livestock feed manufacturers and livestock feeders, and of the locations of the facilities within the area of production to which substandard walnuts may be shipped. The Board may deny approval to any applicant or remove any approved crusher, feed manufacturer, or feeder from the list when such denial or removal is deemed necessary to insure control of substandard walnut disposition or the Board determines that substandard walnuts are not shipped to such facilities.

(2) Substandard walnuts disposed of to an approved crusher, livestock feed manufacturer, or livestock feeder, may only be shipped directly to an approved location where the crushing, feed manufacture, or feeding is to take place.

(3) Applications for approval to crush, manufacture livestock feed, or feed substandard walnuts shall be submitted to the Board on a form prescribed by the Board and which includes the location and a description of the disposal facilities to be used and a certification to the Board and the Secretary of Agriculture that the applicant will:

(i) Crush, manufacture feed, or feed such walnuts at the location;

(ii) Use such walnuts for no other purpose than for crushing into oil, manufacturing into livestock feed, or livestock feeding;

(iii) Permit such inspection of his premises and of walnuts received and held by him, and such examination of his books and records covering walnut transactions as the Board may require;

(iv) Keep a record of his receipts, holdings, and use of substandard walnuts available for examination by authorized representatives of the Board and the U.S. Department of Agriculture for a period of two years after the end of the marketing year in which the recorded transactions are completed; and

(v) Make such reports, certified to the Board and the Secretary as to their correctness, as the Board may require.

(b) *Handler reports.* Each handler who uses substandard walnuts for oil production or livestock feeding or otherwise renders them unfit for use as walnuts shall report the quantity and use of such substandard walnuts on WCB Form No. 20a not later than the 10th day of each month with respect to the substandard walnuts so disposed of during the preceding month. Each handler who disposes of substandard walnuts to an approved crusher, livestock feed manufacturer or livestock feeder shall upon shipment report to the Board on WCB Form No. 20, the quantities shipped.

§ 984.471 Reports of handler carryover.

The reports of merchantable walnut carryover as of August 1 and January 1 of each marketing year shall be sub-

mitted to the Board on WCB Form No. 4 for inshell walnuts and on WCB Form No. 5 for shelled walnuts, on or before August 15 and January 15, respectively, of such marketing year.

§ 984.472 Reports of merchantable walnuts handled.

(a) *Inshell.* Reports of merchantable inshell walnuts handled shall be submitted to the Board on WCB Form No. 6 not later than the 5th day of each month with respect to the inshell walnuts shipped during the preceding month. Such reports shall include all shipments to points outside the area of production and to buyers within the area of production, and shall show (1) the quantity shipped, by grade and size, (2) whether they were shipped into domestic or export channels, and (3) for exports, the quantity by grade and size and country of destination. If a handler makes no shipments during the month he shall submit a report marked "None". If a handler has completed his shipments for the season he shall mark the report "Completed" and no further report shall be required of him during such marketing year unless he handles additional walnuts.

(b) *Shelled.* Reports of merchantable shelled walnuts handled shall be submitted to the Board on WCB Form No. 9 not later than the 5th day of each month with respect to merchantable shelled walnuts shipped during the preceding month. Such reports shall include all shipments to points outside the area of production and shipments to buyers within the area of production, and shall show with respect to the merchantable shelled walnuts covered thereby (1) the total net weight and (2) whether they were shipped into domestic or export channels. If a handler makes no shipments during a reporting period he shall submit a report marked "None". If a handler has completed his shipments for the season he shall mark the report "Completed" and no further report shall be required of him during such marketing year unless he handles additional walnuts.

(c) *Reports of walnuts purchased from growers for manufacturing or for retail sale.* Reports of walnuts purchased directly from growers by handlers who are manufacturers or retailers shall be submitted to the Board on WCB Form No. 6 for inshell walnuts and on WCB Form No. 9 for shelled walnuts, not later than the 5th day of each month with respect to walnuts so purchased during the preceding month. Such reports shall show the net weight of all walnuts purchased and of those inspected and certified as merchantable.

§ 984.473 Reports of disposition of controlled walnuts.

Reports of the disposition of merchantable restricted walnuts pursuant to the provisions of § 984.60 shall be submitted to the Board on WCB Form No. 13 as soon as practicable after disposition has been accomplished.

§ 984.474 Reports of interdistrict shipments of walnuts.

The reports of interdistrict shipments of walnuts for sale or delivery to a handler shall be made to the Board on WCB Form No. 15.

§ 984.476 Report of intention to handle certified merchantable walnuts.

Declarations pursuant to § 984.54(e) to handle walnuts shall be made on WCB Form 10 and shall show with respect to such walnuts the storage location and net weight, and, if inshell, the kernel-weight.

§ 984.480 Required records.

Each handler shall maintain true and complete records of all shelled and inshell walnuts and walnut material, by categories, received, held, or disposed of by him. Such records shall include the following:

(1) The names and addresses of the persons from whom received, and the quantities received from each such person,

(2) The names and addresses of the persons to whom disposal is made, and the quantities disposed of to each such person,

(3) The quantities used by the handler for such purposes as manufacturing, production of oil, and livestock feeding, and

(4) The quantities held on August 1 and January 1 of each marketing year.

The records shall be maintained in such form as to permit verification of all transactions involved and shall be made available during normal business hours to authorized representatives of the Board or the Secretary of Agriculture.

Dated: January 22, 1963.

PAUL A. NICHOLSON,
Acting Director,
Fruit and Vegetable Division.

[F.R. Doc. 63-875; Filed, Jan. 25, 1963;
8:48 a.m.]

Forest Service

[36 CFR Part 251]

**RIGHTS-OF-WAY FOR ELECTRIC
POWER TRANSMISSION LINES**

**Extension of Period for Submission of
Comments, Suggestions, or Objec-
tions**

The period for submission of written comments, suggestions, or objections on the proposed amendment of Part 251, 36 CFR (27 F.R. 12959) published on December 29, 1962, is extended until March 15, 1963.

Signed at Washington, D.C., on January 24, 1963.

JOHN A. BAKER,
Assistant Secretary.

[F.R. Doc. 66-927; Filed, Jan. 25, 1963;
8:50 a.m.]

DEPARTMENT OF LABOR

Office of Welfare and Pension Plans

[29 CFR Ch. XI]

BONDING IN EXCESS OF \$500,000 UNDER WELFARE AND PENSION PLANS DISCLOSURE ACT

Notice of Hearing

Section 13(a) of the Welfare and Pension Plans Disclosure Act, as amended (72 Stat. 997, 29 U.S.C. 301 et seq. as amended by 76 Stat. 38, 39) provides for the bonding of any administrator, officer, or employee of any welfare or pension plan subject to the Act who handles funds or other property of such plans. It further provides that such bonds will be not less than 10 percent of the amount of funds handled; however, any such bond shall be in at least the amount of \$1,000 and no such bond shall be required in excess of \$500,000. However, it provides that the Secretary, after due notice and opportunity for hearing to all interested parties and after consideration of the record, may prescribe an amount in excess of \$500,000: *Provided*, That such excess bond shall not exceed 10 percent of the funds handled.

With respect to implementing this provision providing for bonds in excess of \$500,000, it has been determined that a public hearing is appropriate for a full exploration as to the necessity for such regulations and the form the regulations, if issued, shall take. Accordingly, notice is hereby given of a public hearing to be held before the Director of the Office of Welfare and Pension Plans, or his authorized representative, beginning at 10:00 a.m., e.s.t., February 20, 1963, in Conference Room A, Interdepartmental Auditorium, U.S. Department of Labor, 14th Street and Constitution Avenue NW., Washington 25, D.C. Specifically, views and facts are solicited concerning the necessity for regulations prescribing bonding in excess of \$500,000. If such excess bonding regulations are considered necessary, two possible courses of action are contemplated as follows: (1) The issuance of a regulation (after a hearing) of general application requiring a bond in excess of \$500,000, and; (2) the issuance of a regulation providing procedures for determining on a case-by-case basis whether a bond in excess of \$500,000 is required. With respect to (1) and (2) preceding, views are solicited as to appropriate schedules for such bonding and criteria under which an excess bond should be required.

The hearing noticed herein is to be informal in character. Participation may be by written statements, oral presentation, or a combination of both. All persons desiring to testify shall notify the Director, Office of Welfare and Pension Plans, United States Department of Labor, Washington 25, D.C., in writing no later than February 15, 1963. The notification should contain the following information; (1) name and address of the person who will appear, (2) the approximate length of time requested for his presentation, and (3) if such person will appear in a representative

capacity, the name and address of the persons, organizations, industries, or companies which he will represent.

In the event that a large number of persons indicate a desire to be heard and it appears that the hearing will extend over a considerable period of time, persons scheduled to testify will be notified of the approximate date and time set aside for their appearance.

Written statements may be filed with the Office of Welfare and Pension Plans (in triplicate) in lieu of personal appearances, or to supplement an appearance, at any time prior to the date of hearing, and such statements shall be included in the record.

Signed at Washington, D.C., this 24th day of January 1963.

JAMES J. REYNOLDS,
Assistant Secretary of Labor
for Labor-Management Relations.

[F.R. Doc. 63-935; Filed, Jan. 25, 1963;
9:50 a.m.]

Wage and Hour Division

[29 CFR Parts 677, 678, 683]

[Administrative Order 571]

VARIOUS INDUSTRY COMMITTEES IN PUERTO RICO

Appointment to Investigate Condi- tions and Recommend Minimum Wages; Notice of Hearings

Pursuant to section 5 of the Fair Labor Standards Act of 1938 (29 U.S.C. 205), Reorganization Plan No. 6 of 1950 (3 CFR 1949-53 Comp., p. 1004), and 29 CFR Part 511, I hereby appoint Industry Committee No. 61-A for the wholesaling, Warehousing, and other distribution industry in Puerto Rico, Industry Committee No. 61-B for the paper, paper products, printing, and publishing industry in Puerto Rico, and Industry Committee No. 61-C for the stone, clay, glass, cement, and related products industry in Puerto Rico.

The definitions of the industries for which industry committees are appointed by this order are set forth below.

The wholesaling, warehousing, and other distribution industry in Puerto Rico is defined as: The wholesaling, warehousing, and other distribution of commodities, including, but without limitation, the wholesaling, warehousing, and other distribution activities of jobbers, importers and exporters, manufacturers' sales branches and offices engaged in distributing products manufactured outside of Puerto Rico, industrial distributors, mail order and retail selling establishments, brokers and agents, and public warehouses: *Provided, however*, That the industry shall not include the activities of employees who are engaged in wholesaling, warehousing, and other distribution of products manufactured by their employer in Puerto Rico, or any activities included in the definition of the communications, utilities, and transportation industry in Puerto Rico (29 CFR Part 671), or in the definition of the tobacco industry in Puerto Rico (29 CFR Part 657), or in the definition of the

food and related products industry in Puerto Rico (29 CFR Part 673): *And provided further*, That the industry shall not include any of the activities defined and described in paragraphs (a) and (d) of 29 CFR 683.2.

The paper, paper products, printing, and publishing industry in Puerto Rico is defined as: The manufacture of pulp from wood, rags, bagasse, and other fibers; the conversion of such pulp into paper, paperboard, and building board; the manufacture of paper, paperboard, and pulp into bags, boxes, containers, tags, cards, envelopes, pressed and molded pulp goods, and all other converted paper products; the printing performed on the foregoing and on allied products; the printing or publishing of newspapers, books, periodicals, maps, and music; and all manufacturing and service operations performed by typesetters, advertising typographers, electrotypers, stereotypers, photoengravers, steel and copper plate engravers, commercial printers, lithographers, gravure printers, private printing plants of concerns engaged in other business, binderies, and news syndicates: *Provided, however*, That the industry shall not include any product or activity included in the leather, leather goods, and related products industry, as defined in the wage order for that industry in Puerto Rico (29 CFR Part 602): *And provided further*, That the industry shall not include any of the activities defined and described in paragraphs (a) and (b) of 29 CFR 677.2.

The stone, clay, glass, cement, and related products industry in Puerto Rico is defined as: The mining, quarrying, or other extraction and the further processing of all minerals (other than metal ores, chemical and fertilizer minerals, coal, petroleum, or natural gases) and the manufacture of products from such minerals, including, but without limitation, structural clay products, china, pottery, tile, and other ceramic products and refractories; glass and glass products (except lenses); dimension and cut stone; crushed stone, sand and gravel; hydraulic cement; abrasives; lime, concrete, gypsum, mica, plaster, and asbestos products; and the manufacture of products from bone, horn, ivory, shell, and similar natural materials: *Provided, however*, That the industry shall not include any product or activity included in the button, jewelry, and lapidary work industry as defined in 29 CFR Part 616; the construction, business service, motion picture, and miscellaneous industry as defined in 29 CFR Part 672; the metal, machinery, transportation equipment, and allied products industry as defined in 29 CFR Part 604; or the chemical, petroleum, and related products industry as defined in Administrative Order No. 569 (29 F.R. 12062): *And provided further*, That the industry shall not include any of the activities defined and described in paragraphs (a), (d), and (e) of 29 CFR Part 678.2.

Pursuant to section 8 of the Fair Labor Standards Act of 1938 (29 U.S.C. 208), Reorganization Plan No. 6 of 1950 (3 CFR 1949-53 Comp., p. 1004), and 29 CFR Part 511, I hereby:

(a) Convene each of the above-appointed industry committees;

(b) Refer to each of these industry committees the following: (1) The question of the minimum rate or rates of wages to be fixed for the industry with which it is concerned for employees who are engaged in commerce or in the production of goods for commerce, and (2) the question of the minimum rate or rates of wages to be fixed for any employees covered by the Act by reason of the Fair Labor Standards Amendments of 1961;

(c) Give notice of the hearing to be held by each of them at the times and places indicated below. Each industry committee shall investigate conditions in its industry, and each industry committee, or any authorized subcommittee thereof, shall hear such witnesses and receive such evidence as may be necessary or appropriate to enable the committee to perform its duties and functions under the aforementioned Act.

Industry Committee No. 61-A shall meet in executive session to commence its investigation at 10:00 a.m. on March 25, 1963, in the office of the Wage and Hour and Public Contracts Divisions, United States Department of Labor, seventh floor, Condominio San Alberto Building, 1200 Ponce de Leon Avenue, Santurce, Puerto Rico, and shall commence its hearing at 1:30 p.m. on the same date at the same place. Following this hearing Industry Committees Nos. 61-B and 61-C shall meet *seriatim* at the same place at the times designated by the committee chairman to conduct their investigations and to hold their hearings.

Each industry committee shall recommend to the Administrator of the Wage and Hour and Public Contracts Divisions of this Department the highest minimum wage rates (in the case of question (1) referred to the committee, not exceeding the minimum wage rate of \$1.15 prescribed in paragraph (1) of section 6(a) of the Act, and in the case of question (2) referred to the committee, not exceeding the minimum wage rate of \$1.00 prescribed in section 6(b) of the Act, and in no case less than the currently effective rate) which it determines, having due regard to economic and competitive conditions, will not substantially curtail employment in the industry and will not give any industry in Puerto Rico a competitive advantage over any industry in the United States outside of Puerto Rico, the Virgin Islands, and American Samoa.

Whenever any industry committee finds that a higher minimum wage may be determined for employees engaged in certain activities or in the manufacture of certain products in an industry than may be determined for other employees in that industry, the committee shall recommend such reasonable classifications within that industry as it determines to be necessary for the purpose of fixing for each classification the highest minimum wage rates that can be determined for it under the principles set forth herein which will not give a competitive advantage to any group in the industry. No classification shall be

made, however, and no minimum wage rate shall be fixed solely on a regional basis or on the basis of age or sex. In determining whether there should be classifications within an industry, in making such classifications, and in determining the minimum wage rates for such classifications, each industry committee shall consider, among other relevant factors, the following: (1) Competitive conditions as affected by transportation, living, and production costs; (2) wages established for work of like or comparable character by collective labor agreements negotiated between employers and employees by representatives of their own choosing; and (3) wages paid for work of like or comparable character by employers who voluntarily maintain minimum wage standards in the industry.

The Administrator shall prepare an economic report for each industry committee containing such data as he is able to assemble pertinent to the matters referred to them. Copies of such reports may be obtained at the national and Puerto Rican offices of the United States Department of Labor as soon as they are completed and prior to the hearings. Each industry committee shall take official notice of the facts stated in the economic reports to the extent that they are not refuted at the hearings.

The procedure of industry committees shall be governed by 29 CFR Part 511. As a prerequisite to participation in the hearings, interested persons shall file prehearing statements containing the data specified in 29 CFR 511.8 not later than March 15, 1963.

Signed at Washington, D.C., this 22d day of January 1963.

W. WILLARD WIRTZ,
Secretary of Labor.

[F.R. Doc. 63-893; Filed, Jan. 25, 1963; 8:50 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b) (5), 72 Stat. 1786; 21 U.S.C. 348(b) (5)), notice is given that a petition (FAP 1011) has been filed by Dawe's Laboratories, Inc., 4800 South Richmond Street, Chicago 32, Ill., proposing the amendment of § 121.231 *Choline xanthate* to provide for the safe use of this food additive as a source of choline in all animal feeds where such supplementation is indicated.

Dated: January 22, 1963.

J. K. KIRK,
*Assistant Commissioner
of Food and Drugs.*

[F.R. Doc. 63-884; Filed, Jan. 25, 1963; 8:49 a.m.]

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b) (5), 72 Stat. 1786; 21 U.S.C. 348(b) (5)), notice is given that a petition (FAP 85) has been filed by H. Kohnstamm and Company, Inc., 161 Avenue of the Americas, New York 13, N.Y., proposing the issuance of a regulation to provide for the safe use of 60 parts per million of glyceryl abietate in still and carbonated beverages, alcoholic beverages, and fruit drinks.

Dated: January 21, 1963.

J. K. KIRK,
*Assistant Commissioner
of Food and Drugs.*

[F.R. Doc. 63-885; Filed, Jan. 25, 1963; 8:49 a.m.]

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b) (5), 72 Stat. 1786; 21 U.S.C. 348(b) (5)), notice is given that a petition (FAP 985) has been filed by Pitt-Consol Chemical Company, 191 Doremus Avenue, Newark 5, N.J., proposing the issuance of a regulation to provide for the safe use of the following substances as peptizing agents employed in the manufacture of rubber articles intended for repeated or continued use in contact with food:

4-*tert*-Butyl-o-thiocresol.
Thioxyleneols.
Zinc-4-*tert*-butylthiophenolate.

Dated: January 21, 1963.

J. K. KIRK,
*Assistant Commissioner
of Food and Drugs.*

[F.R. Doc. 63-886; Filed, Jan. 25, 1963; 8:49 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 65 [New]]

[Reg. Docket No. 1566; Draft Release No. 63-2]

AIR TRAFFIC CONTROL TOWER OPERATORS

Proposed Rating on Control Tower Operator Certificates

Pursuant to the authority delegated to me by the Administrator (14 CFR § 11.45 [New]), notice is hereby given that the Federal Aviation Agency has under consideration a proposal to amend Part 65 [New] of the Federal Aviation Regulations by revising Subpart B—"Air Traffic Control Tower Operators," to include:

(1) A new rating system to replace the present junior and senior ratings on air traffic control tower operator certificates.

(2) Additional knowledge requirements for applicants for a control tower operator certificate.

(3) A requirement that each person engaged as an air traffic control tower operator in connection with civil aircraft hold a control tower operator certificate and appropriate rating.

Interested persons may participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. All communications received prior to March 28, 1963, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination by interested persons in the Docket Section at any time. Because of the large number of comments which we anticipate receiving in response to this draft release, we will be unable to acknowledge receipt of each comment.

Currently effective § 65.35 provides that the holder of an air traffic control tower operator certificate may receive a junior or senior rating, depending on his qualifications to perform the duties of a control tower operator at a particular airport. At the time these ratings were established, most control towers were operated by municipalities and the services they provided were substantially the same. While there was some variation in the volume of traffic handled, there was no significant difference in the kind of skill required to be an operator in one tower as compared to another. None of the control towers were responsible for the control of IFR traffic. This responsibility was later delegated to some control towers and gradually, radar equipment has been added at those control towers having the highest volume of IFR operations.

Some control towers are now responsible for control of both IFR and VFR traffic while others are concerned primarily with VFR services. Additionally, some utilize radar equipment and procedures. The current junior and senior ratings, in themselves, do not reflect the wide variation in the skill and knowledge requirements of control tower operators. Although good management practices have precluded any significant problems related to this deficiency, it is considered necessary to establish a rating system which reflects the true nature of the duties performed.

It is therefore proposed to discontinue junior and senior ratings and in lieu thereof, to substitute the following rating system:

1. Limited.
2. VFR.
3. IFR.
4. Radar.

The limited rating would be issued to an operator after he had demonstrated certain elementary capability in the non-control portion of the tower operation. In preparation for more advanced ratings, he would engage in the control of

air traffic, but only under the supervision of an operator with appropriate ratings. After completing all requirements for the VFR rating, including a demonstration of his ability to perform VFR control services, he would qualify for a VFR rating.

The rating requirements would be progressive throughout. For an IFR rating an operator would first have to satisfactorily complete the requirements for the limited and VFR ratings. Then upon demonstration of his ability in the application of IFR nonradar separation standards, he would be eligible to receive the IFR rating. The radar rating would be issued to the holder of an IFR rating following a demonstration of his ability in the application of IFR radar separation standards.

Since the purpose of the proposed ratings is to reflect services performed at a specific airport by an operator, and since the issuance of a rating would be based primarily upon successful demonstration of skill by the applicant, a rating would be issued only if the corresponding class of service is provided by the control tower serving the location at which the rating is sought. An operator at a non-approach control tower could obtain only a VFR rating. At an approach control tower without radar an operator could obtain an IFR rating. A radar rating could be obtained only at those towers where that equipment is used in the control of air traffic.

Junior and senior ratings would remain valid for a period of one year from the effective date of this amendment; however, additional junior and senior ratings would no longer be issued. During this period, junior and senior ratings would be exchanged for the new ratings. In the exchange, a new rating would be issued to an operator dependent on the rating he currently holds, the services provided at the tower to which he is assigned, and the duties he is authorized to perform at that tower. The holder of a junior rating would receive a limited rating or, if he is authorized to control traffic under VFR, a VFR rating. The holder of a senior rating would receive a VFR rating, or if he is authorized to perform IFR or radar services, an IFR or radar rating, as appropriate. However, an IFR or radar rating would be issued only if the tower to which he is assigned performs those services.

In addition to the new rating system, two other changes are proposed in Subpart B. First, a new § 65.30 is proposed to require each person engaged in the control of air traffic to hold an air traffic control tower operator certificate and appropriate rating. Although the Federal Aviation Act of 1958 defines an air traffic control tower operator as an "airman" and provides that it is unlawful for any person to serve as an airman, in connection with any civil aircraft without an airman certificate, the Agency's regulations concerning control tower operators have never contained a similar requirement. The purpose of this amendment is to explicitly state that requirement of the Act in the regulations.

Secondly, it is proposed to revise the written test in § 65.33 that an applicant

for a control tower operator certificate must pass. The subjects of this examination now are substantially the same as they were in 1940. During this period of time, however, the demands made on control tower operators have become increasingly complex. Because of this the Agency has for a number of years required its own employees who are applicants for control tower operator certificates to be tested in two additional areas—communications operating procedures and flight assistance services. Basically, these two subjects require an applicant to be familiar with the handling of air traffic control information, search and rescue services, and emergency procedures. Due to the importance of these subjects, it is now considered that all applicants for a control tower operator certificate should be familiar with these additional knowledge requirements.

In addition to the changes enumerated above, paragraph (b) of § 65.45 is being revised to state the class of medical certificate required in order to act as an air traffic control tower operator, and its duration. This provision was formerly contained in § 26.34 of the Civil Air Regulations but was inadvertently omitted in the recodification of that Part.

No changes are proposed in §§ 65.31 and 65.43; however, those sections are included here for convenient reference.

In consideration of the foregoing, notice is hereby given that it is proposed to amend Part 65 of the Federal Aviation Regulations (14 CFR Part 65 [New]) by revising Subpart B to read as follows:

Subpart B—Air Traffic Control Tower Operators

§ 65.30 Certificate and rating required.

No person may act as an air traffic control tower operator in connection with any civil aircraft in air commerce unless he holds an air traffic control tower operator certificate and appropriate rating issued to him under this subpart.

§ 65.31 Eligibility requirements: general.

To be eligible for an air traffic control tower operator certificate, a person must:

- (a) Be at least 21 years of age or, in the case of a member of the Armed Forces of the United States, at least 18 years of age;
- (b) Be of good moral character;
- (c) Be able to read, write, and understand the English language and speak it without accent or impediment of speech that would interfere with two-way radio conversations;
- (d) Hold at least a second-class medical certificate issued under Part 67 of this chapter within the 12 months before the date he applies; and
- (e) Comply with § 65.33.

A certificate that is held by a member of an Armed Force who is less than 21 years of age is valid only while he is serving as a member in a control tower operated by an Armed Force.

§ 65.33 Knowledge requirements.

Each applicant for a certificate must pass a written examination on:

(a) The air traffic rules in Part __ of this chapter (Present Part 60);

(b) Airport traffic control procedures, and this subpart;

(c) En route traffic control procedures;

(d) Communications operating procedures;

(e) Flight assistance service;

(f) Air navigation and aids to air navigation; and

(g) Aviation weather.

§ 65.34 Exchange of ratings.

(a) Each person who has a junior or senior rating on his control tower operator certificate may exercise the privileges of that rating until (one year from the effective date of this amendment). Before that date he may exchange:

(1) A junior rating for a limited rating, or, if he is authorized to control traffic under VFR, a VFR rating; or

(2) A senior rating for a VFR rating, or, if he is authorized to perform IFR or radar services, an IFR or radar rating, as appropriate. However, an IFR or radar rating is issued only if the tower to which he is assigned performs those services.

(b) After (one year from the effective date) a person who has a junior or senior rating may not exercise the privileges of that rating, but he may qualify for a limited, VFR, IFR or radar rating, as appropriate, by meeting the requirements of this subpart.

§ 65.35 Ratings.

(a) The following ratings are issued under this subpart:

(1) Limited.

(2) VFR.

(3) IFR.

(4) Radar.

Each rating is based on the applicant's ability to perform the duties of an air traffic control tower operator at a particular tower and is valid only for that tower. An IFR or radar rating is issued only if the tower to which the applicant is assigned performs those services.

(b) A limited rating authorizes the holder to assist in the control of air traffic under the supervision of an air traffic control tower operator with a VFR, IFR or radar rating.

(c) A VFR rating authorizes the holder to control air traffic that is being operated under VFR or IFR. However, he may not issue clearance for flights requiring the application of IFR separation standards without prior authorization by a person with an IFR or radar rating.

(d) An IFR rating authorizes the holder to control air traffic that is being operated under VFR or IFR. However, he may not issue clearance for flight requiring the application of radar separation standards without prior authorization by a person with a radar rating.

(e) A radar rating authorizes the holder to control air traffic that is being operated under VFR or IFR.

(f) In an emergency, an air traffic control tower operator with a VFR, IFR or radar rating may delegate his authority to control air traffic to any other certificated control tower operator.

§ 65.36 Skill requirements; limited rating.

For a limited rating, an air traffic control tower operator must pass a practical test that includes:

(a) Control tower equipment and its use;

(b) Weather reporting facilities and use of reports;

(c) Use of the Airman's Guide and Flight Information Manual;

(d) Use of operational forms; and

(e) The performance of noncontrol operational duties.

§ 65.37 Skill requirements; VFR rating.

For a VFR rating, an air traffic control tower operator must meet the requirements for a limited rating, and pass a practical test that includes:

(a) Airport traffic control procedures;

(b) The airport, including rules, facilities, runways, taxiways, and obstructions;

(c) The control zone, including terrain features and obstructions;

(d) VFR operational agreements;

(e) Traffic patterns and associated procedures for use of preferential runways and noise abatement;

(f) Emergency procedures; and

(g) The application of VFR separation standards, and those IFR separation standards required in the control of special VFR operations.

§ 65.38 Skill requirements; IFR rating.

For an IFR rating, an air traffic control tower operator must meet the requirements for a VFR rating, and pass a practical test that includes:

(a) IFR air traffic control procedures;

(b) Those airways, routes, and air navigation facilities normally used for IFR control in the terminal area;

(c) Prescribed instrument approach and departure procedures;

(d) IFR operational agreements; and

(e) The application of IFR nonradar separation standards.

§ 65.39 Skill requirements; radar rating.

For a radar rating, an air traffic control tower operator must meet the requirements for an IFR rating, and pass a practical test that includes:

(a) Radar air traffic control procedures;

(b) Radar alignment and technical operation;

(c) Radar operational agreements; and

(d) The application of IFR radar separation standards.

§ 65.43 Maximum hours.

Except in an emergency, an air traffic control tower operator must be relieved of all duties for at least 24 consecutive hours at least once during each 7 consecutive days. He may not serve or be required to serve:

(a) For more than 10 consecutive hours; or

(b) For more than 10 hours during a period of 24 consecutive hours, unless he has a rest period of at least 8 hours at or before the end of 10 hours of duty.

§ 65.45 General operating rules.

(a) The holder of an air traffic control tower operator certificate shall keep it readily available when performing duties under it, and must show it for inspection upon the request of the Administrator or an authorized representative of the Civil Aeronautics Board, or of any State or local law enforcement officer.

(b) No person may act as an air traffic control tower operator under a certificate issued to him under this Part unless he has in his personal possession a second-class (or higher) medical certificate issued under Part 67 of this chapter within the preceding 12 months.

(c) An air traffic control tower operator may not perform duties under his certificate during any period of known physical deficiency that would make him unable to meet the physical requirements for his current medical certificate. However, if the deficiency is temporary, he may perform duties that are not affected by it whenever another certificated and qualified operator is present and on duty.

(d) An air traffic control tower operator may not control air traffic with facilities that the Administrator has found to be inadequate.

(e) The holder of an air traffic control tower operator certificate or an applicant for one, shall, upon the reasonable request of the Administrator, cooperate fully in any test that is made of him.

(f) An air traffic control tower operator shall perform his duties in accordance with the limitations on his certificate and rating and the procedure and practices prescribed in Air Traffic Service Manuals of the FAA.

§ 65.47 Recent experience.

The holder of an air traffic control tower operator certificate may not perform any duties under that certificate unless within the six-month period before the date he is to perform those duties:

(a) He has served for at least three months as an operator at the airport to which his rating applies; or

(b) He has shown to the satisfaction of the Administrator that he meets the standards for the issue of his certificate and rating.

These amendments are proposed under the authority of sections 307, 313(a) and 602 of the Federal Aviation Act of 1958 (49 U.S.C. 1348, 1354(a), and 1422).

Issued in Washington, D.C., on January 21, 1963.

D. D. THOMAS,
Director, Air Traffic Service.

[F.R. Doc. 63-857; Filed, Jan. 25, 1963; 8:45 a.m.]

I 14 CFR Part 71 [New] I

[Airspace Docket No. 63-SO-1]

CONTROL ZONE

Proposed Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 11.65), notice is hereby given that the

Federal Aviation Agency is considering an amendment to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The Fort Lauderdale, Fla., control zone is designated within a 5-mile radius of the Broward County International Airport and within 2 miles either side of the 135° True bearing from the Fort Lauderdale radio beacon extending from the 5-mile radius zone to the radio beacon.

The Federal Aviation Agency has under consideration the redesignation of the Fort Lauderdale control zone within a 5-mile radius of the Broward County International Airport (latitude 26°04'20" N., longitude 80°09'10" W.); within 2 miles either side of the newly installed Fort Lauderdale VOR (latitude 26°04'28" N., longitude 80°09'10" W.) 278° and 306° True radials extending from the 5-mile radius zone to 8 miles west and northwest of the VOR; within 2 miles either side of the Fort Lauderdale VOR 032° True radial extending from the 5-mile radius zone to 6.5 miles east of the VOR; and within 2 miles either side of the 135° True bearing from the Fort Lauderdale radio beacon extending from the 5-mile radius zone to the radio beacon.

This would provide protection for aircraft executing prescribed instrument approach and departure procedures at the Broward County International Airport. Further review of the controlled airspace requirements in the Fort Lauderdale area will be accomplished under the CAR Amendments 60-21/60-29 implementation program.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 52 Fairlie Street NW., Atlanta 3, Ga. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on January 21, 1963.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.
[F.R. Doc. 63-858; Filed, Jan. 25, 1963;
8:45 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 62-EA-63]

FEDERAL AIRWAYS AND POSITIVE CONTROL ROUTE SEGMENTS

Proposed Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 11.65), notice is hereby given that the Federal Aviation Agency (FAA) is considering amendments to Part 71 of the Federal Aviation Regulations which would alter certain intermediate altitude VOR Federal airways within the Washington, D.C., Metropolitan area.

On October 27, 1962, Airspace Docket No. 62-EA-59 was published in the FEDERAL REGISTER (27 F.R. 10481) as an amendment to Part 600 of the Regulations of the Administrator which subsequently has been recodified as Part 71 of the Federal Aviation Regulations. This amendment altered certain low altitude VOR Federal airways within the Washington, D.C., Metropolitan area to provide lateral separation between en route aircraft and aircraft executing new holding procedures and to provide designated airways required by the revised Washington terminal area traffic control procedures.

The FAA proposes the following airway alterations to provide continuity to the revised terminal area traffic control procedures for routing high altitude and intermediate altitude air traffic transitioning into and from airports within the Washington terminal area.

The proposed actions are as follows:

1. Intermediate altitude airway V-1518 is designated in part as a 16-mile wide airway segment and positive control route segment from the Martinsburg, W. Va., VOR to the Herndon, Va., VOR. It is proposed to redesignate this airway segment and positive control route segment from the Martinsburg VOR as a 10-mile wide airway and route segment via the intersection of the Herndon VOR 043° and the Washington VOR 324° True radials, to the Washington VOR. This would align V-1518 to overlie the centerline of low altitude airway V-8 and would serve northwest bound departure traffic from the Washington terminal airports. The reduced airway width proposed for this airway segment would provide lateral separation from other controlled airspace utilized by Air Traffic Control for Washington terminal operations.

2. Intermediate altitude airway V-1520 is designated in part from the Herndon VOR as a 10-mile wide airway to the intersection of the Herndon VOR 144° and the Linden, Va., VOR 095° True radials. It is proposed to revoke this terminating segment of this airway.

The Herndon VOR as the terminus of V-1520 would serve as the clearance limit

for air traffic transitioning from V-1520 and low altitude airway V-4 to airports within the Washington terminal area. There no longer exists an air traffic control requirement for the portion of this airway southeast of the Herndon VOR.

3. Intermediate altitude airway V-1526 is designated in part from the Linden VOR as a 10-mile wide airway via the intersection of the Linden VOR 095° and the Washington VOR 245° True radials; to the Washington VOR. It is proposed to redesignate this airway segment from the Linden VOR as a 10-mile wide airway to the intersection of the Linden VOR 128° and the Herndon VOR 220° True radials at which point it would terminate. This would align V-1526 to overlie the centerline of low altitude airway V-286 for utilization as a westbound departure route for airports within the Washington terminal area.

4. Intermediate altitude airway V-1731 is designated in part from the Richmond, Va., VOR as a 16-mile wide airway to the intersection of the Richmond VOR 009° and the Gordonsville, Va., VOR 074° True radials; thence 8-mile wide airway to its terminating point at the Washington VOR. It is proposed to extend and redesignate this segment of V-1731 from the Richmond VOR as a 16-mile wide airway to the intersection of the Richmond VOR 009° and the Gordonsville VOR 074° True radials; 8-mile wide airway via the intersection of the Washington VOR 189° and the Andrews, Md., VOR 213° True radials; Andrews VOR; to the intersection of the Andrews VOR 061° and the Baltimore, Md., VOR 197° True radials; thence 10-mile wide airway via the intersection of the Andrews VOR 061° and the Baltimore VOR 097° True radials; to the Woodstown VOR at which point it would terminate. The portion of this airway which lies within the Camp Springs, Md., Restricted Area/Military Climb Corridor R-4003 would be used only after obtaining prior approval from appropriate authority. This realigned and extended airway segment would be utilized for northbound air traffic overlying the Washington terminal destined for airports northeast of the Washington terminal area. The reduced airway widths proposed for this airway segment would provide lateral separation with altered intermediate altitude airways V-1548 and V-1681 as proposed herein. They also would provide lateral separation from other controlled airspace utilized by Air Traffic Control for Washington terminal operations.

5. Intermediate altitude airway V-1548 is designated in part from the Nottingham, Md., VOR as a 10-mile wide airway via Kenton, Del., VOR to the Coyle, N.J., VOR. It is proposed to redesignate this airway segment from the Nottingham VOR as an 8-mile wide airway to the Kenton VOR; 10-mile wide airway to the Coyle VOR. This redesignation would provide lateral separation with the proposed alignment of V-1731 northeast of the Andrews VOR.

6. Intermediate altitude airway V-1681 extends in part as a 10-mile airway from the Washington VOR direct to the Baltimore VOR. It is proposed to redesignate

this airway segment from the Washington VOR as an 8-mile wide airway to the Baltimore VOR. This reduced airway width would provide lateral separation from the proposed segment of V-1731 between the Andrews VOR and the intersection of the Andrews VOR 061° and the Baltimore VOR 097° True radials.

7. Low altitude airways V-157 and V-476 are designated in part from the Washington VOR 10 miles wide to the Baltimore VOR. It is proposed to redesignate these airway segments from the Washington VOR 8-miles wide to the Baltimore VOR. These reduced airway widths would provide lateral separation from the segments of V-123, V-140, V-433 and V-885 north of the Andrews VOR.

8. Low altitude airway V-123 extends in part from the Andrews AFB, Md., VOR to the intersection of the Andrews VOR 061° and the Baltimore VOR 097° True radials as a 10-mile wide airway; thence as an 11-mile wide airway via the Woodstown VOR 231° True radial to 45 nautical miles from the Woodstown VOR; thence 10-miles wide to the Woodstown VOR. It is proposed to redesignate this segment of V-123 from the Andrews VOR as an 8-mile wide airway via the Andrews VOR 061° True radial to 5 nautical miles from the Andrews VOR; thence 10-mile wide airway to the intersection of the Andrews VOR 061° and the Baltimore VOR 097° True radials; thence 11-mile wide airway via the Woodstown VOR 232° True radial to 45 nautical miles from the Woodstown VOR; thence 10-miles wide to the Woodstown VOR. The realignment of this airway via the Woodstown VOR 232° True radial would permit this airway segment to underlie the centerline of V-1731 proposed herein. The reduced airway width would provide lateral separation from the segments of V-157 and V-476 as proposed herein.

9. Low altitude airway V-140 extends in part from the Andrews AFB, Md., VOR as a 10-mile wide airway via the intersection of the Andrews VOR 061° and the Baltimore VOR 097° True radials (Rockhall Intersection); the intersection of the Woodstown VOR 231° and the Millville, N.J., VOR 255° True radials (11-mile wide airway from the Rockhall Intersection to 45 nautical miles from the Woodstown VOR); to the Millville VOR. It is proposed to redesignate this airway segment from the Andrews VOR as an 8-mile wide airway via the Andrews VOR 061° True radial to 5 nautical miles from the Andrews VOR; thence as a 10-mile wide airway via the intersection of the Andrews VOR 061° and the Baltimore VOR 097° True radials; the intersection of the Woodstown VOR 232° and the Millville VOR 255° True radials (11-mile wide airway from the Rockhall Intersection to 45 nautical miles from the Woodstown VOR); to the Millville VOR. This would align V-140 to underlie the centerline of a portion of the segment of V-1731 proposed between Andrews and Woodstown. The reduced airway width would provide lateral separation from the segments of V-157 and V-476 as proposed herein.

10. Low altitude airways V-433 and V-885 are each designated in part from

the Andrews AFB, Md., VOR as a 10-mile wide airway to the intersection of the Andrews VOR 061° and the Baltimore, Md., VOR 097° True radials. It is proposed to redesignate each of these airway segments from the Andrews VOR via the Andrews VOR 061° True radial as an 8-mile wide airway to 5 nautical miles from the Andrews VOR; thence 10-mile wide to the intersection of the Andrews VOR 061° and the Baltimore VOR 097° True radials. These reduced airway widths would provide lateral separation from the segments of V-157 and V-476 as proposed herein.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on January 18, 1963.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.
[F.R. Doc. 63-859; Filed, Jan. 25, 1963;
8:45 a.m.]

[14 CFR Part 75 [New]]

[Airspace Docket No. 62-WE-144]

JET ADVISORY AREAS

Proposed Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 11.65), notice is hereby given that the Federal Aviation Agency is considering amendments to Part 75 [New] of the Federal Aviation Regulations, the substance of which is stated below.

Secondary radar from the air route surveillance radar at a site near Trinidad, Colo., is expected to be commissioned in April 1963 which will make additional radar jet advisory service

possible from the Denver, Colo., Air Route Traffic Control Center. The Federal Aviation Agency has under consideration the alteration of jet advisory areas in the vicinity of Trinidad to include the airspace 16 miles either side of the jet route segments listed below from flight level 240 to flight level 390 inclusive:

1. Jet Route No. 20 from 120 nautical miles southeast of Denver to 85 nautical miles northwest of Gage, Okla.

2. Jet Route No. 54 from Alamosa, Colo., to Garden City, Kans.

3. Jet Route No. 64 from 20 nautical miles southwest of Alamosa to 25 nautical miles southwest of Hill City, Kans.

The actions as proposed above would provide additional areas wherein radar jet advisory service would be available to scheduled air carrier aircraft.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 9, Calif. All communications received within fifteen days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on January 18, 1963.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.
[F.R. Doc. 63-860; Filed, Jan. 25, 1963;
8:45 a.m.]

[14 CFR Part 75 [New]]

[Airspace Docket No. 62-WA-78]

JET ROUTE AND JET ADVISORY AREA

Proposed Extension

Pursuant to the authority delegated to me by the Administrator (14 CFR 11.65), notice is hereby given that the Federal Aviation Agency is considering amend-

ments to Part 75 [New] of the Federal Aviation Regulations, the substance of which is stated below.

In Airspace Docket No. 61-LA-122 (27 F.R. 11989), effective February 7, 1963, the FAA extended Jet Route No. 88 from the Santa Barbara, Calif., VORTAC to the Oakland, Calif., VORTAC, and designated a radar jet advisory area on J-88 from the Los Angeles, Calif., VORTAC to the Oakland VORTAC.

The FAA has under consideration the further extension of J-88, and its associated radar advisory area from the Oakland VORTAC via the intersection of the Oakland VORTAC 305° and the Ukiah, Calif., VORTAC 172° True radials; the Ukiah VORTAC; to the Medford, Oreg., VORTAC.

If this action is taken, the extension of J-88 would alleviate the high altitude traffic congestion that now exists over the Red Bluff, Calif., VORTAC by providing a bypass route around this location for aircraft en route from the San Francisco/Oakland Metropolitan Area to Portland, Oreg., and Seattle, Wash.

The FAA 1962 Fiscal Year Enroute IFR Peak Day Survey for the Oakland ARTCC shows a total of 59 aircraft movements on the segment of Jet Route No. 1 between Red Bluff and Medford. Additionally, the proposed extension of J-88 would be shorter than the presently used departure route between the San Francisco/Oakland Metropolitan Area and Medford.

The designation of the proposed en route radar jet advisory area would provide defined areas wherein jet advisory service would be provided to scheduled air carrier aircraft.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrange-

ments for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Utilization Division. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on January 18, 1963.

CLIFFORD P. BURTON,

Chief, Airspace Utilization Division.

[F.R. Doc. 63-861; Filed, Jan. 25, 1963; 8:45 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[342.02]

IMPORTED BRANDIED CHERRIES

Notice of Assessment of Internal-Revenue Tax

JANUARY 23, 1963.

In the FEDERAL REGISTER of January 6, 1962, vol. 27, No. 4, page 184, notice was given that the taxable status of imported brandied cherries under section 5001, Internal Revenue Code of 1954, was being studied.

The Bureau has concluded that imported solidly packed brandied cherries and similar commodities in syrup, the alcohol content of the liquid portion of which exceeds 12 percent of alcohol by volume or the solids content (essentially sugar) of the liquid portion expressed in grams per 100 ml. is less than 5 times the percentage of alcohol by volume are properly subject to the internal-revenue tax on imported distilled spirits under section 5001, Internal Revenue Code of 1954, at the rate of \$10.50 a proof gallon of syrup content or wine gallon of syrup content when below proof, unless it has been determined by the Internal Revenue Service that the particular commodity is not fit for beverage purposes. Such commodities in alcohol which do not consist of solidly packed fruits will be subject to the distilled spirits tax if the alcohol content exceeds 12 percent by volume and the solids content is less than 60 grams per 100 ml.

If a determination is desired of the status of any particular commodity, the liquor portion of which exceeds 12 percent of alcohol by volume, and/or the solids content of the liquid portion (expressed in grams per 100 ml.) is less than five times the percentage of alcohol by volume, a sample and a description of the commodity, together with a statement of the reasons explaining the necessity of a higher alcohol content and/or a lower solids ratio for flavoring and preserving the product, should be submitted to the Director, Alcohol and Tobacco Tax Division, Internal Revenue Service, Washington 25, D.C.

As this ruling results in the assessment of a duty or charge at a higher rate than has heretofore been assessed under a uniform and established practice, it will be applied only to such or similar merchandise which is entered for consumption, or withdrawn from warehouse for consumption, after 90 days after the date of publication of an abstract of this decision in the Weekly Treasury Decisions.

[SEAL]

PHILIP NICHOLS, Jr.,
Commissioner of Customs.

[F.R. Doc. 63-888; Filed, Jan. 25, 1963;
8:50 a.m.]

Office of the Secretary

[AA 643.3-C]

NYLON YARN FROM WEST GERMANY

Fair Value Determination

JANUARY 16, 1963.

An investigation was made to determine whether nylon yarn from West Germany was being sold in the United States at less than fair value within the meaning of the Antidumping Act of 1921.

I hereby determine that nylon yarn from West Germany is not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

Statement of reasons. The sales of West German nylon yarn were made to the United States to unrelated purchasers in arms-length transactions. The selling prices to the United States, after deduction of included duty, charges, freight, and insurance, and the addition of refunded taxes, were compared with the adjusted home market selling prices of those types of nylon yarn for which there were adequate quantities sold for home consumption in West Germany to provide a basis of comparison. The adjustments to arrive at such prices included deductions for cash discount, freight, technical assistance, and assumption by the seller of part of the purchasers' advertising costs, and the addition of the difference between the selling commission included in sales to the United States and the lesser selling expenses included in home market sales.

Where, as in the case of specific types of nylon yarn, the quantities sold in the home market were inadequate to provide a basis of comparison, the purchase price was compared with prices to third countries, which were adjusted to arrive at net, f.o.b. manufacturer's plant, prices.

The purchase price of the nylon yarn sold to the United States was in no instance lower than the applicable foreign market value of such nylon yarn, sold for home consumption in West Germany or for exportation to countries other than to the United States.

This determination and the statement of reasons therefor are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)).

[SEAL]

JAMES A. REED,
Assistant Secretary of the Treasury.

[F.R. Doc. 63-883; Filed, Jan. 25, 1963;
8:49 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

NEVADA

Notice of Termination of Proposed Withdrawal and Reservation of Lands

JANUARY 16, 1963.

Notice of an application, Serial Number Nevada 057824, for withdrawal and reservation of lands was published as Federal Register Document No. 61-9700 on page 9605 of the issue for October 11, 1961. The applicant agency has canceled its application. Therefore, pursuant to the regulations contained in 43 CFR Part 295, such lands will be relieved of the segregative effect of the above-mentioned application at 10:00 a.m., on February 21, 1963.

The lands involved in this notice of termination are:

MOUNT DIABLO MERIDIAN, NEVADA

T. 36 N., R. 20 E.,
Sec. 15;
Sec. 16.
T. 42 N., R. 22 E.,
Sec. 35.
T. 38 N., R. 23 E.,
Sec. 21, NW¼.
T. 30 N., R. 24 E. (unsurveyed),
Sec. 31.
T. 44 N., R. 24 E.,
Sec. 31, S½, S½NE¼, NW¼.
T. 11 N., R. 25 E.,
Sec. 20.
T. 9 N., R. 35 E.,
Sec. 18.
T. 36 N., R. 54 E.,
Sec. 34, W½.
T. 21 S., R. 58 E.,
Sec. 27, NW¼;
Sec. 34, NW¼.
T. 22 S., R. 58 E.,
Sec. 10, NE¼.
T. 16 S., R. 66 E.,
Sec. 12, W½;
Sec. 13, W½;
Sec. 23, E½;
Sec. 24, W½;
Sec. 26, E½NW¼, E½SW¼, SW¼SW¼,
E½.
T. 15 S., R. 67 E.,
Sec. 19;
Sec. 30, W½, N½NE¼, E½SE¼;
Sec. 31, Lots 1, 2, 5, 6, and E½SE¼SW¼.

The area as described contains approximately 8,437.12 acres

H. CURT HAMMIT,
Land Office Manager,
Reno, Nev.

[F.R. Doc. 63-871; Filed, Jan. 25, 1963;
8:47 a.m.]

Office of the Secretary

JOHN LAWRENCE McNEALEY

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b) (6) of the Defense Pro-

duction Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

- (1) No change.
- (2) No change.
- (3) No change.
- (4) No change.

This statement is made as of January 8, 1963.

Dated: January 8, 1963.

JOHN LAWRENCE MCNEALEY.

[F.R. Doc. 63-869; Filed, Jan. 25, 1963; 8:46 a.m.]

CHARLES W. WATSON

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b) (6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

- (1) None.
- (2) None.
- (3) None.
- (4) None.

This statement is made as of January 9, 1963.

Dated: January 9, 1963.

CHARLES W. WATSON.

[F.R. Doc. 63-870; Filed, Jan. 25, 1963; 8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

GEORGIA

Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of Public Law 87-128 (7 U.S.C. 1961) it has been determined that in the hereinafter-named counties in the State of Georgia a natural disaster has caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

GEORGIA

Telfair.

Wheeler.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1963, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 23d day of January, 1963.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 63-894; Filed, Jan. 25, 1963; 8:50 a.m.]

TEXAS

Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of Public Law 87-128 (7 U.S.C. 1961) it has been determined that in the hereinafter-named counties in the State of Texas natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

TEXAS

Borden.
Culberson.
Dawson.

Gaines.
Hudspeth.
Reeves.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1963, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 23d day of January 1963.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 63-895; Filed, Jan. 25, 1963; 8:50 a.m.]

DEPARTMENT OF DEFENSE

Office of the Secretary

STANDARDS FOR A MERIT SYSTEM OF PERSONNEL ADMINISTRATION

CROSS REFERENCE: For a revision of these standards, see Federal Register Document 63-951, Department of Health, Education, and Welfare, *infra*.

DEPARTMENT OF LABOR

Office of the Secretary

STANDARDS FOR A MERIT SYSTEM OF PERSONNEL ADMINISTRATION

CROSS REFERENCE: For a revision of these standards, see Federal Register Document 63-951, Department of Health, Education, and Welfare, *infra*.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

KEFAUVER-HARRIS DRUG AMENDMENTS OF 1962

Notice of Public Meeting

Because of the impact on the entire drug industry of the Kefauver-Harris Drug Amendments to the Federal Food, Drug, and Cosmetic Act and the great interest in the regulations which must be issued thereunder, the Commissioner of Food and Drugs believes that the public

interest would be served by affording an opportunity for an open exchange of views among all persons interested in the new law and the regulations to be adopted for its administration.

Notice is given, therefore, that such a meeting will be held in the Auditorium of the Health, Education, and Welfare Building, 330 Independence Avenue SW., Washington, D.C., on February 15, 1963, starting at 10:00 a.m. The meeting will continue throughout the day as long as there are subjects to be discussed.

It is contemplated that there will be discussion not only of the terms of the amendments but also of those regulations or proposed regulations which have by that time been published in the FEDERAL REGISTER and such other proposed regulations as are still under study by the Food and Drug Administration.

All interested persons are invited to attend.

Dated: January 23, 1963.

GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F.R. Doc. 63-896; Filed, Jan. 25, 1963; 8:50 a.m.]

Office of the Secretary

STANDARDS FOR A MERIT SYSTEM OF PERSONNEL ADMINISTRATION

Notice is hereby given that the Standards For a Merit System of Personnel Administration are hereby issued in revised form, particularly to amend the paragraph on "Prohibition of Discrimination" and to make certain minor clarifying changes.

[SEAL] ANTHONY J. CELEBREZZE,
Secretary of Health,
Education, and Welfare.

[SEAL] W. WILLARD WIRTZ,
Secretary of Labor.

[SEAL] ROBERT S. MCNAMARA,
Secretary of Defense.

STANDARDS FOR A MERIT SYSTEM OF PERSONNEL ADMINISTRATION

These Federal standards are issued to implement the statutory and regulatory provisions requiring the establishment and maintenance of personnel standards on a merit basis in the administration of various grant-in-aid programs. The merit system standards are issued by the Social Security Administration, the Welfare Administration and the Public Health Service of the Department of Health, Education, and Welfare, the Bureau of Employment Security, Department of Labor, and the Office of Civil Defense, Department of Defense.

The development of proper and efficient administration of the grant-in-aid programs is a concern of both the Federal and the State agencies cooperating in the programs. Proper and efficient administration requires clear definition of functions, the employment of the most competent available personnel, and the development of staff morale and individual efficiency. The merit system provisions of Federal statutes relating to the grant-in-aid programs are directed to

the achievement of these ends through the application of personnel standards on a merit basis.

An integral part of the grant-in-aid programs is the maintenance by the State of a merit system of personnel administration applicable to the grant-aided agencies. The Federal agencies are interested in the development and continued improvement of State merit systems but exercise no authority over the selection, tenure of office, or compensation of any individual employed in conformity with the provisions of such systems.

Laws, rules and regulations to effectuate a merit system in accordance with these standards are a necessary part of the approved State plans required as a condition of Federal grants. Such laws, rules and regulations, and amendments thereto will be reviewed for substantial conformity to these standards. The administration of the merit system will likewise be subject to review for compliance in operation.

Continuing application of these standards will give reasonable assurance of a proper basis for personnel administration, will promote a career service, and will result in increased operating efficiency in the State agencies. In order to assist States in maintaining their merit systems under these standards, technical consultative service will be made available.

JURISDICTION

These standards are applicable to all personnel, both State and local, except those hereinafter exempted, engaged in the administration of grant-in-aid programs established under the following Federal laws: Social Security Act, Titles I (Old-Age Assistance and Medical Assistance for the Aged), III (Unemployment Compensation), IV (Aid and Services to Needy Families with Children), V (Maternal and Child Welfare), X (Aid to the Blind), XIV (Aid to the Permanently and Totally Disabled), and XVI (Aid to the Aged, Blind, or Disabled, or for Such Aid and Medical Assistance to the Aged); the Public Health Service Act, including the Hospital Survey and Construction Act; the Wagner-Peyser Act, as amended; and the Federal Civil Defense Act, as amended. The standards apply to personnel engaged in the administration of the federally-aided programs, irrespective of the source of funds for their individual salaries.

At the option of the State agencies, the following positions in the several programs may be exempted from application of these standards; members of State and local boards or commissions; members of advisory councils or Committees or similar boards paid only for attendance at meetings; State and local officials serving ex-officio and performing incidental administrative duties; the executive head of each State agency; one confidential secretary to any of the foregoing exempted officials; janitors; part-time professional personnel who are paid for any form of medical, nursing or other professional service, and who are not engaged in the performance of ad-

ministrative duties; local civil defense directors; attorneys serving as legal counsel; members of unemployment compensation appeals tribunals and boards of review representing employer and employee interests. Upon request of the State health authority to the Public Health Service or Children's Bureau, as applicable, exemption of hospital and sanatoria and local health department personnel from application of these standards will be considered on the basis of State and local administration.

MERIT SYSTEM ORGANIZATION

If a State has a statewide civil service system operating under standards substantially equivalent to those herein provided, such State civil service system should be applicable to the State agencies as defined above.

In the absence of a State civil service system with substantially equivalent standards, there will be established a merit system administered by an impartial body herein referred to as the Merit System Council, the members of which are appointed by the administrative agencies or by the Governor on recommendation of the administrative agencies, for stated overlapping terms, and no member of which is otherwise employed as an official or employee of any of the State agencies affected.

The executive of the merit system, referred to as the Merit System Director, will be appointed under the merit system. Qualifications for the Director will include training and experience in a field related to merit system administration, and known sympathy with the principles of the merit system.

In the interests of economy and of efficient administration, a joint merit system should serve all the State agencies as defined above unless, because of special circumstances, it is not feasible to establish such a joint system.

PROHIBITION OF DISCRIMINATION

Discrimination against any person in recruitment, examination, appointment, training, promotion, retention or any other personnel action, because of political or religious opinions or affiliations or because of race, national origin or other nonmerit factors will be prohibited. The regulations will include appropriate provisions for appeals in cases of alleged discrimination.

LIMITATION OF POLITICAL ACTIVITY

Participation in political activity of any employee of the State or local agencies, except those hereinbefore exempted, will be prohibited under the merit system rules, except that an employee will have the right freely to express his views as a citizen and to cast his vote. Such prohibited political activity will include in substance the activities prohibited employees in federally-aided agencies under the Federal Hatch Political Activities Act, as amended. (Individuals whose principal employment, whether or not under the merit system, is in a federally-aided agency, are subject to the prohibitions in the Hatch Act, administered by the U.S. Civil Service Commission.)

CLASSIFICATION PLAN

A classification plan for all positions in the agency, based upon investigation and analysis of the duties and responsibilities of each position, will be established and maintained. The classification plan will include an appropriate title for each class of position, a description of the duties and responsibilities of positions in the class, and requirements of minimum training, experience, and other qualifications suitable for the performance of the duties of the class of position.

COMPENSATION PLAN

A plan of compensation for all classes of positions in the agency will be established and maintained. Such plan will include salary schedules for the various classes in which the salary of a class is adjusted to the responsibility and difficulty of the work. The salary range for each class will consist of minimum, intervening, and maximum rates of pay to provide for salary advancements within the range. In arriving at such salary schedules, consideration will be given to the prevailing rates for comparable positions in other departments of the State and to other relevant factors. The State administrative agencies will adopt plans for salary advancements based upon quality and length of service. Salary laws and rules and regulations uniformly applicable to departments of the State government will be given consideration in the formulation of the compensation plan.

RECRUITMENT AND APPOINTMENT OF PERSONNEL

All positions in the State agencies, except those hereinbefore exempted, will be filled by personnel selected on the basis of merit, and in accordance with standards and procedures set forth in rules and regulations for the merit system.

Regulations governing the administration of examinations will include the following provisions:

Examinations for entrance to the service will be conducted on an open competitive basis, with adequate publicity, and with a reasonable period for filing applications.

Applicants admitted to examinations will meet the minimum requirements for the positions for which they apply as set forth in the specifications for the positions.

Examinations will be practical in nature, constructed to reveal the capacity of the applicant for the position for which he is competing and his general background and related knowledge, and will be rated objectively. A practical written test will be included, except that where exceptional qualifications of a scientific or professional character are required, and competition through an assembled examination is impracticable, an unassembled examination may be held.

Examinations will also include: A rating of training and experience for the more responsible positions; an oral examination for positions requiring frequent contact with the public, or which involve important supervisory or admin-

istrative duties; and a performance test for positions involving the operation of office machines.

The Merit System Director will prepare and establish registers of eligibles in the order of their final scores and will maintain the registers, make certification of eligibility, and keep all examination records.

All positions, not specifically exempted herein, are to be filled from registers of eligibles, except for emergency and provisional appointments for limited periods. Appointments will be made by selection from a limited number of the highest available eligibles on the appropriate register.

In the absence of an appropriate register, provisional appointments may be made pending competitive examination, provided each provisional appointee is certified by the Merit System Director as meeting at least the minimum qualifications established for the class of position, and further provided that no individual may receive successive provisional or emergency appointments.

Personnel selected from registers to fill permanent positions will serve a fixed probationary period. Permanent appointment will be based upon an evaluation in writing of the performance of the employee during the probationary period.

An employee of an agency who has received appointment under a merit system with standards substantially comparable to these will retain the status held by him under such merit system in the event the State agency is placed under the jurisdiction of another merit system.

An employee of an agency in which no comparable merit system has been in operation may, upon the initial extension of the merit system to such agency, obtain status through examination on an open competitive or qualifying basis as specified in the merit system rules and regulations. Such rules and regulations may permit an employee with a specified period of service in the agency to be automatically admitted to the examination covering the position held by him, and may permit him to be retained at the discretion of the State agency, providing he attains a passing grade in such examination.

PROMOTIONS

Whenever practicable and in the best interest of the service, a vacancy will be filled by promotion, after consideration of the eligible permanent employees in the agency or in the career service, upon the basis of demonstrated capacity and quality and length of service. Promotions, whether or not from a competitive promotional register, will require certification of eligibility by the Merit System Director.

LAYOFFS AND SEPARATIONS

Regulations will be established governing layoffs, suspensions and separations, and governing leaves and the conditions for payment of salary at termination of services. Such regulations will include provisions for adequate competition among employees in classes affected by reduction in force, and for retention of

employees based upon systematic consideration of type of appointment, length of service and efficiency.

Employees who have completed the required probationary period of appointment and acquired permanent status will not be subject to separation except for cause, or for reasons of curtailment of work or lack of funds. In the event of separation, permanent employees will have the right of appeal to an impartial body through an established procedure provided for in the merit system rules.

PERFORMANCE EVALUATIONS

A system of periodic evaluations of work performance will be maintained. The manner in which such performance evaluations are to be used in promotions, salary advancements, and separations, as well as in the improvement of individual performance, will be provided for by regulation.

PERSONNEL RECORDS AND REPORTS

Such personnel records as are necessary for the proper maintenance of a merit system and effective personnel administration will be maintained by the State administrative agency. Periodic reports will be published by the Merit System Council.

JANUARY 1963.

[F.R. Doc. 63-951; Filed, Jan. 25, 1963; 10:32 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-30]

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

Authorization to Operate Plum Brook Reactor at Certain Power Level

Please take notice that pursuant to paragraph 28, Page 18 of the Initial Decision dated August 13, 1962, in this matter and based upon a review and evaluation by this Division of the results of an inspection by the Division of Compliance with respect to the status of completion of the Plum Brook Reactor Facility located near Sandusky, Ohio, I have found that:

Construction of the facility necessary for operation of the reactor above the level of 100 kilowatts has been completed in conformity with Construction Permit CPTR-3, as amended, and the application, as amended.

Accordingly, National Aeronautics and Space Administration is authorized to operate the Plum Brook Reactor up to a power level of 60 megawatts in accordance with the Technical Specifications attached as Appendix A to Amendment No. 2.

Dated at Germantown, Md., this 21st day of January 1963.

For the Atomic Energy Commission.

R. LOWENSTEIN,
Director,

Division of Licensing and Regulation.

[F.R. Doc. 63-855; Filed, Jan. 25, 1963; 8:45 a.m.]

[Docket No. 50-116]

IOWA STATE UNIVERSITY

Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 2, set forth below, to Facility License No. R-59. The license authorizes Iowa State University to possess and operate the Argonaut-type Model UTR-10 (American-Standard) training and research nuclear reactor located on the University's campus at Ames, Iowa. The amendment authorizes the licensee to acquire and use an alternate core in their nuclear reactor and to receive, possess, and use up to 6.987 kilograms of contained uranium-235 as fuel elements as requested by the licensee's application for license amendment dated July 17, 1962, and supplement thereto dated August 8, 1962.

The Commission has found that:

(1) Operation of the reactor in accordance with the license as amended will not present undue hazard to the health and safety of the public and will not be inimical to the common defense and security;

(2) The application for amendment and supplement thereto comply with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter I, CFR;

(3) Prior public notice of proposed issuance of this amendment is not necessary in the public interest since this amendment does not involve consideration of safety factors significantly different from those previously evaluated.

Within 15 days from the date of publication of this notice in the FEDERAL REGISTER, the licensee may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's rules of practice (10 CFR Part 2). If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment see (1) the hazards analysis prepared by the Research and Power Reactor Safety Branch of the Division of Licensing and Regulation and (2) the licensee's application for license amendment dated July 17, 1962, and supplement thereto dated August 8, 1962, all of which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of item (1) above may be obtained at the Commission's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 18th day of January 1963.

For the Atomic Energy Commission.

ROBERT H. BRYAN,
Chief, Research and Power Re-
actor Safety Branch, Division
of Licensing and Regulation.

[License No. R-59; Amdt. No. 2]

License No. R-59, as amended, which authorizes Iowa State University to possess and operate the Argonaut-type Model UTR-10 (American Standard) training and research nuclear reactor located on the University's campus at Ames, Iowa, is hereby further amended as follows:

1. Iowa State University is authorized to acquire and use in their nuclear reactor an alternate core in accordance with their application for license amendment dated July 17, 1962, and supplement thereto dated August 8, 1962.

2. Paragraph 3.B. of License No. R-59, as amended, is hereby amended to read as follows:

"3.B. Pursuant to the Act and Title 10, CFR, Chapter I, Part 70, 'Special Nuclear Materials,' to receive, possess, and use (a) up to 6,987 kilograms of contained uranium 235 as fuel elements, (b) 2 grams of U-235 as a fission counter, and (c) 16 grams of plutonium as a Pu-Be neutron source, all for use in connection with operation of the reactor."

Date of issuance: January 18, 1963.

For the Atomic Energy Commission.

ROBERT H. BRYAN,
Chief, Research and Power Reactor
Safety Branch, Division of Licens-
ing and Regulation.

[F.R. Doc. 63-854; Filed, Jan. 25, 1963;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket Nos. 14103, 14117; Order No. E-19218]

RIDDLE AIRLINES, INC., AND CARIB- BEAN-ATLANTIC AIRLINES, INC.

Order of Dismissal and Order To Show Cause

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 22d day of January 1963.

Riddle Airlines, Inc. (Riddle) on October 18, 1962, and Caribbean-Atlantic Airlines, Inc. (Caribair) on October 29, 1962, amended on January 22, 1963, filed petitions for the establishment of rates for nonpriority mail between San Juan, Puerto Rico, and St. Thomas and St. Croix, Virgin Islands. Simultaneously with its mail rate petition Riddle filed an application for a 1-year exemption, pursuant to section 416(b) of the Act, from the provisions of section 401 insofar as they prevent Riddle from performing the service for which the mail rate was requested. In consequence of our denial of Riddle's petition for exemption¹ which precludes operation of the services for which a rate is requested, we will also dismiss Riddle's petition for a mail rate.

The Postmaster General on November 29, 1962, filed a motion for permission to make late filing of answer to

Riddle's applications for exemption and nonpriority mail rates and Caribair's application for nonpriority mail rates, and his answer. In view of the fact that the Postmaster General's answer appears to fulfill the requirements of section 406(e) of the Act that "[t]he Postmaster General shall introduce as part of the record in all proceedings under this section a comprehensive statement of all service to be required of the air carrier and such other information in his possession as may be deemed by the Board to be material to the inquiry," we will grant the Postmaster General's motion.

The Postmaster General's answer, *inter alia*, states that approximately 3,250,000 pounds of nonpriority mail is exchanged annually between San Juan, Puerto Rico, and St. Thomas and St. Croix, Virgin Islands; that "nonpriority" mail is all mail except air mail and air parcel post; that were it not for the fact that Caribair is certificated by the Board to transport mail between the aforesaid points the Post Office Department would provide the services as an interisland air star route under 39 U.S.C. 6303; that because of the nature of the terrain and the inadequacy of surface transportation the aforesaid services would be in the interest of the postal service and therefore in the public interest, provided that the cost is reasonably compatible with the service to be provided; that he believes that a service rate of not more than 2.7 cents per pound is fair and reasonable; that he will not desire to inaugurate the service if a rate of compensation producing higher than approximately \$87,750 annually is established by the Board; that for the mutual convenience of both the Post Office Department and the carrier provision be made for an annual rate, payable in 13 equal installments; that he takes no position in favor of the selection of either Riddle or Caribair, both appearing willing and able to perform the desired services; and that he does not believe the amount of nonpriority mail available would enable economic operation for more than one carrier.

In its petition Caribair requests the Board to fix as the fair and reasonable rate for the transportation of nonpriority mail by it between San Juan, Puerto Rico, and St. Thomas and St. Croix, Virgin Islands, and for the facilities used and useful therefor and the services connected therewith an annual rate derived by applying a rate of 2.7 cents per pound to the estimated annual volume of nonpriority mail forecast by the Post Office Department to be shipped between the aforesaid points, such rate to be payable in 13 equal installments over an annual period. In the event such rate is challenged by either the Post Office Department or the carrier prior to the expiration of 13 equal periods, the carrier requests that the rate for such periods is to be computed by multiplying the annual rate by the ratio of pounds carried to that date to the pounds used in computing the annual rate.

The petition states that the Post Office Department will provide surface han-

dling of nonpriority mail to and from the airport serving San Juan, and that Caribair would provide surface handling of the nonpriority mail between the post offices and airports serving St. Thomas and St. Croix, respectively. It further states, as amended, that the nonpriority mail will be dispatched from the respective airports not later than 36 hours after tender by the Post Office Department, with Caribair to provide storage and security from the time of tender until delivery.

Caribair points out that it operates numerous scheduled and extra section flights with CV-340 and DC-3 aircraft and some C-47 cargo flights. These existing flights are indicated to operate with substantial "top-off" capacity available to carry nonpriority mail and the carrier under normal circumstances can accommodate estimated volume of 3,250,000 pounds of nonpriority mail on its regularly operated schedules.

According to Caribair's general schedules on file with the Board in effect January 14, 1963, the carrier scheduled an average exceeding 16 round-trip passenger flights daily between San Juan and St. Thomas and 3½ between San Juan and St. Croix with CV-340 and DC-3 aircraft. In addition, the carrier scheduled three weekly round-trip all-cargo flights with C-47 aircraft on both segments. According to Form 41 reports Caribair's overall system load factor was 58.4 percent in the third quarter 1962 and 62.1 percent in the 12 months' period ended September 30, 1962. The average daily nonpriority mail tons for the heaviest directional movement is estimated to be about 2 tons from San Juan to St. Thomas and 1 ton from San Juan to St. Croix. In consideration of the fact that the nonpriority mail is to be dispatched on a space available basis under a 36-hour limit, the numerous frequencies that are available, and the indications of appreciable unused space on these flights, it appears that substantially all of the estimated nonpriority mail can be accommodated normally on operations to be conducted for other traffic, and, therefore, on a "top-off" basis.

The annual nonpriority mail revenue of \$87,750 which the Postmaster General suggests is maximum is estimated to produce a yield of 76.08 cents per revenue ton-mile.² Caribair's average priority mail yield in the 12 months' period ended September 30, 1962, was 131.8 cents per mail revenue ton-mile. The yield from nonpriority mail would thus be greater than half the yield from priority mail and comparable with the relationship found appropriate in the Nonpriority Mail Rate Case³ and the

²The revenue ton-miles have been estimated to be 115,343 based on the C.A.B. mileages of 69 between San Juan and St. Thomas and 75 between San Juan and St. Croix, and the distribution of 3,250,000 pounds in line with that indicated by Caribair in its petition.

³Order E-17255, July 31, 1961, wherein for domestic carriers, the Board approved a multielement rate formula at rates 50 percent of those in effect for the transportation of priority mail.

¹ Order E-19191, Jan. 15, 1963.

reported experience for the short-haul domestic local service lines.⁴

In consideration of the nature of the nonpriority mail service to be rendered, that probably all of the estimated volume of nonpriority mail can be accommodated on a space available basis with revenues well in excess of the added costs of such services,⁵ and the relationship that the proposed nonpriority mail yield bears to the priority mail yield, which is comparable to other nonpriority rates we have approved, we find that an annual rate of compensation of \$87,750 is fair and reasonable for the proposed services.

We also find that the method of payment proposed by the Postmaster General and Caribair of 13 equal payments is reasonable under the circumstances. The amount of compensation is relatively small and the advantages of relying on the customary method of compensation related to actual units of performance would be outweighed in the present situation by the costs to both the Post Office Department and the carrier.

The carrier's proposal for computing compensation for a period other than a full year on the basis of pounds may entail some unnecessary record keeping solely for that contingency. It is also noted that if the volume of mail should increase appreciably above the Post Office Department's forecast, the carrier under its proposal could receive revenue in excess of that contemplated herein to the extent that the ratio of actual pounds of nonpriority mail exceeded the forecast pounds within a period less than a year. For these reasons we find it more appropriate to predicate the compensation for periods other than a year on the basis of days.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 406 thereof,

It is ordered, That:

1. The petition of Riddle Airlines, Inc., for the establishment of a rate for the transportation of nonpriority mail between San Juan, Puerto Rico, and St. Thomas and St. Croix, Virgin Islands, in Docket 14103 is dismissed.

2. The motion of the Postmaster General for permission to make late filing of answer is granted.

3. Caribbean-Atlantic Airlines, Inc., and the Postmaster General are each directed to show cause why the Board should not adopt the provisional findings and conclusions stated above, and fix and determine a rate of \$87,750 per annum, payable in 13 equal installments, as the fair and reasonable final rate of compensation to be paid Caribbean-

Atlantic Airlines, Inc. for the transportation of nonpriority mail by aircraft, the facilities used and useful therefor, and the services connected therewith between San Juan, Puerto Rico, and St. Thomas, Virgin Islands, and between San Juan, Puerto Rico, and St. Croix, Virgin Islands, on and after the inauguration of such nonpriority mail services.⁶

4. The aforesaid rate of compensation shall be service mail rates payable in their entirety by the Postmaster General.

5. The "nonpriority mail" for which the aforesaid rate is established is defined as all classes of mail except air mail and air parcel post and shall be dispatched on a space available basis from the respective airports not later than 36 hours after tender. Transportation of nonpriority mail between airport and post office is to be the responsibility of the Post Office Department at San Juan and of the carrier at St. Thomas and St. Croix.

6. All further procedures herein shall be in accordance with the rules of practice (14 CFR Part 302); and if there is any objection to the rate or to the other findings and conclusions proposed herein, notice thereof shall be filed within 10 days, and, if notice is filed, written answer and supporting documents shall be filed within 30 days, after the date of service of this order.

7. If notice of objection is not filed within 10 days, or if notice is filed and answer is not filed within 30 days, after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed herein and fixing and determining the final rate specified herein.

8. If answer is filed, the issues involved in determining the fair and reasonable final rate shall be limited to those specifically raised by the answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302.307).

9. This order be served upon Caribbean-Atlantic Airlines, Inc., Riddle Airlines, Inc., and the Postmaster General.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 63-889; Filed, Jan. 25, 1963;
8:50 a.m.]

[Docket No. 13355]

AMERICAN-EASTERN MERGER

Notice of Postponement of Oral Argument

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act

⁶ In the event the carriage of nonpriority mail pursuant to this order is conducted for a period less than or greater than 365 days from the inauguration of aforesaid nonpriority mail services, the amount of compensation shall be decreased by \$240.41 for each day less than 365 days and increased by \$240.41 for each day in excess of 365 days.

of 1958, as amended, that oral argument in the above-entitled proceeding now assigned to be heard on January 31 is postponed to February 20, 1963, 10 a.m., e.s.t., Room 1027, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the Board.

Dated at Washington, D.C., January 22, 1963.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 63-890; Filed, Jan. 25, 1963;
8:50 a.m.]

[Docket Nos. 13904, 13905]

WORLD WIDE AIRLINES, INC.

Notice of Postponement of Prehearing Conference

Notice is hereby given that the prehearing conference on the above-entitled applications now assigned to be held on January 29 is postponed to March 28, 1963, 10 a.m., e.s.t., Room 725, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Russell A. Potter.

Dated at Washington, D.C., January 23, 1963.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 63-891; Filed, Jan. 25, 1963;
8:50 a.m.]

FEDERAL MARITIME COMMISSION

PERSIAN GULF OUTWARD FREIGHT CONFERENCE

Notice of Amended Filing of Agreement

Notice is hereby given of an amended filing, hereafter described, of an agreement previously filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733, 75 Stat. 763; 46 U.S.C. 814):

On October 30, 1962, there appeared in the FEDERAL REGISTER (vol. 27, p. 10562) notice of filing of Agreement 7700-6 by member lines of The Persian Gulf Outward Freight Conference. On December 21, 1962, the Conference filed for approval a revision which differs from the initial filing in the following respects;

(a) Reduces from \$50,000 to \$25,000 the sum required to be deposited by each member "(a)s a guarantee of faithful performance of obligations under the Agreement * * *";

(b) Provides a schedule of penalties for breaches of the Agreement and/or violations of Conference rules, regulations or tariffs;

(c) Provides that when the Conference is composed of five members or less than unanimity will be required to effectuate changes in rates, charges, rules and regulations; and when the membership exceeds five, then unanimity less one will be necessary to implement such changes.

Interested parties may inspect this revised agreement and obtain copies

⁴ For the 12 months ended Sept. 30, 1962, according to Form 41 reports, the average yield of the local service lines from nonpriority mail was 42.6 cents per revenue ton-mile and from priority mail 80.3 cents per revenue ton-mile. The level of rates in large measure is governed by the relative differences in length of mail haul.

⁵ Caribair estimates that even on the basis of service provided in C-47 aircraft on exclusive nonpriority mail trips the revenues from nonpriority mail computed at the rate of 2.7 cents per pound for the estimated volume of 3,250,000 pounds would be approximately equal to the cost of the required trips, costed on a fully allocated basis.

thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., and may submit to the Secretary, Federal Maritime Commission, within 10 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to this revised agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: January 22, 1963.

By order of the Federal Maritime Commission.

THOMAS LIST,
Secretary.

[F.R. Doc. 63-879; Filed, Jan. 25, 1963;
8:48 a.m.]

[Nos. 1071, 1073]

REDUCED WHARFAGE; EVERETT AND SEATTLE, WASH.

Discontinuance of Proceedings

On January 14, 1963, respondents filed a Stipulation and Petition for Dismissal (1) advising that they intend to consult and negotiate among themselves (within the framework of Agreement 6785) to resolve their mutual differences, and (2) requesting that the proceeding be dismissed and the cease and desist order of October 12, 1962, withdrawn and quashed. Since the parties intend to restore and maintain the rate level which existed prior to the institution of these proceedings, and since no parties oppose the Stipulation,

It is ordered, That the proceedings are hereby discontinued.

Insofar as respondents petition that the cease and desist order be withdrawn and quashed, the petition is denied pending receipt by the Commission of appropriate tariff amendments showing that the reduced charges on direct trans-fer freight have been withdrawn.

By the Commission, January 22, 1963.

THOMAS LIST,
Secretary.

[F.R. Doc. 63-880; Filed, Jan. 25, 1963;
8:49 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-9510 etc.]

CITIES SERVICE PRODUCTION CO. ET AL.

Correction

JANUARY 18, 1963.

Cities Service Production Company, Docket No. G-9510, et al.; Cities Service Petroleum Company, Docket No. G-13376, et al.; Cities Service Petroleum Company (Operator), et al., Docket No. G-14723, et al.

Order approving rate settlement proposal, as amended and modified, prescribing refunds, severing and terminating proceedings, issued December 26, 1962, and published in the FEDERAL REGISTER on January 5, 1963 (F.R. Doc. 63-5) (vol. 28 No. 4), page 162, column 2, para-

graph 2, line 31, change the last sentence to read: "Similarly, we shall provide that the 15 cents per Mcf plus Btu adjustment settlement rates contained in Petroleum Company's Rate Schedule Nos. 99, 100, and 140, shall, in any event, not exceed 17 cents per Mcf." and page 163, paragraph (D) line 7 change "15 cents" to "17 cents".

GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 63-868; Filed, Jan. 25, 1963;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 24D-2400]

WYOMING NUCLEAR CORP.

Order Canceling Hearing and Perma- nently Suspending Regulation A Exemption

JANUARY 22, 1963.

The Commission by order dated May 4, 1961, having temporarily suspended the Regulation A exemption of Wyoming Nuclear Corporation, pursuant to Rule 261 of the general rules and regulations under the Securities Act of 1933, as amended, and Wyoming Nuclear Corporation, Noble Hotel Building, Lander, Wyo., having requested a hearing upon the allegations set forth in the aforementioned order, and said hearing having been postponed indefinitely by Commission order dated November 29, 1962;

The company having requested a withdrawal of its request for a hearing and consenting to the permanent suspension of the Regulation A exemption,

It is ordered, That the request for hearing be, and it hereby is, deemed withdrawn.

Pursuant to the provisions of Rule 261(b) of Regulation A, the suspension of the Regulation A exemption from registration under the Securities Act of 1933, as amended, with respect to the proposed public offering of securities by the company becomes permanent.

By the Commission.

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 63-872; Filed, Jan. 25, 1963;
8:47 a.m.]

[File No. 812-1386]

PRUDENTIAL INSURANCE COMPANY OF AMERICA

Order Declaring Status and Granting and Denying Exemptions

JANUARY 22, 1963.

The Prudential Insurance Company of America ("Prudential") having filed an application pursuant to the Investment Company Act of 1940 ("Act") requesting an order (i) declaring that the proposed offer and sale of Prudential of certain variable annuity contracts will not result in any investment company subject to the Act because Prudential is the is-

suer of such contracts and is excepted from the definition of an investment company, or, alternatively, (ii) exempting a proposed unincorporated fund which will be created pursuant to such contracts from compliance with various provisions of the Act;

Hearings having been held on said application after appropriate notice, proposed findings, and briefs having been filed by the parties and participants in the proceedings, and the Commission having heard oral argument, and having this day issued its findings and opinion, on the basis of such findings and opinion;

It is ordered, That the request of Prudential that it be declared the issuer of the proposed variable annuity contracts and that no investment company subject to the Act is the issuer, be, and it hereby is, denied.

It is further ordered, That the application be, and hereby is, denied to the extent that exemption is sought on behalf of the unincorporated investment fund created out of the proceeds of the sale of the proposed variable annuity contracts from

(a) The provisions of section 7 (a) and (b) prohibiting certain transactions by unregistered investment companies;

(b) The provisions of sections 16(a) and 32(b), and relating to voting rights in the election of directors and with respect to contracts with investment advisers and underwriters and the employment of independent accountants.

(c) The provisions of section 27 (c) (1) and (e) in order to permit deferral of payments upon redemption by contract holders for periods in excess of 7 days from presentation of the contracts for redemption during the so-called pay-in period of the contracts.

(d) The provisions of section 22(d) in order to permit charging a variable annuity contract holder who has defaulted in his monthly purchase payments under the contract with more than the current value of the units in the investment fund when he resumes payment.

(e) The provisions of section 30(d) and Rule 30d-1, requiring the submission of semiannual reports.

It is further ordered, Pursuant to section 6(c) of the Act that exemption be, and it hereby is, granted from

(a) Sections 27(c)(1) and 22(e) so as to permit the absence of a right of redemption during the so-called payout period of the proposed variable annuity contracts and the payment to holders of such contracts of the current value of their units during that period on the periodic basis proposed in the contract.

(b) Section 27(a)(3) so as to permit the amounts of sales load to be deducted from purchase payments made in certain periods to differ proportionately from those deducted in others, subject, however, to the conditions that management fees and administrative expenses to be charged in connection with the variable annuity contracts shall not exceed such reasonable amounts as this Commission shall prescribe, jurisdiction being reserved for such purpose.

(c) Section 27(c)(2) so as to permit Prudential to hold the proceeds from the sale of the variable annuity con-

tracts instead of depositing them with a bank or custodian.

(d) Section 17(f) and Rule 17f-2 thereunder so as to permit the investment fund to keep its securities in Prudential's vaults and authorize access by a maximum of 20 persons.

By the Commission.

[SEAL]

ORVAL L. DuBois,
Secretary.

[F.R. Doc. 63-873; Filed, Jan. 25, 1963;
8:47 a.m.]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Area 406]

TENNESSEE

Declaration of Disaster Area

Whereas, it has been reported that during the month of January 1963, because of the effects of certain disasters, damage resulted to residences and business property located in Maury County in the State of Tennessee;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act.

Now, therefore, as Deputy Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) (1) of the Small Business Act may be received and considered by the offices below indicated from persons or firms whose property, situated in the aforesaid County and areas adjacent thereto, suffered damage or destruction resulting from tornado and accompanying conditions occurring on or about January 11, 1963.

OFFICES

Small Business Administration Regional Office,
90 Fairlie Street NW.,
Atlanta 3, Ga.

Small Business Administration Branch Office,
Security Federal Savings and Loan Building,
Room 301, 500 Union Street,
Nashville 3, Tenn.

2. A temporary office will be established at Spring Hill, Tennessee, address to be announced locally.

3. Applications for disaster loans, under the authority of this declaration will not be accepted subsequent to July 31, 1963.

Dated: January 14, 1963.

C. R. LANMAN,
Deputy Administrator.

[F.R. Doc. 63-874; Filed, Jan. 25, 1963;
8:47 a.m.]

[Declaration of Disaster Area 407]

CALIFORNIA

Declaration of Disaster Area

Whereas, it has been reported that during the month of January 1963, because of the effects of certain disasters, damage resulted to residences and business property located in the Brentwood Area of Los Angeles County in the State of California;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) (1) of the Small Business Act may be received and considered by the office below indicated from persons or firms whose property, situated in the aforesaid County and areas adjacent thereto, suffered damage or destruction resulting from landslide occurring on January 2, 1963, and continuing through date of this declaration.

OFFICE

Small Business Administration Regional Office,
312 West Fifth Street,
Los Angeles 13, Calif.

2. Applications for disaster loans under the authority of this declaration will not be accepted subsequent to July 31, 1963.

Dated: January 15, 1963.

JOHN E. HORNE,
Administrator.

[F.R. Doc. 63-882; Filed, Jan. 25, 1963;
8:49 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

JANUARY 23, 1963.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 38130: *Plaster and related articles from Briar, Ark.* Filed by Southwestern Freight Bureau, Agent (No. B-8332), for interested rail carriers. Rates on plaster, gypsum wallboard, and related articles, in carloads, from Briar, Ark., to points in southern territory, including Virginia Cities gateways and points in Wyoming.

Grounds for relief: Market competition.

Tariffs: Supplements 122 and 9 to Southwestern Freight Bureau tariffs I.C.C. 4017 and 4426, respectively.

AGGREGATE-OF-INTERMEDIATES

FSA No. 38127: *Gasoline from Superior, Wis., to Minnesota points.* Filed by The Duluth, Missabe, and Iron Range Railway Company (No. 11-A), for itself and interested rail carriers. Rates on gasolines, blended, consisting of motor fuels containing 50 percent or more of gasoline; gasoline, except natural gasoline; and naptha, in tank-car loads, from Superior, Wis., to points in Minnesota.

Grounds for relief: Maintenance of depressed rates published to meet motor-truck competition without use of such rates as factors in constructing combination rates.

Tariff: Duluth, Missabe and Iron Range Railway Company tariff I.C.C. A-196.

FSA No. 38128: *Fuel oils from Superior, Wis., to Minnesota points.* Filed by The Duluth, Missabe, and Iron Range Railway Company (No. 11-B), for itself and interested rail carriers. Rates on distillate fuel oil, not suitable for illuminating purposes; refined oil, illuminating or burning, in tank-car loads, from Superior, Wis., to points in Minnesota.

Grounds for relief: Maintenance of depressed rates published to meet motor-truck competition without use of such rates as factors in constructing combination rates.

Tariff: Duluth, Missabe, and Iron Range Railway Company tariff I.C.C. A-196.

FSA No. 38129: *Asphalt from Superior, Wis., to Minnesota points.* Filed by The Duluth, Missabe, and Iron Range Railway Company (No. 11-C), for itself and interested rail carriers. Rates on asphalt (asphaltum), natural, byproduct, or petroleum (other than paint, stain, or varnish), in tank-car loads, from Superior, Wis., to points in Minnesota.

Grounds for relief: Maintenance of depressed rates published to meet motor-truck competition without use of such rates as factors in constructing combination rates.

Tariff: Duluth, Missabe, and Iron Range Railway Company tariff I.C.C. A-196.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 63-877; Filed, Jan. 25, 1963;
8:48 a.m.]

[Notice 744]

MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 23, 1963.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 65452. By order of January 18, 1963, the Transfer Board approved the transfer to Swiftlines, Inc., a Nebraska corporation, Omaha, Nebr., of Certificate No. MC 123315, issued May 11, 1961, to Swiftlines, Inc., a Minnesota corporation, Minneapolis, Minn., authorizing the transportation of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, between points in Minnesota within 20 miles of Luverne, Minn., including Luverne, and between Luverne, Minn., and points in Minnesota within 20 miles of Luverne, on the one hand, and, on the other, points in Iowa, and South Dakota within 100 miles of Luverne, other than Sioux Falls, S. Dak. Val M. Higgins, 1000 First National Bank Building, Minneapolis 2, Minn., attorney for applicants.

No. MC-FC 65453. By order of January 18, 1963, the Transfer Board approved the transfer to Swiftlines, Inc., a Nebraska corporation, Omaha, Nebr., of Certificate No. MC 124213, issued June 14, 1962, to Barnes Freightlines, Inc., Minneapolis, Minn., authorizing the transportation of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, between Worthington, Minn., and points within 25 miles of Worthington, on the one hand, and, on the other, Sioux Falls, S. Dak., and points in Iowa and Minnesota. Val M. Higgins, 1000 First National Bank Building, Minneapolis 2, Minn., attorney for applicants.

No. MC-FC 6547. By order of January 16, 1963, the Transfer Board approved the transfer to Hoyt Fenimore Montgomery, Port Republic, N.J., of

Certificates Nos. MC 35402 and MC 35402 Sub-1, issued September 3, 1940, and May 6, 1942, respectively, to W. Potter & Sons Express & Storage Warehouse Co., a corporation, Atlantic City, N.J., authorizing the transportation of: Household goods, between Atlantic City, N.J., and points within 15 miles of Atlantic City, on the one hand, and, on the other, points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Virginia, and the District of Columbia, within 200 miles of Atlantic City. Robert B. Einhorn, Esq., 1540 P.S.F.S. Building, 12 South 12th Street, Philadelphia 7, Pa., attorney for applicants.

No. MC-FC 65489. By order of January 18, 1963, the Transfer Board approved the transfer to Donald Paffile, doing business as Don Paffile Trucking Company, Lewiston, Idaho, of Certificates Nos. MC 4781, MC 4781 Sub-1 and MC 4781 Sub-2, issued February 27, 1942, January 27, 1940, and December 3, 1947, to Ernest George Smith, Osborn, Idaho, authorizing the transportation of: Heavy machinery, mining equipment, supplies and mine ores not including coal, over irregular routes, between points in Idaho, Washington, Oregon, and specified parts of Montana; hides, pelts, and tallow, from Wallace, Idaho, to Spokane, Wash.; building materials, between points in Oregon, Washington, and Idaho, and specified points in Montana; and machinery, mining equipment, mining supplies, mine ores, except coal, and building materials, between points in Montana, on the one hand, and, on the other, points in Montana, Idaho, Oregon, and Washington. George R. LaBissoniere, 333 Central Building, Seattle, Wash., attorney for applicants.

No. MC-FC 65494. By order of January 18, 1963, the Transfer Board approved the transfer to Joseph B. Atkinson and Charles H. Atkinson, a partnership, doing business as Harry F. Atkinson and Sons, Philadelphia, Pa., of Certificate No. MC 43706 issued February 3, 1954, to Elizabeth A. Atkinson, Leonard Michael Propper, trustee, Joseph B. Atkinson, Charles H. Atkinson, and Elizabeth M. Atkinson, a partnership,

doing business as Harry F. Atkinson & Sons, Philadelphia, Pa., authorizing the transportation of textiles, raw materials used in the manufacture of textiles, and textile machinery, over irregular routes, between Honesdale, Carlisle, and points in Montgomery and Philadelphia Counties, Pa., on the one hand, and on the other, Little Falls, Trenton, Jersey City, and Newark, N.J., and New York, N.Y. James L. Price, 1204 Land Title Building, Philadelphia 10, Pa., attorney for applicants.

No. MC-FC 65546. By order of January 18, 1963, the Transfer Board approved the transfer to Tilden J. Kopp, doing business as Ted's Towing Service, Baltimore, Md., of Certificate No. MC 119005 Sub-1, issued February 13, 1962, to Paul Greenfield, doing business as Paul's Towing Service, Silver Spring, Md., authorizing the transportation, over irregular routes, of: Wrecked and disabled motor vehicles (except passenger automobiles), and replacement truck tractors both by wrecker equipment only, between points in North Carolina, Virginia, West Virginia, Maryland, Delaware, Pennsylvania, New Jersey, New York, and Washington, D.C. Donald E. Freeman, 172 East Green Street, Westminster, Md., attorney for transferee, and Paul A. Sherier, 601 Warner Building, Washington 4, D.C., attorney for transferor.

No. MC-FC 65568. By order of January 16, 1963, the Transfer Board approved the transfer to Original Hall-Lane Moving & Storage Co., Inc., Jamaica, N.Y., of Certificate No. MC 84242 issued May 17, 1956, to Gloria Hall, doing business as Hall-Lane Moving & Storage, Jamaica, N.Y., authorizing the transportation of household goods, over irregular routes, between New York, N.Y., on the one hand, and, on the other, points in Connecticut, New Jersey, New York, Ohio, and Pennsylvania. Morris Honig, 150 Broadway, New York 38, N.Y., attorney for applicants.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-878; Filed, Jan. 25, 1963;
8:48 a.m.]

CUMULATIVE CODIFICATION GUIDE—JANUARY

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FEDERAL REGISTER



The seal of the National Archives and Records Administration is centered between the words 'FEDERAL' and 'REGISTER'. It features an eagle with wings spread, perched on a shield with vertical stripes. Above the eagle's head is a scroll with the Latin motto 'LITTERA SCRIPTA MANET'. The words 'THE NATIONAL ARCHIVES' are arched above the eagle, and 'OF THE UNITED STATES' is arched below it. The year '1934' is printed at the bottom center of the seal.

VOLUME 28

NUMBER 19

Washington, Saturday, January 26, 1963

Federal Aviation Agency

•—————•

Special Use Airspace; Establishment of Jet Routes

RULES AND REGULATIONS

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 63-WA-2]

PART 73—SPECIAL USE AIRSPACE [NEW]

Compilation of Regulations

The following compilation of Part 73 [New] of Federal Aviation Regulations is adopted for the purpose of combining, in one single document, all amendments which have been published by the Administrator of the Federal Aviation Agency in the Federal Register and which were effective prior to January 1, 1963. In addition, pending amendments are listed below the appropriate section and include the effective date and the Federal Register citation. Since this revision does not involve any substantive changes, compliance with the notice, public procedure, and effective date provisions of section 4 of the Administrative Procedure Act is not required.

Pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), this revision of Part 73 is effective immediately.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D. C., on January 8, 1963.

D. D. THOMAS,
Director, Air Traffic Service.

SUBPART A -- GENERAL

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- 73.3 Special use airspace.
- 73.5 Bearings; radials; miles.

SUBPART B -- RESTRICTED AREAS

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Subpart A -- General

§ 73.1 Applicability

The airspace that is described in Subpart B of this part is designated as special use airspace. This Part prescribes the requirements for the use of that airspace.

§ 73.3 Special use airspace.

(a) Special use airspace consists of airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both.

(b) The vertical limits of special use airspace are measured by designated altitude floors and ceilings expressed as flight levels or as feet above mean sea level.

(c) The horizontal limits of special use airspace are measured by boundaries described by geographic coordinates or other appropriate references that clearly define their perimeter

(d) The period of time during which a designation of special use airspace is in effect is stated in the designation.

§ 73.5 Bearings; radials; miles.

(a) All bearings and radials in this part are true from point of origin.

(b) Unless otherwise specified, all mileages in this part are stated as statute miles.

Subpart B -- Restricted Areas

§ 73.11 Applicability

This subpart designates restricted areas and prescribes limitations on the operation of aircraft within them.

§ 73.13 Restrictions.

No person may operate an aircraft within a restricted area between the designated altitudes and during the time of designation, unless he has the advance permission of

(a) The using agency described in § 73.15; or

(b) The controlling agency described in § 73.17

§ 73.15 Using agency

(a) For the purposes of this part, the following are using agencies:

(1) The agency organization, or military command whose activity within a restricted area necessitated the area being so designated.

(2) In the case of a Restricted Area/Military Climb Corridor that does not have a designated controlling agency, the Military Air Traffic Control facility that may be contacted for permission for transit through the climb corridor

(b) Upon the request of the FAA, the using agency shall execute a letter establishing procedures for joint use of a restricted area by the using agency and the controlling agency, under which the using agency would notify the controlling agency whenever the controlling agency may grant permission for transit through the restricted area in accordance with the terms of the letter

(c) The using agency shall --

(1) Schedule activities within the restricted area,

(2) Authorize transit through, or flight within, the restricted area as feasible; and

(3) Contain within the restricted area all activities conducted therein in accordance with the purpose for which it was designated.

§ 73.17 Controlling agency

For the purposes of this part, the controlling agency is the FAA facility that may authorize transit through or flight within a restricted area in accordance with a joint-use letter issued under § 73.15.

RULES AND REGULATIONS

§ 73.19 Reports by using agency

(a) Each using agency shall report once a year, in duplicate, to the Director, Air Traffic Service, Federal Aviation Agency, Washington 25, D. C., on each restricted area for which it is the using agency. The report must reach the Director not later than January 31 and shall cover the 12-month period ending with the preceding September 30.

(b) In its report under this section the using agency shall --

- (1) State the name and number of the restricted area as published in this part,
 - (2) State the period covered by the report;
 - (3) List in detail the activities carried on in the area by all organizations using it for the restricted area purposes;
 - (4) State the time that daily operations are normally scheduled to begin and end;
 - (5) State the average number of hours the area is actually used each day, and in addition, for a restricted area used for aircraft operations the total number of aircraft hours of actual use during the reporting period;
 - (6) State the number of days each week, weeks each month, and months each year (as appropriate) that the area is used for actual operations;
 - (7) State whether or not radar is used during operations;
 - (8) State the number and type of aircraft, if any, normally involved in the activities for which the area was restricted;
 - (9) List the altitudes used in daily operations of aircraft, including for each activity the altitudes used and the number of hours at each of those altitudes;
 - (10) Include a chart of the area (of optional scale and design) showing --
 - (i) The approximate location, and the representative pattern (if any), for firing runs (if any) -- begins and ends, and the release point pullup point; and
 - (ii) The location of impact areas, if any.
 - (11) State the maximum ordinate of surface firing (expressed in feet, mean sea level altitude) used for required operations;
 - (12) State the daily number of hours or minutes, or both, that the maximum ordinate altitudes are normally used in surface to surface firing operations;
 - (13) List the altitudes normally used for daily surface to surface firing operations;
 - (14) Include a chart of the area (of optional scale and design) showing --
 - (i) The location of firing points and impact areas, if any; and
 - (ii) The perimeter of the firing fan for each weapon used, if any; and
 - (15) Include a brief statement of any other pertinent facts concerning the current use of the restricted area and requirements for future use of the area or part of it.
- (c) This section does not apply to restricted areas established for climb corridors.

STATES AND POSSESSIONS

§ 73.21 Alabama

AMENDMENTS On publ. (7/26/62) 27 F.R. 7324 (Rerun)

R-2101 Fort McClellan, Ala.

Boundaries. Beginning at latitude 33°41'20" N., longitude 86°00'30" W to latitude 33°41'20" N., longitude 85°59'00" W to latitude 33°40'30" N., longitude 85°59'00" W to latitude 33°39'40" N., longitude 85°59'50" W, to latitude 33°39'40" N., longitude 86°00'30" W to the point of beginning.

Designated altitude. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding Officer, Anniston Ordnance Depot.

AMENDMENTS 11/15/62 27 F.R. 9649 (Added)

R-2102 Fort McClellan, Ala.

Boundaries. Beginning at latitude 33°45'00" N., longitude 85°53'55" W to latitude 33°44'07" N., longitude 85°53'38" W, to latitude 33°44'07" N., longitude 85°52'55" W, to latitude 33°41'04" N., longitude 85°52'55" W to latitude 33°40'15" N., longitude 85°54'00" W to latitude 33°41'20" N., longitude 85°55'30" W to latitude 33°41'20" N., longitude 86°01'07" W to latitude 33°43'55" N., longitude 86°01'07" W, to latitude 33°44'11" N., longitude 86°00'54" W. to latitude 33°45'00" N., longitude 86°00'45" W, to latitude 33°45'20" N., longitude 86°00'31" W., to latitude 33°45'27" N., longitude 86°00'16" W, to latitude 33°45'27" N., longitude 85°59'26" W, to latitude 33°45'14" N., longitude 85°59'26" W., to latitude 33°45'14" N., longitude 85°55'17" W., to latitude 33°45'00" N., longitude 85°55'17" W to the point of beginning.

Designated altitudes. Surface to 24,000 feet MSL.

Time of use. Continuous.

Controlling agency Federal Aviation Agency, Atlanta ARTC Center

Using agency Commanding Officer, Fort McClellan, Alabama.

AMENDMENTS 11/15/62 27 F.R. 9649 (Rewritten);

R-2103 Fort Rucker, Ala.

Boundaries. A circular area with a radius of 4 miles centered at latitude 31°26'55" N., longitude 85°47'45" W

Designated altitudes. Surface to 15,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding General, U. S. Army Aviation Center, Fort Rucker, Ala.

AMENDMENTS On publ. (11/7/62) 27 F.R. 10829 (Rewritten)

R-2104 Huntsville, Ala.

Boundaries. Beginning at Lat. 34°39'21" N, Long. 86°35'30" W; to Lat. 34°35'11" N, Long. 86°35'51" W to Lat. 34°35'26" N, Long. 86°42'01" W; to Lat. 34°42'00" N, Long. 86°44'30" W; to Lat. 34°42'00" N, Long. 86°41'30" W; to Lat. 34°39'36" N, Long. 86°41'40" W; to point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency Memphis ARTC Center.

Using agency Commanding General, United States Army Ordnance Missile Command, Huntsville, Ala.

§ 73.22 Alaska

AMENDMENTS On publ. (7/26/62) 27 F.R. 7324 (Rerun).

R-2201 Anchorage, Alaska (Elmendorf AFB), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the 296° radial of the Elmendorf AFB TACAN, extending from 3 miles from the W end of Elmendorf AFB runway 23 to 25 miles from the W end of runway 23, and having a width of 2.145 miles at the beginning and expanding uniformly to a width of 4.3 miles at the outer extremity

Designated altitudes.

3,000 feet MSL to flight level 270 from 3 miles W of the W end of runway 23 to 5 miles W of the W end of runway 23.

5,000 feet MSL to flight level 270 from 5 to 7 miles W of the W end of runway 23.

7,000 feet MSL to flight level 270 from 7 to 12 miles W of the W end of runway 23.

10,000 feet MSL to flight level 270 from 12 to 17 miles W of the W end of runway 23.

13,000 feet MSL to flight level 270 from 17 to 22 miles W of the W end of runway 23.

16,000 feet MSL to flight level 270 from 22 to 25 miles W of the W end of runway 23.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Anchorage Approach Control.

Using agency Commander, Elmendorf AFB, Alaska.

R-2202 Big Delta, Alaska

Boundaries. Beginning at Lat. 64°14'45" N, Long. 146°43'15" W; to Lat. 64°02'30" N, Long. 146°07'10" W; to Lat. 63°59'27" N, Long. 146°10'51" W; to Lat. 63°55'50" N, Long. 145°56'25" W; to Lat. 63°43'00" N, Long. 145°54'52" W; to Lat. 63°42'40" N, Long. 146°00'27" W; to Lat. 63°42'15" N, Long. 146°13'26" W; to Lat. 63°44'00" N, Long. 146°30'00" W; to Lat. 63°50'50" N, Long. 146°47'30" W; thence along the E bank of the East Fork and Little Delta Rivers to the point of beginning.

Designated altitudes. Surface to 60,000 feet MSL.

Time of designation. October 1 through March 31.

Controlling agency Federal Aviation Agency, Fairbanks ARTC Center

Using agency President, U. S. Army Arctic Test Board, Fort Greely, Alaska.

R-2203 Eagle River, Alaska.

Boundaries. Beginning at latitude 61°29'00" N., longitude 149°33'48" W to latitude 61°22'10" N., longitude 149°33'48" W to latitude 61°17'15" N., longitude 149°36'15" W. to latitude 61°17'15" N., longitude 149°42'25" W to latitude 61°18'00" N., longitude 149°44'00" W to latitude 61°27'15" N., longitude 149°44'00" W to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Anchorage ARTC Center

Using agency Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

R-2204 Shemya, Alaska.

Boundaries. Beginning at Lat. 52°44'48" N, Long. 174°07'06" E; to Lat. 52°43'42" N, Long. 174°07'06" E; to Lat. 52°43'42" N, Long. 174°05'16" E; to Lat. 52°44'48" N, Long. 174°05'16" E; to the point of beginning.

Designated altitudes. Surface to 2,500 feet MSL.

Time of designation. Continuous.

Using agency Commander, 5040th Air Base Squadron, Shemya AFB, Alaska.

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R-2205 Yukon, Alaska.

Boundaries. Beginning at Lat. 64°45'30" N, Long. 146°47'20" W; Counterclockwise along the arc of a 25-mile radius circle centered at Lat. 64°50'13" N, Long. 147°38'46" W; to Lat. 64°46'12" N, Long. 146°46'40" W; to Lat. 64°46'10" N, Long. 146°11'15" W; to Lat. 64°35'18" N, Long. 146°11'15" W; to Lat. 64°33'24" N, Long. 146°18'30" W; to Lat. 64°33'25" N, Long. 146°25'00" W; to the point of beginning.

Designated altitudes. Surface to 36,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Fairbanks ARTC Center

Using agency Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

R-2206 Clear, Alaska.

Boundaries. The airspace within a radius of 30,000 feet of Lat. 64°17'16" N, Long. 149°10'58" W, extending clockwise from a bearing of 235° to a bearing of 005° and within a radius of 500 feet, extending clockwise from a bearing of 005° to a bearing of 235°

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency Commander, Air Defense Command, Ent AFB, Colorado.

R-2207 Fairbanks, Alaska (Eielson AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 016° radial of the Eielson AFB TACAN extending from 5 miles N of the airbase (Lat. 64°40'00" N, Long. 147°06'00" W) to 32 miles N of the airbase having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes.

3,500 feet MSL to 15,000 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase.

3,500 feet MSL to flight level 240 from 6 to 7 miles N of the airbase.

5,500 feet MSL to flight level 270 from 7 to 9 miles N of the airbase.

7,000 feet MSL to flight level 270 from 9 to 15 miles N of the airbase.

10,000 feet MSL to flight level 270 from 15 to 20 miles N of the airbase.

13,000 feet MSL to flight level 270 from 20 to 25 miles N of the airbase.

16,000 feet MSL to flight level 270 from 25 to 32 miles N of the airbase.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Fairbanks Approach Control.

Using agency Commander, Eielson AFB, Alaska.

R-2208 Fort Greely, Alaska.

Boundaries. Beginning at Lat. 64°02'30" N, Long. 146°07'10" W; to Lat. 63°56'17" N, Long. 145°49'30" W; to Lat. 63°54'20" N, Long. 145°50'20" W; to Lat. 63°50'30" N, Long. 145°50'00" W; to Lat. 63°43'00" N, Long. 145°54'01" W; to Lat. 63°43'00" N, Long. 145°54'52" W; to Lat. 63°55'50" N, Long. 145°56'25" W; to Lat. 63°59'27" N, Long. 146°10'51" W; to the point of beginning.

Designated altitudes. Surface to 23,000 feet MSL.

Time of designation. October 1 through March 31.

Controlling agency Federal Aviation Agency, Fairbanks ARTC Center

Using agency President, U. S. Army Arctic Test Board, Fort Greely, Alaska.

R-2209 Little Delta, Alaska.

Boundaries. Beginning at latitude 64°08'51" N., longitude 146°37'53" W to latitude 63°56'25" N., longitude 146°02'46" W to latitude 63°51'02" N., longitude 146°12'16" W. to latitude 64°03'28" N., longitude 146°47'47" W to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. April 1 to September 30, as advertised by NOTAM.

Controlling agency Federal Aviation Agency, Fairbanks ARTC Center

Using agency Commander, Alaskan Air Command.

§ 73.23 Arizona

AMENDMENTS On publ. (7/26/62) 27 F.R.7326 (Rerun)

R-2301 Ajo, Arizona.

Boundaries. Beginning at Lat. 32°50'25" N, Long. 112°49'00" W; to Lat. 32°11'30" N, Long. 112°56'45" W; to Lat. 32°11'30" N, Long. 113°05'30" W; to Lat. 31°58'00" N, Long. 113°05'30" W; along the United States-Mexican border to Lat. 32°23'45" N, Long. 114°28'30" W; to Lat. 32°30'00" N, Long. 114°28'30" W; to Lat. 32°30'00" N, Long. 114°31'00" W; to Lat. 32°35'00" N, Long. 114°31'00" W; to Lat. 32°35'00" N, Long. 114°28'30" W; to Lat. 32°39'40" N, Long. 114°28'30" W; to Lat. 32°40'45" N, Long. 114°18'29" W; along the Southern Pacific Railroad and U. S. Highway No. 80 to Lat. 32°44'15" N, Long. 113°41'05" W; to Lat. 32°45'50" N, Long. 113°34'30" W; to the point of beginning.

Designated altitudes. Surface to flight level 800.

Time of designation. Continuous.

Using agency Commander, Luke AFB, Arizona.

R-2302 Flagstaff, Arizona.

Boundaries. A circular area with a 6,600-foot radius centered at latitude 35°10'20" N., longitude 111°51'19" W

Designated altitudes. Surface to 11,000 feet MSL.

Time of designation. 0800 to 2400 MST, Monday through Saturday

Using agency Commanding Officer, Navajo Ordnance Depot, Flagstaff, Arizona.

AMENDMENTS (Eff. on publ.) 12/6/62 27 F.R. 12057 (Rewritten)

R-2303 Fort Huachuca, Arizona.

Boundaries. Beginning at Lat. 31°34'40" N, Long. 110°00'00" W; to Lat. 31°29'00" N, Long. 110°00'00" W; to Lat. 31°29'00" N, Long. 110°18'00" W; to Lat. 31°23'45" N, Long. 110°18'00" W; to Lat. 31°23'45" N, Long. 110°39'00" W; to Lat. 31°33'30" N, Long. 110°46'10" W; to Lat. 31°38'30" N, Long. 110°39'30" W, to Lat. 31°41'00" N, Long. 110°33'30" W; to Lat. 31°41'00" N, Long. 110°16'30" W; to Lat. 31°41'40" N, Long. 110°15'00" W; to Lat. 31°41'40" N, Long. 110°13'30" W; to the point of beginning.

Designated altitudes. Surface to 35,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding General, U. S. Army Electronic Proving Ground, Fort Huachuca, Arizona.

R-2304 Gila Bend, Arizona

Boundaries. Beginning at Lat. 32°38'30" N, Long. 112°18'00" W; to Lat. 32°26'40" N, Long. 112°18'00" W; to Lat. 32°26'40" N, Long. 112°43'30" W; to Lat. 32°49'00" N, Long. 112°39'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Sunrise to sunset, Monday through Friday, VFR.

Using agency Commander, Luke AFB, Arizona.

R-2305 Gila Bend, Arizona

Boundaries. Beginning at Lat. 32°50'25" N Long. 112°49'00" W; to Lat. 32°50'52" N, Long. 112°42'53" W; to Lat. 32°49'00" N, Long. 112°39'00" W; to Lat. 32°29'00" N, Long. 112°43'00" W; to Lat. 32°29'00" N, Long. 112°53'30" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Sunrise to sunset.

Using agency Commander, Luke AFB, Ariz.

R-2307 Yuma, Arizona

Boundaries. Beginning at Lat. 32°52'00" N, Long. 114°00'00" W; to Lat. 32°52'50" N, Long. 113°50'10" W; to Lat. 32°58'00" N, Long. 113°37'20" W; to Lat. 33°02'00" N, Long. 113°37'20" W; to Lat. 33°02'00" N, Long. 113°56'30" W; to Lat. 33°00'00" N, Long. 114°11'00" W; to Lat. 33°00'00" N, Long. 114°31'00" W; to Lat. 32°51'15" N, Long. 114°31'00" W; to Lat. 32°52'30" N, Long. 114°21'00" W; to Lat. 32°51'15" N, Long. 114°21'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency Commanding Officer, Yuma Test Station, Yuma, Ariz.

§ 73.24 Arkansas

AMENDMENTS On publ. (7/26/62) 27 F.R. 7327 (Rerun)

R-2401 Fort Chaffee, Ark.

Boundaries. Beginning at Lat. 35°17'30" N, Long. 94°12'17" W; to Lat. 35°14'30" N, Long. 94°12'15" W; to Lat. 35°14'00" N, Long. 94°13'00" W; to Lat. 35°14'00" N, Long. 94°15'00" W; to Lat. 35°14'45" N, Long. 94°16'30" W; to Lat. 35°18'15" N, Long. 94°17'00" W; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, St. Louis ARTC Center

Using agency Commanding General, Fort Chaffee, Ark.

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R-2402 Fort Chaffee, Ark.

Boundaries. Beginning at Lat. 35°17'30" N, Long. 94°12'17" W; to Lat. 35°16'00" N, Long. 94°01'30" W; to Lat. 35°11'30" N, Long. 94°01'30" W; to Lat. 35°11'30" N, Long. 94°10'00" W; to Lat. 35°14'00" N, Long. 94°10'00" W; to Lat. 35°14'00" N, Long. 94°13'00" W; to Lat. 35°14'30" N, Long. 94°12'15" W; to the point of beginning.

Designated altitudes. Surface to 26,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, St. Louis ARTC Center

Using agency Commanding General, Fort Chaffee, Ark.

R-2403 Little Rock, Ark.

Boundaries. Beginning at Lat. 34°57'00" N, Long. 92°15'00" W; to Lat. 34°52'00" N, Long. 92°15'00" W; to Lat. 34°52'00" N, Long. 92°19'30" W; to Lat. 34°57'00" N, Long. 92°19'30" W; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. 0700 Saturday through 1700 Sunday CST, Sept. 1 through May 31, and 0800 to 2400 CST, daily, June 1 through August 31.

Controlling agency Federal Aviation Agency, Little Rock Control Tower

Using agency Adjutant General, State of Arkansas, Little Rock, Arkansas.

§ 73.25 California

AMENDMENTS On publ. (7/26/62) 27 F R. 7327 (Rerun).

R-2501 Bullion Mountains, Calif.

Boundaries. Beginning at Lat. 34°41'00" N, Long. 116°03'00" W; to Lat. 34°35'30" N, Long. 115°58'00" W; to Lat. 34°33'00" N, Long. 115°47'00" W; to Lat. 34°25'00" N, Long. 115°47'00" W; to Lat. 34°25'00" N, Long. 115°44'00" W; to Lat. 34°14'00" N, Long. 115°44'00" W; to Lat. 34°14'00" N, Long. 116°17'00" W; to Lat. 34°30'00" N, Long. 116°26'30" W; to Lat. 34°40'30" N, Long. 116°29'40" W; to Lat. 34°43'00" N, Long. 116°26'20" W; to Lat. 34°43'00" N, Long. 116°17'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Los Angeles ARTC Center

Using agency Commanding General, Marine Corps Base, Twentynine Palms, Calif.

R-2502 Fort Irwin, Calif.

Boundaries. Beginning at Lat. 35°37'45" N, Long. 116°29'40" W; to Lat. 35°34'30" N, Long. 116°29'40" W; to Lat. 35°34'30" N, Long. 116°23'30" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W; to Lat. 35°10'00" N, Long. 116°49'00" W; to Lat. 35°19'00" N, Long. 116°49'00" W; to Lat. 35°19'00" N, Long. 116°55'20" W; to Lat. 35°37'45" N, Long. 116°55'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Los Angeles ARTC Center

Using agency Commanding General, Fort Irwin, Calif.

R-2503 Camp Pendleton, Calif.

Boundaries. Beginning at latitude 33°24'23" N., longitude 117°15'15" W., to latitude 33°18'00" N., longitude 117°16'08" W., to latitude 33°17'30" N., longitude 117°16'40" W. to latitude 33°18'20" N., longitude 117°21'48" W. to latitude 33°27'48" N., longitude 117°33'15" W. to latitude 33°30'13" N., longitude 117°29'13" W. to the point of beginning.

Designated altitudes. Surface to 15,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, El Toro Approach Control.

Using agency Commanding General, Camp Pendleton, Calif.

R-2504 Camp Roberts, Calif.

Boundaries. Beginning at Lat. 35°49'45" N, Long. 120°49'00" W; to Lat. 35°43'45" N, Long. 120°45'30" W; to Lat. 35°43'45" N, Long. 120°48'45" W; to Lat. 35°46'30" N, Long. 120°52'00" W; to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, Camp Roberts, Calif.

R-2505 China Lake, Calif.

Boundaries. Beginning at Lat. 36°14'00" N, Long. 117°53'00" W; to Lat. 36°14'00" N, Long. 117°25'00" W; to Lat. 35°40'30" N, Long. 117°25'00" W; to Lat. 35°37'30" N, Long. 117°35'30" W; to Lat. 35°37'30" N, Long. 117°47'30" W; to Lat. 35°54'00" N, Long. 117°53'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Los Angeles ARTC Center

Using agency Commander, Naval Ordnance Test Station, China Lake, Calif.

R-2506 China Lake South, Calif.

Boundaries. Beginning at Lat. 35°37'30" N, Long. 117°41'30" W to Lat. 35°24'00" N, Long. 117°40'30" W; to Lat. 35°24'00" N, Long. 117°46'30" W; to Lat. 35°37'30" N, Long. 117°47'30" W; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. Sunrise to sunset, Monday through Friday

Controlling agency Federal Aviation Agency, Los Angeles ARTC Center

Using agency Commander, Naval Ordnance Test Station, China Lake, Calif.

R-2507 Chocolate Mountains, California

Boundaries. Beginning at latitude 33°32'40" N., longitude 115°33'50" W to latitude 33°31'30" N., longitude 115°32'00" W to latitude 33°31'15" N., longitude 115°26'45" W; to latitude 33°29'00" N., longitude 115°20'00" W to latitude 33°25'50" N., longitude 115°14'30" W to latitude 33°24'15" N., longitude 115°17'00" W. to latitude 33°21'40" N., longitude 115°12'00" W to latitude 33°22'50" N., longitude 115°09'58" W., to latitude 33°08'45" N., longitude 114°56'40" W to latitude 33°01'00" N., longitude 115°06'00" W, to latitude 33°28'30" N., longitude 115°42'10" W. to the point of beginning, excluding the portion that would coincide with VOR Federal airway No. 117

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Los Angeles ARTC Center

Using agency Commanding Officer, Marine Corps Auxiliary Air Station, Yuma, Ariz.

R-2508 Complex, Calif.

Boundaries. Beginning at Lat. 37°12'00" N, Long. 117°20'00" W; to Lat. 35°34'00" N, Long. 116°23'00" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W to Lat. 35°08'50" N, Long. 116°48'40" W; to Lat. 35°06'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 34°51'30" N, Long. 118°05'45" W; to Lat. 34°56'00" N, Long. 118°21'00" W; Lat. 35°15'00" N Long. 118°35'00" W; to Lat. 37°12'00" N, Long. 118°35'00" W; to the point of beginning.

Designated altitudes. 20,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Los Angeles ARTC Center

Using agency Commander, Naval Ordnance Test Station, China Lake, Calif.

R-2509 Cuddeback Dry Lake, Calif.

Boundaries. Beginning at Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°25'00" N, Long. 117°16'52" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous, VFR.

Controlling agency Federal Aviation Agency, Los Angeles ARTC Center

Using agency Commander, George AFB, Calif.

R-2510 El Centro, Calif.

Boundaries. Beginning at latitude 32°59'35" N., longitude 115°43'30" W to latitude 32°52'40" N., longitude 115°43'30" W counterclockwise along the arc of a 5-mile radius circle centered at latitude 32°49'20" N. longitude 115°40'15" W to latitude 32°50'05" N., longitude 115°45'20" W to latitude 32°50'05" N., longitude 115°55'00" W, to latitude 32°55'50" N., longitude 115°55'00" W, to latitude 33°01'20" N., longitude 116°02'15" W to latitude 33°06'35" N., longitude 115°56'50" W to latitude 33°06'35" N. longitude 115°51'12" W to the point of beginning.

Designated altitudes. Surface to flight level 1,000.

Time of designation. Continuous, surface to 20,000 feet MSL, Sunrise to sunset, Monday through Friday, 20,000 feet MSL to flight level 1,000.

Using agency Commanding Officer, Marine Corps Auxiliary Air Station, Yuma, Arizona.

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R-2511 Fort Ord, Calif.

Boundaries. Beginning at Lat. 36°41'15" N, Long. 121°47'40" W; to Lat. 36°39'40" N, Long. 121°43'20" W; to Lat. 36°37'35" N, Long. 121°41'17" W; to Lat. 36°34'54" N, Long. 121°43'01" W; to Lat. 36°34'30" N, Long. 121°47'40" W; counterclockwise along the arc of a 3-mile radius circle centered at Lat. 36°35'30" N, Long. 121°50'30" W; to Lat. 36°38'00" N, Long. 121°50'20" W; to Lat. 36°38'15" N, Long. 121°51'45" W; to Lat. 36°42'00" N, Long. 121°49'45" W; to Lat. 36°40'59" N, Long. 121°48'49" W; to the point of beginning.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding General, Fort Ord, Calif.

R-2512 Holtville, Calif.

Boundaries. Beginning at Lat. 33°05'00" N, Long. 115°17'30" W; to Lat. 33°00'00" N, Long. 115°13'30" W; to Lat. 32°51'00" N, Long. 115°05'30" W; to Lat. 32°51'00" N, Long. 115°17'00" W; to Lat. 32°58'00" N, Long. 115°17'30" W; to Lat. 33°05'00" N, Long. 115°20'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous.

Using agency Commanding Officer Marine Corps Auxiliary Air Station, Yuma, Ariz.

R-2513 Hunter-Liggett, Calif.

Boundaries. Beginning at Lat. 36°03'30" N, Long. 121°16'30" W; to Lat. 35°54'45" N, Long. 121°05'00" W; to Lat. 35°51'45" N, Long. 121°07'45" W; to Lat. 35°49'45" N, Long. 121°21'00" W; to Lat. 35°53'00" N, Long. 121°24'45" W; to Lat. 36°01'00" N, Long. 121°24'45" W; to the point of beginning.

Designated altitudes. Surface to 40,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding Officer, Hunter-Liggett Military Reservation, Calif.

R-2514 Merced, Calif. (Castle AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the NW course of the Castle AFB ILS localizer, extending from 5 miles NW of the airbase (Lat. 37°22'45" N, Long. 120°34'00" W) to 32 miles NW of the airbase with a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

- 2,200 feet MSL to 15,200 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.
- 2,200 feet MSL to flight level 242 from 6 to 7 miles NW of the airbase.
- 2,200 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.
- 6,200 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.
- 10,200 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.
- 15,200 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.
- 19,200 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.

Time of designation. Continuous.

Using agency Castle AFB Approach Control.

R-2515 Muroc Lake, Calif.

Boundaries. Beginning at Lat. 35°19'00" N, Long. 116°49'00" W; to Lat. 35°10'00" N, Long. 116°49'00" W; to Lat. 35°08'50" N, Long. 116°48'40" W; to Lat. 35°06'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 35°01'00" N, Long. 118°05'45" W; to Lat. 35°27'40" N, Long. 117°26'00" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to Lat. 35°15'56" N, Long. 116°55'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Los Angeles ARTC Center

Using agency Commander, Edwards AFB, Calif.

R-2516 Naval Missile Facility, Point Arguello, Calif.

Boundaries. Beginning at Lat. 34°56'30" N, Long. 120°43'30" W; to Lat. 34°55'40" N, Long. 120°39'40" W; to Lat. 34°49'00" N, Long. 120°27'15" W; to Lat. 34°46'15" N, Long. 120°26'40" W; to Lat. 34°39'50" N, Long. 120°31'15" W; to Lat. 34°35'00" N, Long. 120°31'40" W; to Lat. 34°34'52" N, Long. 120°42'37" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency Commander, Pacific Missile Range, Point Mugu, Calif.

R-2517 Naval Missile Facility, Point Arguello, Calif.

Boundaries. Beginning at Lat. 34°34'52" N, Long. 120°42'57" W to Lat. 34°35'00" N, Long. 120°30'00" W; to Lat. 34°24'00" N, Long. 120°30'00" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency Commander Pacific Missile Range, Point Mugu, Calif.

R-2518 Offshore of California.

Boundaries. A circular area with a 300-yard-radius centered at Lat. 33°02'04" N, Long. 118°36'47" W.

Designated altitudes. Surface to 2,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency Commander, 11th Naval District, San Diego, Calif.

R-2519 Point Mugu, Calif.

Boundaries. Beginning at Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°04'15" N, Long. 119°03'40" W; to Lat. 34°02'15" N, Long. 119°04'20" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 34°05'30" N, Long. 119°13'00" W; to Lat. 34°05'55" N, Long. 119°11'15" W; to Lat. 34°07'08" N, Long. 119°09'32" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Los Angeles ARTC Center

Using agency Commander, Pacific Missile Range, Point Mugu, Calif.

R-2520 Point Mugu, Calif.

Boundaries. Beginning at Lat. 34°08'30" N, Long. 119°06'10" W; to Lat. 34°07'00" N, Long. 119°05'00" W; to Lat. 34°06'15" N, Long. 119°05'25" W; to Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°07'07" N, Long. 119°09'00" W; to Lat. 34°08'30" N, Long. 119°07'40" W; to the point of beginning.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Los Angeles ARTC Center

Using agency Commander, Pacific Missile Range, Point Mugu, Calif.

R-2521 Salton Sea, Calif.

Boundaries. Beginning at latitude 33°18'00" N., longitude 115°44'00" W to latitude 33°10'40" N. longitude 115°44'00" W to latitude 33°10'40" N., longitude 115°49'50" W to latitude 33°23'15" N., longitude 115°58'40" W to latitude 33°26'15" N., longitude 115°54'00" W to the point of beginning.

Designated altitudes. Surface to flight level 600 sunrise to sunset, surface to 1,000 feet MSL sunset to sunrise.

Time of designation. Sunrise Monday to 2400 PST Friday

Controlling agency Federal Aviation Agency Los Angeles ARTC Center

Using agency Commander, 6511th Test Group (USAF), El Centro, Calif.

R-2522 San Rafael, Calif. (Hamilton AFB). Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 325° radial of the Hamilton VOR extending from 7 miles NW of the airbase at Lat. 38°03'35" N, Long. 122°30'30" W to 34 miles NW of the airbase having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

2,000 feet MSL to 15,000 feet MSL from 7 miles NW of the airbase to 8 miles NW of the airbase.

2,000 feet MSL to flight level 240 from 8 to 9 miles NW of the airbase.

2,000 feet MSL to flight level 270 from 9 to 12 miles NW of the airbase.

6,000 feet MSL to flight level 270 from 12 to 17 miles NW of the airbase.

10,000 feet MSL to flight level 270 from 17 to 22 miles NW of the airbase.

15,000 feet MSL to flight level 270 from 22 to 27 miles NW of the airbase.

19,000 feet MSL to flight level 270 from 27 to 34 miles NW of the airbase.

Time of designation. Continuous.

Using agency Hamilton AFB Approach Control.

R-2524 Troma, Calif.

Boundaries. Beginning at Lat. 35°47'46" N, Long. 116°55'20" W; to Lat. 35°15'56" N, Long. 116°55'20" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°16'52" W; to Lat. 35°47'46" N, Long. 117°16'52" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Los Angeles ARTC Center

Using agency Commander, Naval Ordnance Test Station, China Lake, Calif.

R-2525 Vernalis, Calif.

Boundaries. A 5-nautical mile radius circle centered at latitude 37°24'00" N., longitude 121°20'00" W

Designated altitudes. Surface to 17,000 feet MSL.

Time of designation. One hour before sunrise to one hour after sunset.

Controlling agency Federal Aviation Agency, Oakland ARTC Center

Using agency Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

R-2526 Victorville, Calif. (George AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 242° radial of the George AFB VOR extending from 5 miles W of the airbase (Lat. 34°35'45" N, Long. 117°22'55" W) to 30 miles W of the airbase with a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

4,900 feet MSL to 17,900 feet MSL from 5 miles W of the airbase to 6 miles W of the airbase.

4,900 feet MSL to flight level 269 from 6 to 7 miles W of the airbase.

5,900 feet MSL to flight level 270 from 7 to 8 miles W of the airbase.

6,900 feet MSL to flight level 270 from 8 to 9 miles W of the airbase.

7,900 feet MSL to flight level 270 from 9 to 10 miles W of the airbase.

8,900 feet MSL to flight level 270 from 10 to 11 miles W of the airbase.

9,900 feet MSL to flight level 270 from 11 to 12 miles W of the airbase.

10,900 feet MSL to flight level 270 from 12 to 13 miles W of the airbase.

11,900 feet MSL to flight level 270 from 13 to 15 miles W of the airbase.

12,900 feet MSL to flight level 270 from 15 to 20 miles W of the airbase.

17,900 feet MSL to flight level 270 from 20 to 25 miles W of the airbase.

21,900 feet MSL to flight level 270 from 25 to 30 miles W of the airbase.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Edwards Approach Control.

Using agency Commander, George AFB, Calif.

R-2527 Oxnard, Calif. (Oxnard AFB), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the Oxnard AFB TACAN 270° radial and the Oxnard AFB ILS localizer W course bounded by a line beginning at Lat. 34°13'45" N, Long. 119°12'55" W; to Lat. 34°11'55" N, Long. 119°12'55" W; to Lat. 34°11'30" N, Long. 119°18'45" W; along the continental limits of the United States to Lat. 34°13'55" N, Long. 119°19'40" W; to the point of beginning.

Designated altitudes:

2,100 feet MSL to 15,100 feet MSL from 7 miles W of the TACAN to 8 miles W of the TACAN.

2,100 feet MSL to flight level 240 from 8 to 9 miles W of the TACAN.

2,100 feet MSL to flight level 270 from 9 to 12 miles W of the TACAN.

6,100 feet MSL to flight level 270 from 12 miles W of the TACAN to the continental limits of the U. S.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Ventura Approach Control.

Using agency Commander, Oxnard AFB, Calif.

R-2528 Newman, Calif.

Boundaries. Beginning at latitude 37°19'50" N., longitude 121°04'05" W, to latitude 37°16'25" N., longitude 121°02'55" W thence clockwise along the arc of a 3-nautical mile radius circle centered at latitude 37°17'30" N., longitude 121°06'30" W to latitude 37°15'30" N., longitude 121°03'30" W to latitude 37°05'50" N., longitude 121°01'45" W, to latitude 37°05'15" N., longitude 121°08'00" W to latitude 37°17'00" N., longitude 121°10'12" W, thence along the arc of a 3-nautical mile radius circle centered at latitude 37°17'30" N., longitude 121°06'30" W to the point of beginning.

Designated altitudes. 2,000 feet MSL to 17,000 feet MSL.

Time of designation. One hour before sunrise to one hour after sunset.

Controlling agency Federal Aviation Agency, Oakland ARTC Center

Using agency Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

§ 73.26 Colorado

AMENDMENTS On publ. (7/26/62) 27 F.R. 7332 (Rerun),

R-2601 Fort Carson, Colo.

Boundaries. Beginning at Lat. 38°32'06" N, Long. 104°49'18" W; to Lat. 38°32'06" N, Long. 104°45'00" W; to Lat. 38°43'38" N, Long. 104°45'50" W; to Lat. 38°43'43" N, Long. 104°46'20" W; to Lat. 38°42'58" N, Long. 104°48'30" W; to Lat. 38°43'12" N, Long. 104°49'07" W; thence southwest along Colorado Highway #115 to Lat. 38°39'00" N, Long. 104°51'40" W; to Lat. 38°36'20" N, Long. 104°51'40" W; to the point of beginning.

Designated altitudes. Surface to 35,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Denver ARTC Center

Using agency Commanding General, Fort Carson, Colo.

AMENDMENTS 12/13/62 27 F.R. 10445 (Changed)'

R-2602 Fort Carson South, Colo.

Boundaries. Beginning at latitude 38°32'06" N., longitude 104°45'00" W., to latitude 38°24'00" N., longitude 104°45'00" W to latitude 38°25'00" N., longitude 104°56'00" W, to latitude 38°27'00" N., longitude 104°56'00" W to latitude 38°27'00" N., longitude 105°01'00" W thence along State Highway No. 115 to latitude 38°34'00" N., longitude 104°56'30" W to latitude 38°36'20" N., longitude 104°51'40" W; to latitude 38°32'06" N., longitude 104°49'18" W to the point of beginning.

Designated altitudes. Surface to 35,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Denver ARTC Center

Using agency Commanding General, Fort Carson, Colorado.

AMENDMENTS 12/13/62 27 F.R. 10445 (Added)

§ 73.27 Connecticut

AMENDMENTS On publ. (7/26/62) 27 F.R. 7332 (Rerun);

§ 73.28 Delaware

AMENDMENTS On publ. (7/26/62) 27 F.R. 7332 (Rerun)

R-2801 Bethany Beach, Del.

Boundaries. Beginning at Lat. 38°31'15" N, Long. 75°03'10" W; to Lat. 38°33'45" N, Long. 74°59'33" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 38°26'45" N, Long. 74°59'15" W; to Lat. 38°29'03" N, Long. 75°03'00" W; to the point of beginning.

Designated altitudes. Surface to 36,000 feet MSL.

Time of designation. 0800 to 2000 EST, Monday through Friday, July 1 through August 31.

Using agency Commanding General, Second U. S. Army Fort Meade, Md.

R-2803 Dover, Del. (Dover AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 184° radial of the Dover AFB TACAN extending from 6 miles S of the Dover AFB (latitude 39°07'45" N., longitude 75°27'50" W) to 32 miles S of Dover AFB, having a width at the beginning from 1 mile W to 2.4 miles E of the TACAN 184° radial and expanding to a width at the outer extremity from 2.3 miles W to 2.4 miles E of the TACAN 184° radial.

Designated altitudes.

2,000 feet MSL to 15,000 feet MSL from 5 miles S of the airbase to 6 miles S of the airbase.

2,000 feet MSL to flight level 240 from 6 to 7 miles S of the airbase.

2,000 feet MSL to flight level 270 from 7 to 10 miles S of the airbase.

6,000 feet MSL to flight level 270 from 10 to 15 miles S of the airbase.

10,000 feet MSL to flight level 270 from 15 to 20 miles S of the airbase.

15,000 feet MSL to flight level 270 from 20 to 25 miles S of the airbase.

19,000 feet MSL to flight level 270 from 25 to 32 miles S of the airbase.

Time of designation. Continuous.

Using agency Dover AFB Approach Control.

AMENDMENTS On publ. (7/28/62) 27 F.R. 7429 (Rewritten),

RULES AND REGULATIONS

§ 73.29 Florida

AMENDMENTS On publ. (7/26/62) 27 F.R. 7333 (Rerun)

R-2901 Avon Park, Fla.

Boundaries. Beginning at Lat. 27°44'27" N, Long. 81°15'19" W to Lat. 27°40'50" N, Long. 81°11'12" W; to Lat. 27°40'15" N, Long. 81°11'12" W; to Lat. 27°40'15" N, Long. 81°10'13" W to Lat. 27°38'28" N, Long. 81°10'13" W; to Lat. 27°38'28" N, Long. 81°08'22" W along the Kissimmee River to Lat. 27°32'29" N Long. 81°11'50" W; to Lat. 27°32'29" N, Long. 81°20'50" W along the Arbuckle Creek to Lake Arbuckle and along the E and N shore of Lake Arbuckle to Lat. 27°42'21" N, Long. 81°25'20" W to Lat. 27°42'36" N, Long. 81°26'09" W to Lat. 27°42'59" N, Long. 81°26'09" W; to Lat. 27°42'59" N, Long. 81°26'24" W; to Lat. 27°43'12" N, Long. 81°26'24" W to Lat. 27°43'12" N, Long. 81°26'39" W; to Lat. 27°44'27" N, Long. 81°26'39" W; to the point of beginning.

Designated altitudes. Surface to flight level 500.

Time of designation. Continuous.

Using agency Commander, MacDill AFB, Fla.

R-2902 Banana River, Fla.

Boundaries. Beginning at Lat. 28°50'00" N, Long. 80°50'00" W; to Lat. 28°50'00" N, Long. 80°41'35" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 28°22'00" N, Long. 80°33'00" W; to Lat. 28°22'00" N, Long. 80°38'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Miami ARTC Center

Using agency Commander, Air Force Missile Test Center, Patrick AFB, Fla.

R-2903A Jacksonville East, Fla.

Boundaries. Beginning at latitude 30°15'30" N., longitude 81°43'25" W., clockwise along an arc of a circle 2½ nautical miles in radius centered at latitude 30°14'00" N., longitude 81°41'00" W., to latitude 30°11'25" N., longitude 81°41'00" W., to latitude 29°49'50" N., longitude 81°41'00" W., counterclockwise along an arc of a circle 3 nautical miles in radius centered at latitude 29°47'00" N., longitude 81°41'00" W., to latitude 29°45'15" N., longitude 81°43'40" W., to latitude 29°47'55" N., longitude 81°50'30" W., to latitude 29°50'45" N., longitude 81°49'15" W., to latitude 29°53'50" N., longitude 81°57'50" W., to latitude 30°00'15" N., longitude 81°52'05" W., to latitude 30°02'05" N., longitude 81°54'45" W., to latitude 29°56'20" N., longitude 82°00'00" W., counterclockwise along an arc of a circle 3 nautical miles in radius centered at latitude 29°53'20" N., longitude 82°00'25" W., to latitude 29°56'00" N., longitude 82°02'00" W., to latitude 30°15'30" N., longitude 82°02'00" W., to the point of beginning.

Designated altitude. Surface to flight level 600.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Jacksonville ARTC Center

Using agency Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2903B Stevens Lake, Fla.

Boundaries. Beginning at Lat. 29°56'20" N, Long. 82°00'00" W; to Lat. 30°02'05" N, Long. 81°54'45" W; to Lat. 30°00'15" N, Long. 81°52'05" W; to Lat. 29°53'50" N, Long. 81°57'50" W; to Lat. 29°50'45" N, Long. 81°49'15" W; to Lat. 29°47'55" N, Long. 81°50'30" W; to Lat. 29°50'55" N, Long. 81°58'20" W; thence clockwise along an arc of a circle with a 3-nautical mile radius centered at Lat. 29°53'20" N, Long. 82°00'25" W; to the point of beginning, excluding that area 1 nautical mile either side of a 220° True bearing from, and more than 1 2/3 nautical miles from Lat. 29°53'20" N, Long. 82°00'25" W.

Designated altitudes. Surface to flight level 600.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Jacksonville ARTC Center

Using agency Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2903C Putnam, Fla.

Boundaries. The area within a 3-nautical mile radius of Lat. 29°47'00" N, Long. 81°41'00" W.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Jacksonville ARTC Center

Using agency Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2903D Jacksonville West, Fla.

Boundaries. Beginning at Lat. 30°15'30" N, Long. 81°50'00" W; to Lat. 30°15'30" N, Long. 82°02'00" W; to Lat. 29°56'00" N, Long. 82°02'00" W; counterclockwise along an arc of a circle 3-nautical miles in radius centered at Lat. 29°53'20" N, Long. 82°00'25" W; to Lat. 29°53'30" N, Long. 82°04'00" W; to Lat. 30°00'00" N, Long. 82°19'30" W; to Lat. 30°03'00" N, Long. 82°20'00" W; to Lat. 30°22'00" N, Long. 82°20'00" W; to Lat. 30°21'20" N, Long. 81°55'45" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. Continuous, to terminate December 31, 1962.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

PENDING AMENDMENT**R-2903D Jacksonville West, Fla.**

Boundaries. Beginning a latitude 30° 15' 30" N. longitude 81° 50'00" W to latitude 30° 15'30" N., longitude 82°02'00" W to latitude 29°56'00" N., longitude 82°02'00" W counterclockwise along an arc of a circle 3 nautical miles in radius centered at latitude 29°53'20" N., longitude 82°00'25" W to latitude 29°53'30" N., longitude 82°04'00" W to latitude 30°00'00" N., longitude 82°19'30" W to latitude 30° 03'00" N., longitude 82°20'00" W to latitude 30°22'00" N., longitude 82°20'00" W to latitude 30°21'20" N., longitude 81°55' 45" W to point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. Continuous, to terminate December 31, 1963.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

1/4/63 27 F.R. 11941 (Rewritten)

R-2906 Rodman, Fla.

Boundaries. Within a 3-nautical mile radius of latitude 29°29'00" N., longitude 81°46'00" W., and within 1½ nautical miles either side of the 240° and 300° True bearings from the center extending from the 3-nautical mile radius to 10 nautical miles northwest and southwest of the center

Designated altitudes. The 3-nautical mile radius, surface to 14,000 feet MSL, the extensions, surface to 6,000 feet MSL.

Time of designation. From sunrise to 2400 eastern standard time.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center

Using agency. Commander. Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2907 Lake George, Fla.

Boundaries. Beginning at Lat. 29°23'00" N., Long. 81°31'15" W., to Lat. 29°12'30" N., Long. 81°30'00" W., to Lat. 29°12'30" N., Long. 81°40'00" W., to Lat. 29°23'00" N., Long. 81°40'00" W., to the point of beginning.

Designated altitudes. Surface to flight level 500.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville, ARTC Center

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2908 Pensacola, Fla.

Boundaries. Bounded on the N by the Alabama-Florida shoreline; on the E by a line extending from Lat. 30°15'00" N Long, 87°41'00" W to Lat. 30°11'20" N, Long. 87°44'15" W; on the S by a line 3 nautical miles from and parallel to the Alabama-Florida shoreline; and on the W by Long. 88°01'30" W.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Chief, Naval Air Basic Training, Pensacola, Fla.

R-2909 Pensacola, Fla.

Boundaries. Bounded on the N by the Florida shoreline; on the E by Long. 86°48'00" W; on the S by a line 3 nautical miles from and parallel to the Florida shoreline; and on the W by a line extending from Lat. 30° 18'20" N, Long. 87°00'00" W to Lat. 30°21'15" N, Long. 87°00'50" W.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Chief, Naval Air Basic Training, Pensacola, Fla.

R-2910 Pinecastle, Fla.

Boundaries. A circular area with a 5-nautical mile radius centered at latitude 29°06'52" N. longitude 81°42'55" W. including the area within 2.5 nautical miles either side of the 137° and 317° bearings from the center of the circular area, extending from the 5-nautical mile radius of 10 nautical miles SE and NW of the center

Designated altitudes. Within the 5-nautical mile circle, surface to flight level 370; within the SE and NW extensions, surface to 6,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Jacksonville ARTC Center

Using agency Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2911 Port St. Joe, Fla.

Boundaries. Beginning at Lat. 29°52'24" N, Long. 85°23'24" W; to Lat. 29°50'30" N. Long. 85°23'12" W; to Lat. 29°50'30" N, Long. 85°22'30" W; to Lat. 29°42'00" N, Long. 85°20'30" W to Lat. 29°41'48" N, Long. 85°21'48" W; to Lat. 29°40'00" N, Long. 85°21'36" W; to Lat. 29°39'30" N, Long. 85°25'25" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 29°50'10" N, Long. 85°28'40" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. 0630 to 1700 CST, Monday through Saturday

Using agency Commander, Tyndall AFB, Fla.

R-2912 Panama City, Fla.

Boundaries. Beginning at Lat. 30°43'00" N, Long. 85°14'00" W; to Lat. 29°55'00" N. Long. 84°32'00" W; to Lat. 29°47'00" N, Long. 84°40'00" W; to Lat. 29°43'45" N, Long. 84°39'00" W; to Lat. 29°40'00" N, Long. 85°21'36" W; to Lat. 29°41'48" N, Long. 85°21'48" W; to Lat. 29°42'00" N, Long. 85°20'30" W; to Lat. 29°50'30" N, Long. 85°22'30" W; to Lat. 29°50'30" N, Long. 85°23'12" W; to Lat. 29°52'24" N. Long. 85°23'24" W; to Lat. 29°50'10" N, Long. 85°28'40" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 30°04'20" N, Long. 85°45'45" W; to Lat. 30°42'00" N, Long. 86°06'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous, sunset to sunrise. Only during Instrument Flight Rule conditions from sunrise to sunset.

Using agency Commander, Tyndall AFB, Fla..

R-2913 Panama City, Fla.

Boundaries. Beginning at Lat. 31°10'20" N, Long. 86°18'00" W; clockwise along the arc of a 90-mile radius circle centered at Lat. 30°02'30" N, Long. 85°32'15" W to Lat. 30°03'00" N, Long. 84°02'00" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 29°36'30" N, Long. 85°16'00" W; to Lat. 30°02'30" N, Long. 85°32'15" W; to the point of beginning, excluding the portions that coincide with R-2912 and R-2916.

Designated altitudes. Flight level 350 to unlimited.

Time of designation. Sunset to sunrise.

Using agency Commander, Tyndall AFB, Fla.

R-2914 Valparaiso, Fla.

Boundaries. Beginning at Lat. 30°43'10" N, Long. 86°27'37" W; to Lat. 30°43'45" N, Long. 86°10'30" W; to Lat. 30°41'00" N, Long. 86°05'30" W; to Lat. 30°04'20" N, Long. 85°45'45" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 30°19'45" N, Long. 86°23'45" W; to Lat. 30°25'00" N, Long. 86°22'26" W; to Lat. 30°25'00" N, Long. 86°25'00" W; to Lat. 30°33'00" N, Long. 86°25'00" W; to Lat. 30°33'00" N, Long. 86°25'30" W; to Lat. 30°37'00" N, Long. 86°25'30" W; to Lat. 30°37'00" N. Long. 86°27'37" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency Commander, Air Proving Ground, Eglin AFB, Fla.

R-2915 Valparaiso, Fla.

Boundaries. Beginning at Lat. 30°33'40" N, Long. 86°55'00" W; to Lat. 30°38'45" N, Long. 86°55'00" W; along the I and N Railroad to Lat. 30°42'45" N, Long. 86°45'45" W; to Lat. 30°42'50" N, Long. 86°38'02" W; to Lat. 30°29'01" N, Long. 86°38'02" W; to Lat. 30°29'01" N, Long. 86°42'55" W; to Lat. 30°26'40" N, Long. 86°45'38" W; to Lat. 30°20'30" N, Long. 86°45'38" W; thence 3 nautical miles from and parallel to the shoreline at Lat. 30°20'15" N, Long. 86°48'00" W; to Lat. 30°25'00" N, Long. 86°48'00" W; along U. S. Highway 98 to Lat. 30°24'15" N, Long. 86°52'00" W; along the Navarre-Milton Highway to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency Commander, Air Proving Ground, Eglin AFB, Fla.

R-2916 Apalachicola, Fla.

Boundaries. Beginning at Lat. 29°39'30" N, Long. 85°25'25" W to Lat. 29°40'00" N, Long. 85°21'36" W; to Lat. 29°43'45" N, Long. 84°39'00" W thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous.

Using agency Commander, Tyndall AFB, Fla.

R-2920 Venice, Fla.

Boundaries. A circular area with a 3 nautical mile radius centered at Lat. 27°03'30" N, Long 82°26'15" W; excluding the portion E of a line extending from Lat. 27°05'50" N, Long. 82°24'10" W; to Lat. 27°02'00" N, Long. 82°23'15" W.

Designated altitudes. Unlimited.

Time of designation. As published in NOTAMS, to be activated approximately twice a month normally during the hours of darkness until November 15, 1963.

Controlling agency Federal Aviation Agency, Miami ARTC Center

Using agency Commander, Air Proving Ground Center, Eglin AFB, Fla.

AMENDMENTS 12/13/62 27 F.R. 10828 (Added)

§ 73.30 Georgia

AMENDMENTS On publ. (7/26/62) 27 F.R. 7336 (Rerun),

R-3001 Dawsonville, Ga.

Boundaries. A circular area with a 2.5-mile radius centered at Lat. 34°22'00" N, Long. 84°10'00" W.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency Commander, Air Force Systems Command, Andrews AFB, Md.

R-3002 Fort Benning, Ga.

Boundaries. Beginning at latitude 32°30'50" N., longitude 84°52'15" W along the Central of Georgia Railroad to latitude 32°32'10" N., longitude 84°40'40" W to latitude 32°29'10" N., longitude 84°39'25" W, to latitude 32°18'30" N., longitude 84°39'25" W along the Central of Georgia Railroad to latitude 32°20'54" N., longitude 84°47'20" W to latitude 32°15'25" N., longitude 84°47'20" W. to latitude 32°15'25" N., longitude 84°53'10" W along the Chattahoochee River to latitude 32°14'40" N., longitude 84°55'30" W. to latitude 32°14'40" N., longitude 84°58'42" W to latitude 32°20'15" N., longitude 84°58'42" W, along north-west side of Dixie Road to latitude 32°21'10" N., longitude 84°56'45" W to latitude 32°22'30" N., longitude 84°56'45" W along Upatoi Creek to latitude 32°24'00" N., longitude 84°53'30" W to point of beginning.

Designated altitudes. Surface to 32,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding Officer, Fort Benning, Ga.

AMENDMENTS 8/23/62 27 F.R. 5737 (Rewritten) (F.R. correction 27 F.R. 5906)

R-3003 Fort Gordon, Ga.

Boundaries. Beginning at Lat. 33°23'35" N, Long. 82°08'30" W; to Lat. 33°22'15" N, Long. 82°08'18" W; to Lat. 33°21'35" N, Long. 82°09'10" W; to Lat. 33°22'15" N, Long. 82°17'00" W; to Lat. 33°25'00" N, Long. 82°12'00" W to the point of beginning.

Designated altitudes. Surface to 5,500 feet MSL.

Time of designation. 0700 to 1900 EST, Monday through Saturday

Using agency Commanding Officer, Fort Gordon, Ga.

R-3004 Fort Gordon, Ga.

Boundaries. Beginning at Lat. 33°21'35" N, Long. 82°09'10" W; to Lat. 33°16'20" N, Long. 82°18'00" W; to Lat. 33°17'29" N, Long. 82°23'00" W; to Lat. 33°21'15" N, Long. 82°18'47" W; to Lat. 33°22'15" N, Long. 82°17'00" W; to the point of beginning.

Designated altitudes. Surface to 24,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding Officer, Fort Gordon, Ga.

RULES AND REGULATIONS

R-3005 Fort Stewart, Ga.

Boundaries. Beginning at Lat. 32°04'15" N, Long. 81°22'30" W; along the Ogeechee River to Lat. 32°00'30" N, Long. 81°19'30" W; to Lat. 31°58'45" N, Long. 81°19'45" W; to Lat. 31°56'15" N, Long. 81°23'00" W; to Lat. 31°51'20" N, Long. 81°36'00" W; to Lat. 31°55'30" N, Long. 81°53'00" W; to Lat. 31°57'00" N, Long. 81°53'15" W; to Lat. 31°59'45" N, Long. 81°51'06" W; to Lat. 32°04'40" N, Long. 81°50'00" W; to Lat. 32°07'00" N, Long. 81°43'30" W; to Lat. 32°06'15" N, Long. 81°31'30" W; to Lat. 32°05'30" N, Long. 81°31'30" W; to the point of beginning.

Designated altitudes. Surface to 40,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding General, Fort Stewart, Ga.

R-3006 Townsend, Ga.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 31°32'50" N, Long. 81°35'20" W, and within 1.5 nautical miles either side of the 223° and 298° bearings from the center extending from the 3-nautical mile radius circle to 10 nautical miles southwest and northwest of the center.

Designated altitudes. The area within the 3-nautical mile radius, surface to 14,000 feet MSL, the area within the extensions, surface to 6,000 feet MSL.

Time of designation. Sunrise to sunset, Monday through Friday

Controlling agency Federal Aviation Agency, Jacksonville ARTC Center

Using agency Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

§ 73.31 Hawaii

AMENDMENTS On publ. (7/26/62) 27 F.R. 7337 (Rerun)

R-3101 Bonham, Hawaii

Boundaries. Beginning at Lat. 22°12'45" N, Long. 159°43'00" W; to Lat. 22°09'20" N, Long. 159°43'00" W; counterclockwise along the shoreline of the Island of Kauai to Lat. 21°58'00" N, Long. 159°43'00" W; to Lat. 21°55'00" N, Long. 159°43'00" W; clockwise along a line 3 nautical miles from and parallel to the shoreline of the Island of Kauai to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Lihue Flight Service Station.

Using agency Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3102 Dillingham, Hawaii

Boundaries. Beginning at Lat. 21°34'45" N, Long. 158°17'20" W; to Lat. 21°35'20" N, Long. 158°19'40" W; thence 3 miles from and parallel to the shoreline of Oahu to Lat. 21°37'45" N, Long. 158°09'25" W; to Lat. 21°35'30" N, Long. 158°11'30" W; to Lat. 21°35'15" N, Long. 158°14'30" W; to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. 0700 to 1700 Hawaiian standard time. Monday through Friday

Controlling agency Federal Aviation Agency, Honolulu Flight Service Station.

Using agency Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

R-3103 Humuula, Hawaii

Boundaries. Beginning at Lat. 19°48'45" N, Long. 155°38'00" W; to Lat. 19°45'15" N, Long. 155°32'00" W; to Lat. 19°39'00" N, Long. 155°26'30" W; to Lat. 19°32'00" N, Long. 155°42'00" W; to Lat. 19°38'00" N, Long. 155°45'10" W; to Lat. 19°41'00" N, Long. 155°44'00" W; to Lat. 19°47'00" N, Long. 155°38'00" W; to the point of beginning.

Designated altitudes. Surface to 36,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Hilo Combined Station/Tower

Using agency Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

R-3104 Island of Kahoolawe, Hawaii

Boundaries. Beginning at Lat. 20°35'20" N, Long. 156°31'45" W, clockwise 1 mile from and parallel to the shoreline to Lat. 20°37'00" N, Long. 156°35'15" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Honolulu ARTC Center

Using agency Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3108 Kahuku Point, Oahu, Hawaii

Boundaries. Beginning at latitude 21°43'40" N., longitude 157°55'05" W to latitude 21°39'30" N. longitude 157°51'40" W thence 3 nautical miles from the shoreline to latitude 21°36'50" N., longitude 157°50'30" W to latitude 21°35'00" N., longitude 157°49'40" W, to latitude 21°35'00" N., longitude 157°51'30" W to latitude 21°36'30" N., longitude 157°53'45" W. to latitude 21°41'30" N., longitude 157°56'20" W thence clockwise along the arc of a circle with a 1.5-nautical mile radius centered at latitude 21°43'00" N., longitude 157°56'30" W to the point of beginning.

Designated altitudes. The area northwest of a line drawn between latitude 21°39'08" N., longitude 157°55'05" W and latitude 21°40'18" N., longitude 157°52'20" W, surface to 15,000 feet MSL, the area southeast of this line, surface to 6,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Honolulu Flight Service Station.

Using agency Commander, Fleet Air Hawaii, NAS Barbers Point, Hawaii.

R-3107 Kaula Rock, Hawaii

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 21°39'30" N, Long. 160°32'30" W.

Designated altitudes. Surface to flight level 300.

Time of designation. Continuous.

Using agency Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3108 Kauna Point, Hawaii

Boundaries. Beginning at latitude 19°15'00" N., longitude 155°56'00" W to latitude 18°58'43" N., longitude 155°47'30" W to latitude 18°56'22" N. longitude 155°47'30" W thence clockwise 3 nautical miles from the shoreline to latitude 19°14'35" N., longitude 155°57'30" W to the point of beginning.

Designated altitudes. Surface to flight level 500.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Maui Combined Station/Tower

Using agency Commander, Fleet Air Hawaii, NAS Barber's Point Hawaii.

R-3109 Schofield-Makua, Oahu, Hawaii

Boundaries. Beginning at Lat. 21°35'30" N, Long. 158°11'30" W; to Lat. 21°35'05" N, Long. 158°10'45" W; to Lat. 21°35'00" N, Long. 158°12'45" W; to Lat. 21°34'45" N, Long. 158°12'45" W; to Lat. 21°31'35" N, Long. 158°07'00" W; to Lat. 21°32'20" N, Long. 158°06'30" W; to Lat. 21°31'36" N, Long. 158°04'45" W; to Lat. 21°30'00" N, Long. 158°04'33" W; to Lat. 21°29'11" N, Long. 158°07'33" W; to Lat. 21°30'30" N, Long. 158°12'30" W; to Lat. 21°31'00" N, Long. 158°14'00" W; to Lat. 21°32'30" N, Long. 158°14'30" W; to Lat. 21°33'30" N, Long. 158°15'30" W; to Lat. 21°34'45" N, Long. 158°17'20" W; to Lat. 21°35'15" N, Long. 158°14'30" W; to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Honolulu Flight Service Station.

Using agency Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

§ 73.32 Idaho

AMENDMENTS On publ. (7/26/62) 27 F.R. 7338 (Rerun)

R-3201 Arco, Idaho.

Boundaries. Beginning at Lat. 43°59'20" N, Long. 112°43'50" W; to Lat. 43°50'20" N, Long. 112°30'00" W; to Lat. 43°32'00" N, Long. 112°35'00" W; to Lat. 43°27'00" N, Long. 113°03'00" W; to Lat. 43°34'30" N, Long. 113°11'50" W; to Lat. 43°48'40" N, Long. 112°49'40" W; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Continuous.

Using agency Manager, Atomic Energy Commission, Idaho Falls, Idaho.

R-3202 Sailor Creek, Idaho.

Boundaries. Beginning at Lat. 42°51'00" N, Long. 115°40'00" W; to Lat. 42°51'00" N, Long. 115°35'00" W; to Lat. 42°45'00" N, Long. 115°35'00" W; to Lat. 42°45'00" N, Long. 115°10'00" W; to Lat. 42°33'00" N, Long. 115°10'00" W; to Lat. 42°33'00" N, Long. 115°40'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 450.

Time of designation. Sunrise to sunset, Monday through Friday

Controlling agency Federal Aviation Agency, Salt Lake City ARTC Center

Using agency Commander, Mountain Home AFB, Idaho.

§ 73.33 Illinois

AMENDMENTS On publ. (7/26/62) 27 F.R. 7339 (Rerun)

R-3301 Havana, Ill.

Boundaries. A circular area with a 500-foot radius centered latitude 40°13'16" N., longitude 90°01'23" W.
 Designated altitudes. Surface to 1,000 feet MSL.
 Time of designation. Continuous.
 Using agency Director, Central Radio Propagation Laboratory, National Bureau of Standards, Boulder, Colo.

AMENDMENTS On publ. (11/17/62) 27 F.R. 11314 (Rewritten).

R-3302 Savanna, Ill.

Boundaries. A circular area with a 1,500-foot radius centered at Lat. 42°13'15" N, Long. 90°21'24" W.
 Designated altitudes. Surface to 1,900 feet MSL.
 Time of designation. Continuous.
 Using agency Commanding Officer, Savanna Ordnance Depot, Savanna, Ill.

PENDING AMENDMENT**R-3302 Savanna, Ill.**

Boundaries. A circular area with a 1,500-foot radius centered at latitude 42°13'15" N., longitude 90°21'24" W.
 Designated altitudes. Surface to 2,300 feet MSL.
 Time of designation. 0800 to 2200 c.s.t., Monday through Friday
 Using agency Commanding Officer, Ordnance Depot, Savanna, Ill.
 1/10/63 27 F.R. 11533 (Rewritten),

§ 73.34 Indiana

AMENDMENTS On publ. (7/26/62) 27 F.R. 7339 (Rerun).

R-3401 Camp Atterbury, Ind.

Boundaries. Beginning at Lat. 39°21'30" N, Long. 86°06'00" W; to Lat. 39°21'30" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 86°06'00" W; to the point of beginning.
 Designated altitudes. Surface to 40,000 feet MSL.
 Time of designation. Continuous.
 Controlling agency Federal Aviation Agency, Indianapolis ARTC Center
 Using agency Commanding Officer, Camp Atterbury, Ind.

R-3402 Bunker Hill AFB, Ind., Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 256° radial of the Bunker Hill AFB, Ind., TACAN extending from 5 miles W of the TACAN to 32 miles W of the TACAN, having a width at the point of beginning of 1 mile N and 3 miles S of the 256° radial and a width of 2.3 miles either side of the 256° radial at the outer extremity

Designated altitudes:

2,800 feet MSL to 15,800 feet MSL from 5 miles W of the TACAN to 6 miles W of the TACAN.
 2,800 feet MSL to flight level 248 from 6 to 7 miles W of the TACAN.
 2,800 feet MSL to flight level 270 from 7 to 10 miles W of the TACAN.
 6,800 feet MSL to flight level 270 from 10 to 15 miles W of the TACAN.
 10,800 feet MSL to flight level 270 from 15 to 20 miles W of the TACAN.
 15,800 feet MSL to flight level 270 from 20 to 25 miles W of the TACAN.
 19,800 feet MSL to flight level 270 from 25 to 32 miles W of the TACAN.

Time of designation. Continuous.

Using agency Bunker Hill AFB Approach Control.

R-3403 Jefferson Proving Ground, Ind.

Boundaries. Beginning at latitude 39°02'57" N., longitude 85°27'42" W to latitude 39°02'00" N., longitude 85°22'00" W to latitude 38°56'06" N., longitude 85°22'00" W, to latitude 38°50'35" N., longitude 85°22'50" W to latitude 38°50'00" N., longitude 85°24'00" W, to latitude 38°50'00" N., longitude 85°27'42" W to the point of beginning.
 Designated altitudes. Surface to 43,000 feet MSL.
 Time of designation. 0800 to 2400 e.s.t.
 Controlling agency Federal Aviation Agency, Indianapolis ARTC Center
 Using agency Commanding Officer, Jefferson Proving Ground, Madison, Ind.

§ 73.35 Iowa

AMENDMENTS On publ. (7/26/62) 27 F.R. 7339 (Rerun)

§ 73.36 Kansas

AMENDMENTS On publ. (7/26/62) 27 F.R. 7339 (Rerun)

R-3601 Brookville, Kans.

Boundaries. Beginning at Lat. 38°45'20" N, Long. 97°47'00" W; to Lat. 38°39'20" N, Long. 97°47'00" W; along the Missouri Pacific Railroad to Lat. 38°38'20" N, Long. 97°47'30" W; to Lat. 38°38'20" N, Long. 97°53'22" W; to Lat. 38°45'20" N, Long. 97°53'22" W; to the point of beginning.

Designated altitudes. Surface to flight level 450.

Time of designation. Sunrise to sunset.

Controlling agency Federal Aviation Agency, Kansas City ARTC Center

Using agency Commander, Schilling AFB, Kans.

R-3602 Manhattan, Kans.

Boundaries. Beginning at Lat. 39°13'00" N, Long. 96°49'42" W; thence to Lat. 39°13'00" N, Long. 96°42'35" W; thence to Lat. 39°12'17" N, Long. 96°40'55" W; thence to Lat. 39°10'43" N, Long. 96°40'55" W; thence to Lat. 39°09'23" N, Long. 96°43'00" W; thence to Lat. 39°06'20" N, Long. 96°43'00" W; thence to Lat. 39°04'24" N, Long. 96°47'30" W; thence to Lat. 39°04'24" N, Long. 96°52'22" W; thence to Lat. 39°07'54" N, Long. 96°49'42" W; thence to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Kansas City ARTC Center

Using agency Commanding General, Fort Riley, Kans.

AMENDMENTS (F.R. correction 27 F.R. 7565).

§ 73.37 Kentucky

AMENDMENTS On publ. (7/26/62) 27 F.R. 7340 (Rerun)

R-3701 Camp Breckinridge, Ky

Boundaries. Beginning at Lat. 37°42'45" N, Long. 87°47'30" W; to Lat. 37°38'35" N, Long. 87°42'00" W; to Lat. 37°36'10" N, Long. 87°42'00" W; along State Highway 56 to Lat. 37°38'30" N, Long. 87°52'20" W; to Lat. 37°39'20" N, Long. 87°52'20" W; to Lat. 37°40'20" N, Long. 87°51'10" W; to Lat. 37°40'20" N, Long. 87°49'40" W; to Lat. 37°42'20" N, Long. 87°49'40" W; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. 0400 to 2400 c.s.t., June 1 through August 31.

Using agency Commanding General, U. S. Army Armor Center, Fort Knox, Ky

R-3702 Fort Campbell, Ky

Boundaries. Beginning at latitude 36°43'30" N., longitude 87°48'15" W to latitude 36°37'30" N., longitude 87°48'15" W to latitude 36°35'30" N., longitude 87°45'00" W to latitude 36°33'30" N., longitude 87°42'30" W to latitude 36°32'00" N., longitude 87°35'00" W to latitude 36°32'00" N., longitude 87°32'30" W to latitude 36°39'00" N., longitude 87°32'30" W to latitude 36°39'00" N., longitude 87°40'00" W to latitude 36°42'00" N., longitude 87°40'30" W to latitude 36°43'30" N., longitude 87°43'00" W to the point of beginning.

Designated altitudes. Surface to 27,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Memphis ARTC Center

Using agency Commanding General, Fort Campbell, Ky

AMENDMENTS On publ. (8/17/62) 27 F.R. 8210 (Rewritten)

R-3703 Fort Campbell, Ky

Boundaries. Beginning at latitude 36°39'00" N., longitude 87°32'30" W to latitude 36°39'15" N., longitude 87°30'12" W to latitude 36°39'30" N., longitude 87°29'45" W to latitude 36°39'30" N., longitude 87°28'33" W., to latitude 36°37'12" N., longitude 87°28'33" W, to latitude 36°37'12" N., longitude 87°29'50" W to latitude 36°34'00" N., longitude 87°29'50" W, to latitude 36°32'00" N., longitude 87°32'30" W to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Memphis ARTC Center

Using agency Commanding General, Fort Campbell, Ky

AMENDMENTS On publ. (8/17/62) 27 F.R. 8210 (Rewritten).

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R-3704 Fort Knox, Ky

Boundaries. Beginning at Lat. 37°59'00" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°55'30" W; along U. S. Highway 31-W to Lat. 37°50'45" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°55'17" N, Long. 85°56'46" W; to Lat. 37°55'17" N, Long. 85°57'16" W; to Lat. 37°56'04" N, Long. 85°57'33" W; to Lat. 37°56'23" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°58'00" N, Long. 85°57'45" W; along the Illinois Central Railroad to Lat. 37°59'00" N, Long. 85°57'00" W; to Lat. 38°01'00" N, Long. 85°54'30" W; along Kentucky Route 44 to Lat. 38°00'30" N, Long. 85°52'00" W; to Lat. 37°59'00" N, Long. 85°52'00" W; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Standiford Control Tower, Louisville, Ky

Using agency Commanding General, U. S. Army Armor Center, Fort Knox, Ky

§ 73.38 Louisiana

AMENDMENTS On publ. (7/26/62) 27 F R. 7340 (Rerun).

R-3801 Camp Claiborne, La.

Boundaries. Beginning at Lat. 31°05'10" N, Long. 92°30'40" W; to Lat. 31°01'53" N, Long. 92°34'17" W; to Lat. 31°07'30" N, Long. 92°40'45" W; to Lat. 31°11'07" N, Long. 92°36'35" W; to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency Federal Aviation Agency, New Orleans ARTC Center

Using agency Commander, England AFB, La.

R-3802 Rabbit Island, La.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 29°30'35" N, Long. 91°35'45" W.

Designated altitudes. Surface to 2,500 feet MSL.

Time of designation. Sunrise to sunset, Monday through Friday

Using agency Commanding Officer, NAAS New Iberia, La.

R-3803 Fort Polk, La.

Boundaries. Beginning at latitude 31°23'36" N., longitude 93°09'57" W to latitude 31°23'12" N., longitude 93°09'48" W. to latitude 31°22'00" N., longitude 93°10'05" W, to latitude 31°19'16" N., longitude 93°11'10" W to latitude 31°19'16" N., longitude 93°20'15" W., to latitude 31°24'30" N., longitude 93°20'15" W., to latitude 31°24'30" N., longitude 93°16'42" W to latitude 31°23'35" N. longitude 93°13'24" W to point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency New Orleans, Louisiana, ARTC Center.

Using agency Commanding General, Fort Polk, Louisiana.

AMENDMENTS On publ. (12/11/62) 27 F.R. 12212 (Rewritten).

R-3804A Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°08'11" W to latitude 31°00'52" N., longitude 92°56'52" W to latitude 31°00'19" N., longitude 92°56'13" W to latitude 31°00'19" N., longitude 92°54'22" W to latitude 31°03'54" N., longitude 92°51'33" W to latitude 31°09'34" N., longitude 92°58'24" W. to latitude 31°09'34" N., longitude 93°00'55" W to latitude 31°08'42" N. longitude 93°01'54" W.. to latitude 31°08'42" N., longitude 93°08'11" W to point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency New Orleans, Louisiana, ARTC Center

Using agency Commanding General, Fort Polk, Louisiana.

AMENDMENTS On publ. (12/11/62) 27 F.R. 12212 (Added)

R-3804B Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N. longitude 93°10'52" W to latitude 31°00'52" N., longitude 93°08'11" W, to latitude 31°06'10" N., longitude 93°08'11" W to latitude 31°04'14" N., longitude 93°12'30" W to point of beginning.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency Alexandria, Louisiana, Flight Service Station.

Using agency Commanding General, Fort Polk, Louisiana.

AMENDMENTS On publ. (12/11/62) 27 F.R. 12212 (Added).

§ 73.39 Maine

AMENDMENTS On publ. (7/26/62) 27 F.R. 7341 (Rerun)

R-3901 DeBlois, Maine

Boundaries. Beginning at latitude 44°40'00" N., longitude 67°42'00" W to latitude 44°40'00" N., longitude 67°56'00" W to latitude 44°50'00" N., longitude 67°42'00" W to the point of beginning.

Designated altitudes. Surface to flight level 390.

Time of designation. 0800 to 2200 e.s.t. Monday through Friday; 0800 to 1300 e.s.t. Saturday

Using agency Commander, Dow AFB, Maine.
12/13/62 27 F.R. 11313 (Rewritten),

AMENDMENTS 12/13/62 27 F.R. 11313 (Rewritten).

R-3902 Limestone, Maine (Loring AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 353° radial of the Loring AFB TACAN extending from 5 miles N of the airbase (Lat. 46°57'05" N, Long. 67°53'10" W) to 32 miles N of the airbase having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity, excluding the portion which lies outside of the United States.

Designated altitudes:

2,750 feet MSL to 15,750 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase.

2,750 feet MSL to flight level 247 from 6 to 7 miles N of the airbase.

2,750 feet MSL to flight level 270 from 7 to 10 miles N of the airbase.

6,750 feet MSL to flight level 270 from 10 to 15 miles N of the airbase, excluding the portion which lies outside of the United States.

10,750 feet MSL to flight level 270 from 15 miles N of the airbase to the United States-Canadian Border

Time of designation. Continuous.

Using agency Loring AFB Approach Control.

R-3903 Bangor, Maine (Dow AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 310° radial of the Bangor VORTAC extending from 5.8 miles NW of the VORTAC to 32.8 miles NW of the VORTAC, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

2,200 feet MSL to 15,200 feet MSL from 5.8 miles NW of the VORTAC to 6.8 miles NW of the VORTAC.

2,200 feet MSL to flight level 240 from 6.8 to 7.8 miles NW of the VORTAC.

2,200 feet MSL to flight level 270 from 7.8 to 10.8 miles NW of the VORTAC.

6,200 feet MSL to flight level 270 from 10.8 to 15.8 miles NW of the VORTAC.

10,200 feet MSL to flight level 270 from 15.8 to 20.8 miles NW of the VORTAC.

15,200 feet MSL to flight level 270 from 20.8 to 25.8 miles NW of the VORTAC.

19,200 feet MSL to flight level 270 from 25.8 to 32.8 miles NW of the VORTAC.

Time of designation. Continuous.

Using agency Dow AFB Approach Control.

§ 73.40 Maryland

AMENDMENTS On publ. (7/26/62) 27 F.R. 7342 (Rerun)

R-4001 Aberdeen, Md.

Boundaries. Beginning at Lat. 39°30'30" N, Long. 76°10'00" W; to Lat. 39°29'00" N, Long. 76°08'00" W; to Lat. 39°29'30" N, Long. 76°05'00" W; to Lat. 39°27'00" N, Long. 76°00'30" W; to Lat. 39°19'47" N, Long. 76°11'34" W; to Lat. 39°12'10" N, Long. 76°16'30" W; to Lat. 39°12'45" N, Long. 76°22'30" W; to Lat. 39°17'30" N, Long. 76°19'45" W; to Lat. 39°18'30" N, Long. 76°22'00" W; to Lat. 39°22'00" N, Long. 76°22'00" W; to Lat. 39°23'28" N, Long. 76°20'40" W; to Lat. 39°26'10" N, Long. 76°14'50" W; to Lat. 39°27'00" N, Long. 76°12'30" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Washington ARTC Center

Using agency Commanding General, Aberdeen Proving Ground, Md.

R-4002 Bloodsworth Island, Md.

Boundaries. Beginning at Lat. 38°13'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°08'50" W; to Lat. 38°13'00" N, Long. 76°11'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency Commander, Amphibious Training Forces Atlantic, U. S. Amphibious Base, Little Creek, Va.

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R-4003 Camp Springs, Md. (Andrews AFB)

Boundaries. The area based on the 053° True radial of the Andrews AFB VOR extending from 5 miles NE of the airbase (latitude 38°48'40" N., longitude 76°52'05" W) to 32 miles NE of the airbase, having a width of 2 miles SE and 2.3 miles NW of the 053° True radial at the beginning and a width of 2.3 miles either side of the 053° True radial at the outer extremity

Designated altitudes. 2,280 feet MSL to 15,280 feet MSL from 5 miles NE of the airbase to 6 miles NE of the airbase. 2,280 feet MSL to flight level 243 from 6 to 7 miles NE of the airbase. 2,280 feet MSL to flight level 270 from 7 to 10 miles NE of the airbase. 6,280 feet MSL to flight level 270 from 10 to 15 miles NE of the airbase. 10,280 feet MSL to flight level 270 from 15 to 20 miles NE of the airbase. 15,280 feet MSL to flight level 270 from 20 to 25 miles NE of the airbase. 19,280 feet MSL to flight level 270 from 25 to 32 miles NE of the airbase.

Time of designation. Continuous.

Controlling Agency Federal Aviation Agency, Washington Approach Control.

Using agency Commander, Andrews AFB, Md.

AMENDMENTS 7/26/62 27 F.R. 6011 (Changed).

R-4005 Patuxent, Md.

Boundaries. Beginning at Lat. 38°18'26" N, Long. 76°14'30" W; to Lat. 38°13'00" N, Long. 76°11'20" W; to Lat. 38°13'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°00'00" W; to Lat. 38°03'00" N, Long. 76°08'00" W; to Lat. 37°55'15" N, Long. 76°02'30" W; to Lat. 37°52'45" N, Long. 76°11'03" W; to Lat. 38°02'20" N, Long. 76°17'24" W; to Lat. 38°07'41" N, Long. 76°17'24" W; to Lat. 38°15'00" N, Long. 76°20'50" W; to Lat. 38°18'20" N, Long. 76°17'05" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency Commanding Officer, NAS Patuxent River, Md.

R-4006 Patuxent, Md.

Boundaries. Beginning at Lat. 38°41'15" N, Long. 75°46'00" W; to Lat. 38°32'30" N Long. 75°43'45" W; to Lat. 38°19'00" N, Long. 75°37'00" W; along the Pennsylvania Railroad to Lat. 38°12'30" N, Long. 75°41'30" W; to Lat. 38°02'30" N, Long. 75°52'30" W; to Lat. 37°55'00" N, Long. 75°52'30" W; to Lat. 37°46'39" N, Long. 75°57'43" W; thence counterclockwise along the circumference of R-6609 to Lat. 37°45'00" N, Long. 76°08'51" W to Lat. 37°45'00" N, Long. 76°23'30" W; to Lat. 37°50'30" N, Long. 76°32'00" W; to Lat. 38°05'10" N, Long. 76°34'15" W; to Lat. 38°11'10" N, Long. 76°25'10" W to Lat. 38°30'00" N, Long. 76°04'00" W; to Lat. 38°36'00" N, Long. 75°55'30" W; thence along the Pennsylvania Railroad to the point of beginning.

NOTE: From 3,500 feet MSL to an unlimited altitude excluding R-4005, R-4002, and R-6607

Designated altitudes. From 3,500 feet MSL to unlimited.

Time of designation. Continuous.

Using agency Commanding Officer, NAS Patuxent River, Md.

R-4007 Patuxent, Md.

Boundaries. Beginning at Lat. 38°21'00" N, Long. 76°14'00" W to Lat. 38°11'10" N, Long. 76°25'10" W; to Lat. 38°05'10" N, Long. 76°34'05" W to Lat. 38°15'00" N, Long. 76°36'35" W to Lat. 38°17'25" N, Long. 76°33'00" W; to Lat. 38°25'40" N, Long. 76°23'35" W to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding Officer, NAS Patuxent River, Md.

R-4008 Potomac River, Md.

Boundaries. Beginning at latitude 38°07'00" N., longitude 76°24'30" W to latitude 37°53'10" N., longitude 76°14'00" W thence along the south shore of the Potomac River to latitude 37°59'20" N., longitude 76°26'30" W to latitude 38°05'40" N., longitude 76°33'32" W to latitude 38°07'25" N. longitude 76°30'45" W to latitude 38°07'00" N., longitude 76°28'30" W to the point of beginning.

Designated altitude. Unlimited.

Time of designation. Continuous.

Using agency Commanding Officer, NAS, Patuxent River, Md.

AMENDMENTS On publ. (11/24/62) 27 F.R. 11533 (Added)

§ 73.41 Massachusetts

AMENDMENTS On publ. (7/26/62) 27 F.R. 7343 (Rerun)

R-4101 Camp Edwards, Mass. *

Boundaries. The area within a 3-mile radius of Lat. 41°43'30" N, Long. 70°32'30" W, excluding the portion SE of a line between Lat. 41°40'54" N, Long. 70°32'52" W, and Lat. 41°44'17" N, Long. 70°29'11" W.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Otis Approach Control.

Using agency. Commanding Officer, Camp Edwards, Mass.

R-4103 Falmouth, Mass. (Otis AFB), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the 039° radial of the Otis AFB VOR extending from 5 miles NE of the airbase (Lat. 41°38'54" N, Long. 70°31'12" W) to 32 miles NE of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

2,130 feet MSL to 15,130 feet MSL from 5 miles NE of the airbase to 6 miles NE of the airbase.

2,130 feet MSL to flight level 241 from 6 to 7 miles NE of the airbase.

2,130 feet MSL to flight level 270 from 7 to 10 miles NE of the airbase.

6,130 feet MSL to flight level 270 from 10 to 15 miles NE of the airbase.

10,130 feet MSL to flight level 270 from 15 to 20 miles NE of the airbase.

15,130 feet MSL to flight level 270 from 20 to 25 miles NE of the airbase.

19,130 feet MSL to flight level 270 from 25 to 32 miles NE of the airbase.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Otis Approach Control.

Using agency Commander, Otis AFB, Mass.

R-4104 Nashawena, Mass.

Boundaries. A circular area with a 1.5-nautical mile radius centered at Lat. 41°27'06" N, Long. 70°54'10" W.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. 0700 to 2400 e.s.t., October 1 through June 30 annually

Controlling agency. Federal Aviation Agency, Quonset Approach Control.

Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

R-4105 No Man's Land Island, Mass.

Boundaries. A circular area with a 3-mile radius centered at Lat. 41°15'30" N, Long. 70°48'40" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. 0700 to 2400 EST

Controlling agency Federal Aviation Agency, Quonset Approach Control.

Using agency Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

R-4106 North Eastham, Mass.

Boundaries. A circular area with a 2-mile radius centered at Lat. 41°51'00" N, Long. 70°03'00" W.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. 0800 to 2400 EST.

Controlling agency Federal Aviation Agency, Otis Approach Control.

Using agency Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

R-4108 Chicopee Falls, Mass. (Westover AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 046° radial of the Westover AFB TACAN, extending from 5 miles NE of the airbase (Lat. 42°11'40" N, Long. 72°32'15" W) to 32 miles NE of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

2,200 feet MSL to 15,200 feet MSL from 5 miles NE of the airbase to 6 miles NE of the airbase.

2,200 feet MSL to flight level 240 from 6 to 7 miles NE of the airbase.

2,200 feet MSL to flight level 270 from 7 to 10 miles NE of the airbase

6,200 feet MSL to flight level 270 from 10 to 15 miles NE of the airbase.

10,200 feet MSL to flight level 270 from 15 to 20 miles NE of the airbase.

15,200 feet MSL to flight level 270 from 20 to 25 miles NE of the airbase.

19,200 feet MSL to flight level 270 from 25 to 32 miles NE of the airbase.

Time of designation. Continuous.

Using agency Westover AFB Approach Control.

§ 73.42 Michigan

AMENDMENTS On publ. (7/26/62) 27 F.R. 7344 (Rerun)

R-4201 Camp Grayling, Mich.

Boundaries. Beginning at Lat. 44°54'00" N, Long. 84°29'00" W; to Lat. 44°41'00" N, Long. 84°29'00" W; to Lat. 44°41'00" N, Long. 84°40'00" W; to Lat. 44°43'00" N, Long. 84°40'00" W; to Lat. 44°43'00" N, Long. 84°38'00" W; to Lat. 44°47'00" N, Long. 84°38'00" W; to Lat. 44°47'00" N, Long. 84°39'00" W; to Lat. 44°52'00" N, Long. 84°39'00" W; to Lat. 44°52'00" N, Long. 84°37'00" W; to Lat. 44°54'00" N, Long. 84°37'00" W; to the point of beginning.

Designated altitudes. The area N of Lat. 44°47'00" N, surface to 29,000 feet MSL June 1 through August 31, Surface to 20,000 feet MSL September 1 through May 31. The area S of Lat. 44°47'00" N, surface to 9,000 feet MSL.

Time of designation. The area N of Lat. 44°47'00" N, continuous June 1 through August 31, sunrise to sunset September 1 through May 31. The area S of Lat. 44°47'00" N, continuous June 1 through August 31.

Using agency Adjutant General, State of Michigan, Lansing, Mich.

Controlling agency Federal Aviation Agency Traverse City Flight Service Station.

AMENDMENTS On publ (11/17/62) 27 F.R. 11343 (Changed)

R-4202 Lake Margrethe, Mich.

Boundaries. Beginning at latitude 44°36'45" N., longitude 84°51'00" W to latitude 44°36'45" N. longitude 84°48'00" W to latitude 44°34'15" N., longitude 84°48'00" W, to latitude 44°34'15" N., longitude 84°50'00" W to latitude 44°35'00" N., longitude 84°51'00" W to the point of beginning.

Designated altitudes. Surface to 8,200 feet MSL.

Time of designation. June 1 through August 31, with specific dates to be published by NOTAM.

Using agency Adjutant General, State of Michigan, Lansing, Mich.

AMENDMENTS On publ. (9/5/62) 27 F.R. 8826 (Rewritten)

R-4203 Mount Clemens, Mich. (Selfridge AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 336° radial of the Selfridge AFB VOR extending from 5 miles NW of the airbase (Lat. 42°36'50" N, Long. 82°50'05" W) to 32 miles NW of the airbase, having a width of 1 mile W and 3 miles E of the 336° radial at the beginning and a width of 2.3 miles on either side of 336° radial at the outer extremity

Designated altitudes:

2,600 feet MSL to 15,600 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.

2,600 feet MSL to flight level 246 from 6 to 7 miles NW of the airbase.

2,600 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.

6,600 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.

10,600 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.

15,600 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.

19,600 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.

Time of designation. Continuous.

Using agency Selfridge AFB Approach Control.

R-4204 Oscoda, Mich. (Wurtsmith AFB), Restricted Area/Military Climb Corridor

Boundaries. The area based on the 266° radial of the Wurtsmith AFB VOR, extending from 5 miles W of the airbase (Lat. 44°27'05" N, Long. 83°23'40" W) to 32 miles W of the airbase, having a width of 1 mile N and 2.3 miles S of the 266° radial at the beginning and a width of 2.3 miles on either side of the 266° radial at the outer extremity

Designated altitudes:

2,600 feet MSL to 15,600 feet MSL from 5 miles W of the airbase to 6 miles W of the airbase.

2,600 feet MSL to flight level 246 from 6 to 7 miles W of the airbase.

2,600 feet MSL to flight level 270 from 7 to 10 miles W of the airbase.

6,600 feet MSL to flight level 270 from 10 to 15 miles W of the airbase.

10,600 feet MSL to flight level 270 from 15 to 20 miles W of the airbase.

15,600 feet MSL to flight level 270 from 20 to 25 miles W of the airbase.

19,600 feet MSL to flight level 270 from 25 to 32 miles W of the airbase.

Time of designation. Continuous.

Using agency Wurtsmith AFB Approach Control.

R-4205 Sault Ste. Marie, Mich. (Kincheloe AFB), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the 149° radial of the Kincheloe AFB VOR, extending from 7 miles SE of the VOR to 34 miles SE of the VOR, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

- 2,800 feet MSL to 15,800 feet MSL from 7 miles SE of the VOR to 8 miles SE of the VOR.
- 2,800 feet MSL to flight level 248 from 8 to 9 miles SE of the VOR.
- 2,800 feet MSL to flight level 270 from 9 to 12 miles SE of the VOR.
- 6,800 feet MSL to flight level 270 from 12 to 17 miles SE of the VOR.
- 10,800 feet MSL to flight level 270 from 17 to 22 miles SE of the VOR.
- 15,800 feet MSL to flight level 270 from 22 to 27 miles SE of the VOR.
- 19,800 feet MSL to flight level 270 from 27 to 34 miles SE of the VOR.

Time of designation. Continuous.

Using agency Kincheloe AFB Control Tower

R-4207 Upper Lake Huron, Mich.

Boundaries. Beginning at latitude 45°17'00" N. longitude 83°00'00" W to latitude 45°20'24" N., longitude 82°31'18" W. along the United States-Canadian Border to latitude 44°31'00" N., longitude 82°19'54" W to latitude 44°27'42" N., longitude 82°47'08" W., to the point of beginning.

Designated altitudes. Surface to flight level 450

Time of designation. 0600 to 2200 e.s.t., April 1 through October 31. 0800 to 1600 e.s.t. Thursday through Sunday, November 1 through March 31.

Controlling agency Federal Aviation Agency, Detroit ARTC Center

Using agency Commander, Permanent Field Training Site Detachment, Phelps-Collins ANGB, Alpena, Mich.

AMENDMENTS On Publ. (8/10/61) 26 F. R. 7197 (Rewritten) 11/15/62 27 F.R. 9316 (Rewritten)

§ 73.43 Minnesota

AMENDMENTS On publ. (7/26/62) 27 F.R. 7345 (Rerun)

R-4301 Camp Ripley, Minn.

Boundaries. Beginning at Lat. 46°17'00" N, Long. 94°20'00" W; to Lat. 46°05'00" N, Long. 94°20'00" W; to Lat. 46°05'00" N, Long. 94°27'00" W; to Lat. 46°08'00" N, Long. 94°27'00" W; to Lat. 46°08'00" N, Long. 94°30'00" W; to Lat. 46°17'00" N, Long. 94°30'00" W; to the point of beginning.

Designated altitudes. Surface to 27,000 feet MSL.

Time of designation. May 1 through November 1.

Using agency Adjutant General, State of Minnesota, Minneapolis, Minn.

PENDING AMENDMENT**R-4301 Camp Ripley, Minn.**

Boundaries. Beginning at latitude 46°18'54" N., longitude 94°29'02" W thence along the S bank of the Crow Wing River and the W bank of the Mississippi River to latitude 46°06'22" N., longitude 94°21'10" W to latitude 46°06'22" N., longitude 94°26'06" W to latitude 46°08'39" N., longitude 94°26'06" W, to latitude 46°08'39" N. to longitude 94°30'00" W to latitude 46°18'18" N., longitude 94°30'00" W to the point of beginning.

Designated altitudes. Surface to 27,000 feet MSL.

Time of designation. May 1 through November 1.

Using agency Adjutant General, State of Minnesota, Minneapolis, Minn.

1/10/63 27 F.R. 11406 (Rewritten)

R-4304 Upper Red Lake, Minn.

Boundaries. Beginning at Lat. 48°23'00" N, Long. 94°40'00" W; to Lat. 48°13'00" N, Long. 94°40'00" W; to Lat. 48°13'00" N, Long. 95°00'00" W; to Lat. 48°23'00" N, Long. 95°00'00" W; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. 0700 to 1700 c.s.t., May 1 through October 31.

Using agency Commanding Officer, NAS Minneapolis, Minn.

R-4305 Lake Superior, Minn.

Boundaries. Beginning at latitude 47°45'00" N., longitude 90°05'00" W to latitude 47°45'00" N., longitude 89°28'00" W. to latitude 46°55'00" N., longitude 89°28'00" W to latitude 46°55'00" N., longitude 90°05'00" W to the point of beginning.

Designated altitudes. Surface to flight level 500

Time of designation. 0001 c.s.t. Monday to 2400 c.s.t. Friday

Controlling agency Federal Aviation Agency, Minneapolis ARTC Center

Using agency Commander, Second Air Force, Barksdale AFB, Louisiana.

AMENDMENTS 11/15/62 27 F.R. 9316 (Added)

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§ 73.44 Mississippi

AMENDMENTS On publ. (7/26/62) 27 F.R. 7346 (Rerun)

R-4401 Camp Shelby, Miss.

Boundaries. Beginning at latitude 31°12'54" N., longitude 89°11'03" W to latitude 31°11'48" N., longitude 89°00'00" W to latitude 31°04'36" N., longitude 89°00'00" W to latitude 31°04'36" N., longitude 89°11'03" W to the point of beginning.

Designated altitudes and time of designation. Surface to 13,000 feet MSL, 0700 to 2300 c.s.t., Monday through Friday, June 1 through August 31, surface to 3,500 feet MSL as published in NOTAMs at least twenty-four hours in advance of use, to be activated once each three months for periods of approximately three consecutive weeks.

Using agency Adjutant General, State of Mississippi, Jackson, Miss.

AMENDMENTS 11/15/62 27 F.R. 10093 (Rewritten)

R-4403 Pearl River, Miss.

Boundaries. A circular area with a 5-mile radius centered at Lat. 30°23'00" N, Long. 89°34'00" W. Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. 0800 to 1800 c.s.t.

Using agency Commanding Officer, NAS, New Orleans, La.

§ 73.45 Missouri

AMENDMENTS On publ. (7/26/62) 27 F.R. 7346 (Rerun)

R-4501 Fort Leonard Wood, Mo.

Boundaries. Beginning at Lat. 37°48'15" N, Long. 92°02'00" W; to Lat. 37°43'00" N, Long. 92°02'00" W; to Lat. 37°42'00" N, Long. 92°06'00" W; to Lat. 37°38'30" N, Long. 92°06'00" W; to Lat. 37°36'30" N, Long. 92°11'00" W; to Lat. 37°36'15" N, Long. 92°15'30" W; to Lat. 37°40'30" N, Long. 92°15'30" W; to Lat. 37°42'00" N, Long. 92°14'30" W; to Lat. 37°48'15" N, Long. 92°04'00" W; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding General, Fort Leonard Wood, Mo.

R-4502 Grandview, Mo. (Richards-Gebaur AFB), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the Richards-Gebaur AFB ILS localizer S course, extending from 5 miles S of the airbase (Lat. 38°50'50" N, Long. 94°33'20" W) to 32 miles S of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

3,100 feet MSL to 16,100 feet MSL from 5 miles S of the airbase to 6 miles S of the airbase.

3,100 feet MSL to flight level 251 from 6 to 7 miles S of the airbase.

3,100 feet MSL to flight level 270 from 7 to 10 miles S of the airbase.

7,100 feet MSL to flight level 270 from 10 to 15 miles S of the airbase.

11,100 feet MSL to flight level 270 from 15 to 20 miles S of the airbase.

16,100 feet MSL to flight level 270 from 20 to 25 miles S of the airbase.

20,100 feet MSL to flight level 270 from 25 to 32 miles S of the airbase.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Olathe Approach Control, Olathe, Kansas.

Using agency Commander, Richards-Gebaur AFB, Mo.

§ 73.46 Montana

AMENDMENTS On publ. (7/26/62) 27 F.R. 7346 (Rerun)

R-4601 Glasgow, Mont. (Glasgow AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 299° radial of the Glasgow AFB TACAN, extending from 5 miles NW of the airbase (Lat. 48°25'10" N, Long. 106°31'30" W) to 30 miles NW of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

4,800 feet MSL to 17,800 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.

4,800 feet MSL to flight level 268 from 6 to 7 miles NW of the airbase.

4,800 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.

8,800 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.

12,800 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.

17,800 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.

21,800 feet MSL to flight level 270 from 25 to 30 miles NW of the airbase.

Time of designation. Continuous.**Using agency** Glasgow AFB Approach Control.

§ 73.47 Nebraska

AMENDMENTS On publ. (7/26/62) 27 F.R. 7347 (Rerun)

R-4701 Sioux Ordnance Depot, Nebr

Boundaries. A circular area with a 2,400 foot radius centered at latitude 41°15'13" N., longitude 103°04'50" W

Designated altitudes. Surface to 7,400 feet MSL.**Time of designation.** 0900 to 2100 MST, Monday through Friday**Using agency** Commanding Officer, Sioux Ordnance Depot, Sidney, Nebr

§ 73.48 Nevada

AMENDMENTS On publ. (7/26/62) 27 F.R. 7347 (Rerun)

R-4802 Lone Rock, Nev.

Boundaries. A circular area with a 3-mile radius centered at Lat. 39°52'36" N, Long. 118°20'47" W.

Designated altitudes. Surface to 8,000 feet MSL.**Time of designation.** Monday through Saturday**Using agency** Commander, Naval Air Bases, 12th Naval District, Alameda, California.**R-4803 Fallon, Nev**

Boundaries. A 3-nautical mile radius circle centered at Lat. 39°20'40" N, Long. 118°52'15" W; and within 3 nautical miles W and 2 nautical miles E of a line extending 349.5° True from the center to 15 nautical miles NNW.

Designated altitudes. Surface to 8,000 feet MSL N, and surface to 18,000 feet MSL S of a line extending from Lat. 39°27'40" N, Long. 118°57'55" W; to Lat. 39°30'20" N, Long. 118°51'55" W.

Time of designation. Continuous, Monday through Saturday**Controlling agency** Federal Aviation Agency, Oakland ARTC Center**Using agency** Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.**R-4804 Twin Peaks, Nev.**

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°13'00" N, Long. 118°12'42" W; and a 3-nautical mile radius circle centered at Lat. 39°14'15" N, Long. 118°17'30" W.

Designated altitudes. Surface to 20,000 feet MSL.**Time of designation.** Continuous, Monday through Saturday**Controlling agency** Federal Aviation Agency, Oakland ARTC Center**Using agency** Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.**R-4805 Sawhwa Mountains, Nev**

Boundaries. Beginning at Lat. 40°40'00" N, Long. 118°49'00" W to Lat. 40°04'00" N, Long. 118°49'00" W; to Lat. 40°00'00" N, Long. 118°57'00" W; to Lat. 40°00'00" N, Long. 119°13'00" W; to Lat. 40°40'00" N, Long. 119°13'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 550.**Time of designation.** One hour before sunrise to 1 hour after sunset, Monday through Friday**Controlling agency** Federal Aviation Agency, Oakland ARTC Center**Using agency** Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

RULES AND REGULATIONS

R-4806 Las Vegas, Nev

Boundaries. Beginning at latitude 37°17'00" N., longitude 115°18'00" W. to latitude 36°26'00" N., longitude 115°18'00" W. to latitude 36°26'00" N., longitude 115°23'00" W. to latitude 36°35'00" N., longitude 115°37'00" W. to latitude 36°35'00" N., longitude 115°42'00" W. to latitude 36°41'00" N., longitude 115°56'00" W. to latitude 37°06'00" N., longitude 115°35'00" W. to latitude 37°17'00" N., longitude 115°35'00" W. to the point of beginning.

Designated altitudes. Unlimited Monday through Saturday, Sunday from 13,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency Los Angeles ARTC Center

Using agency Commander, Nellis AFB, Nev..

R-4807 Tonopah, Nev

Boundaries. Beginning at latitude 36°51'00" N., longitude 116°33'30" W. to latitude 37°26'30" N., longitude 117°04'30" W. to latitude 37°53'00" N., longitude 117°01'00" W. to latitude 37°53'00" N., longitude 116°55'00" W. to latitude 37°47'00" N., longitude 116°55'00" W. to latitude 37°33'00" N., longitude 116°43'00" W. to latitude 37°33'00" N., longitude 116°26'00" W. to latitude 37°53'00" N., longitude 116°26'00" W. to latitude 37°53'00" N., longitude 116°11'00" W. to latitude 37°42'00" N., longitude 116°11'00" W. to latitude 37°42'00" N., longitude 115°53'00" W. to latitude 37°33'00" N., longitude 115°53'00" W. to latitude 37°33'00" N., longitude 115°48'00" W. to latitude 37°28'00" N., longitude 115°48'00" W.; to latitude 37°28'00" N., longitude 116°00'00" W. to latitude 37°16'00" N., longitude 116°00'00" W. to latitude 37°16'00" N., longitude 116°34'00" W. to the point of beginning.

Designated altitudes. Unlimited Monday through Saturday Sunday from 13,000 feet MSL to unlimited.

Time of designation. Continuous.

Using agency Commander, Nellis AFB, Nev

R-4808 Las Vegas, Nev.

Boundaries. Beginning at latitude 36°41'00" N., longitude 115°56'00" W. to latitude 36°41'00" N., longitude 116°26'30" W. to latitude 36°51'00" N., longitude 116°26'30" W. to latitude 36°51'00" N., longitude 116°33'30" W. to latitude 37°16'00" N., longitude 116°34'00" W. to latitude 37°16'00" N., longitude 116°00'00" W. to latitude 37°28'00" N., longitude 116°00'00" W. to latitude 37°28'00" N., longitude 115°35'00" W. to latitude 37°06'00" N., longitude 115°35'00" W. to latitude 37°06'00" N., longitude 115°56'00" W. to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency Manager, Atomic Energy Commission, Albuquerque, N. Mex.

R-4809 Tonopah, Nev.

Boundaries. Beginning at Lat. 37°53'00" N, Long. 116°26'00" W; to Lat. 37°33'00" N, Long. 116°26'00" W; to Lat. 37°33'00" N, Long. 116°43'00" W; to Lat. 37°47'00" N, Long. 116°55'00" W; to Lat. 37°53'00" N, Long. 116°55'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency Manager, Atomic Energy Commission, Albuquerque, N Mex.

R-4810 Desert Mountains, Nev

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°10'00" N, Long. 118°37'30" W; and a 3-nautical mile radius circle centered at Lat. 39°09'15" N, Long. 118°42'20" W.

Designated altitudes. Surface to flight level 300.

Time of designation. One hour prior to sunrise to one hour after sunset, Monday through Friday

Controlling agency Federal Aviation Agency, Oakland ARTC Center

Using agency Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

§ 73.49 New Hampshire

AMENDMENTS On publ. (7/26/62) 27 F.R. 7348 (Rerun)

R-4901 Isle of Shoals, N. H.

Boundaries. Beginning at Lat. 42°59'54" N, Long. 70°38'21" W; to Lat. 43°02'21" N, Long. 70°37'14" W; to Lat. 43°01'30" N, Long. 70°33'49" W; to Lat. 42°59'03" N, Long. 70°35'00" W; to the point of beginning.

Designated altitudes. Surface to 2,000 feet MSL.

Time of designation. Sunrise to sunset, Monday through Friday

Using agency Commander, Fleet Air Detachment, NAS Brunswick, Maine.

§ 73.50 New Jersey

AMENDMENTS On publ. (7/26/62) 27 F.R. 7348 (Rerun)

R-5001 Fort Dix, N. J.

Boundaries. Beginning at Lat. 40°02'45" N, Long. 74°27'00" W; to Lat. 39°58'45" N, Long. 74°25'40" W; to Lat. 39°58'45" N, Long. 74°31'25" W; to Lat. 39°59'15" N, Long. 74°33'30" W; to Lat. 40°01'53" N, Long. 74°33'30" W; to Lat. 40°02'45" N, Long. 74°32'30" W; to the point of beginning.

Designated altitudes. Surface to 8,000 feet MSL east of and surface to 4,000 feet MSL west of a line drawn from Lat. 40°02'45" N, Long. 74°31'25" W; to Lat. 39°58'45" N, Long. 74°31'25" W

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, New York ARTC Center

Using agency Commanding General, Fort Dix, N. J.

R-5002 Warren Grove, N. J.

Boundaries. Beginning at Lat. 39°46'10" N, Long. 74°20'14" W; to Lat. 39°43'25" N, Long. 74°17'37" W; to Lat. 39°38'45" N, Long. 74°23'40" W; to Lat. 39°39'50" N, Long. 74°25'52" W; to Lat. 39°43'58" N, Long. 74°24'13" W; to the point of beginning.

Designated altitudes. Surface to 9,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency Federal Aviation Agency, New York ARTC Center

Using agency Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

R-5003 Wrightstown, N. J. (McGuire AFB), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the 226° radial of the McGuire VOR, extending from 5 miles SW of the airbase (Lat. 40°00'55" N, Long. 74°35'25" W) to 32 miles SW of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

2,100 feet MSL to 15,100 feet MSL from 5 miles SW of the airbase to 6 miles SW of the airbase.

2,100 feet MSL to flight level 241 from 6 to 7 miles SW of the airbase.

2,100 feet MSL to flight level 270 from 7 to 10 miles SW of the airbase.

6,100 feet MSL to flight level 270 from 10 to 15 miles SW of the airbase.

10,100 feet MSL to flight level 270 from 15 to 20 miles SW of the airbase.

15,100 feet MSL to flight level 270 from 20 to 25 miles SW of the airbase.

19,100 feet MSL to flight level 270 from 25 to 32 miles SW of the airbase.

Time of designation. Continuous.

Using agency McGuire AFB Approach Control.

§ 73.51 New Mexico

AMENDMENTS On publ. (7/26/62) 27 F.R. 7349 (Rerun)

R-5101 Los Alamos, N. Mex.

Boundaries. Beginning at Lat. 35°45'15" N, Long. 106°15'12" W; to Lat. 35°50'03" N, Long. 106°21'38" W; to Lat. 35°52'22" N, Long. 106°20'42" W; to Lat. 35°52'52" N, Long. 106°16'48" W; to Lat. 35°52'30" N, Long. 106°14'48" W; to Lat. 35°48'35" N, Long. 106°14'48" W; to Lat. 35°47'05" N, Long. 106°12'06" W; to the point of beginning.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Continuous.

Using agency Manager, Atomic Energy Commission, Los Alamos, N. Mex.

R-5102 Los Alamos, N. Mex.

Boundaries. Beginning at Lat. 35°52'53" N, Long. 106°14'06" W; to Lat. 35°53'03" N, Long. 106°16'09" W; to Lat. 35°54'45" N, Long. 106°16'09" W; thence clockwise along the arc of a circle with a radius of 10,000 feet centered at Lat. 35°53'03" N, Long. 106°16'09" W; to the point of beginning.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Continuous.

Using agency Manager, Atomic Energy Commission, Los Alamos, N. Mex.

RULES AND REGULATIONS

R-5103A McGregor, N. Mex.

Boundaries. Beginning at latitude 32°45'00" N., longitude 105°59'00" W to latitude 32°45'00" N., longitude 105°52'20" W to latitude 32°35'00" N., longitude 105°30'00" W., to latitude 32°26'20" N., longitude 105°30'00" W to latitude 32°00'15" N. longitude 105°56'40" W to latitude 32°00'30" N., longitude 106°10'25" W to latitude 32°05'20" N., longitude 106°09'20" W to latitude 32°06'00" N., longitude 106°15'30" W along the Southern Pacific Railroad to latitude 32°28'00" N., longitude 106°02'00" W., to latitude 32°27'40" N., longitude 106°00'00" W to latitude 32°36'00" N., longitude 106°00'00" W to the point of beginning, excluding that airspace within a two nautical mile radius of latitude 32°39'40" N., longitude 105°40'00" W from the surface to 1,500 feet above the surface

Designated altitude. Surface to unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, El Paso ARTC Center

Using agency Commanding General, Fort Bliss, Texas.

AMENDMENTS 8/23/62 27 F.R. 6543 (Added) On Publ. 12/28/62 27 F.R. 12815 (Rewritten)

R-5103B McGregor, N. Mex.

Boundaries. Beginning at latitude 32°45'00" N. longitude 105°52'20" W to latitude 32°45'00" N., longitude 105°30'00" W, to latitude 32°35'00" N., longitude 105°30'00" W to the point of beginning.

Designated altitudes. 20,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, El Paso ARTC Center

Using agency Commanding General, Fort Bliss, Tex.

AMENDMENTS 8/23/62 27 F.R. 6543 (Added)

R-5104 Melrose, N. Mex.

Boundaries. Beginning at latitude 34°28'00" N., longitude 103°43'15" W to latitude 34°25'25" N., longitude 103°40'00" W to latitude 34°10'00" N., longitude 103°40'00" W to latitude 34°10'00" N., longitude 103°55'00" W. to latitude 34°28'00" N., longitude 103°55'00" W to point of beginning.

Designated altitudes. Surface to 23,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency Federal Aviation Agency, Albuquerque ARTC Center

Using agency Commander Cannon AFB, N. Mex.

R-5105 Melrose, N. Mex.

Boundaries. Beginning at latitude 34°39'00" N., longitude 103°55'00" W to latitude 34°39'00" N., longitude 103°40'00" W to latitude 34°25'25" N., longitude 103°40'00" W, to latitude 34°28'00" N., longitude 103°43'15" W to latitude 34°28'00" N. longitude 103°55'00" W to the point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency Federal Aviation Agency, Albuquerque ARTC Center

Using agency Commander, Cannon AFB, N. Mex.

R-5106 Orogrande, N. Mex.

Boundaries. Beginning at latitude 32°36'00" N., longitude 106°00'00" W to latitude 32°27'40" N., longitude 106°00'00" W to latitude 32°28'00" N., longitude 106°02'00" W along the Southern Pacific Railroad to latitude 32°06'15" N., longitude 106°15'15" W to latitude 32°06'30" N., longitude 106°17'15" W. to latitude 32°25'00" N., longitude 106°06'00" W to latitude 32°36'00" N., longitude 106°06'00" W., to the point of beginning.

Designated altitudes. From 4,000 feet above the surface to unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, El Paso ARTC Center

Using agency Commanding General, Fort Bliss, Texas.

AMENDMENTS 8/23/62 27 F.R. 6543 (Rewritten)

R-5107A White Sands Proving Grounds, N. Mex.

Boundaries. Beginning at latitude 32°25'00" N., longitude 106°06'00" W to latitude 32°05'00" N., longitude 106°18'20" W to latitude 32°05'00" N., longitude 106°29'00" W to latitude 32°06'20" N., longitude 106°34'00" W to latitude 32°18'00" N., longitude 106°34'00" W to latitude 32°18'00" N., longitude 106°39'00" W. to latitude 32°19'30" N., longitude 106°39'30" W to latitude 32°19'30" N., longitude 106°20'36" W to latitude 32°24'00" N., longitude 106°20'36" W to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, El Paso ARTC Center

Using agency Commanding General, Fort Bliss, Texas

AMENDMENTS 8/23/62 27 F.R. 6541 (Added)

R-5107B White Sands Proving Grounds, N. Mex.

Boundaries. Beginning at latitude 33°44'10" N., longitude 106°04'00" W to latitude 32°50'00" N., longitude 106°04'00" W to latitude 32°36'00" N., longitude 106°06'00" W to latitude 32°25'00" N., longitude 106°06'00" W to latitude 32°24'00" N., longitude 106°20'36" W to latitude 32°19'30" N., longitude 106°20'36" W to latitude 32°19'30" N., longitude 106°39'30" W to latitude 33°13'00" N., longitude 106°52'00" W to latitude 33°53'00" N., longitude 106°44'45" W to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Using agency Commander, Holloman AFB, New Mexico.

AMENDMENTS 8/23/62 27 F.R. 6542 (Added)

R-5107C White Sands Proving Grounds, N. Mex.

Boundaries. Beginning at latitude 34°17'00" N., longitude 106°04'00" W to latitude 33°44'10" N., longitude 106°04'00" W to latitude 33°53'00" N., longitude 106°44'45" W to latitude 34°15'45" N., longitude 106°40'30" W to latitude 34°17'00" N., longitude 106°12'00" W to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency Albuquerque ARTC Center

Using agency Commander, Holloman AFB, New Mexico.

AMENDMENTS 8/23/62 27 F.R. 6542 (Added)

R-5108 White Sands, N. Mex.

Boundaries. Beginning at latitude 34°15'45" N., longitude 106°40'30" W to latitude 33°17'50" N., longitude 106°51'00" W thence clockwise along the arc of a 33.5 mile radius circle centered at latitude 33°46'45" N., longitude 106°46'00" W to point of beginning.

Designated altitude. 24,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Albuquerque ARTC Center

Using agency Commander, Holloman AFB, N. Mex.

R-5109A White Sands, N. Mex.

Boundaries. Beginning at latitude 33°31'30" N., longitude 105°27'00" W to latitude 32°45'00" N., longitude 105°27'00" W to latitude 32°45'00" N., longitude 105°59'00" W to latitude 32°36'00" N., longitude 106°00'00" W to latitude 32°36'00" N., longitude 106°06'00" W to latitude 32°50'00" N., longitude 106°04'00" W to latitude 33°44'10" N., longitude 106°04'00" W to the point of beginning.

Designated altitudes. From 24,000 feet MSL to unlimited.

Time of designation. Continuous.

Using agency Commander, Holloman Air Force Base, New Mexico.

AMENDMENTS 8/23/62 27 F.R. 6381 (Added)

R-5109B White Sands, N. Mex.

Boundaries. Beginning at latitude 34°17'00" N., longitude 106°04'00" W to latitude 34°17'00" N., longitude 105°51'00" W to latitude 33°57'00" N., longitude 105°27'00" W to latitude 33°31'30" N., longitude 105°27'00" W to latitude 33°44'10" N., longitude 106°04'00" W to the point of beginning.

Designated altitudes. From 24,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Albuquerque ARTC Center

Using agency Commander, Holloman Air Force Base, New Mexico.

AMENDMENTS 8/23/62 27 F.R. 6381 (Added)

R-5110 McGregor, N. Mex.

Boundaries. Beginning at latitude 33°13'00" N., longitude 105°17'35" W thence counterclockwise along the arc of a 45-mile radius circle centered at Walker AFB, Roswell, N. Mex. (latitude 33°18'00" N., longitude 104°31'20" W), to latitude 32°52'30" N., longitude 105°06'55" W to latitude 32°26'20" N., longitude 105°30'00" W to latitude 32°45'00" N., longitude 105°30'00" W to latitude 32°45'00" N., longitude 105°27'00" W to latitude 33°13'00" N., longitude 105°27'00" W to point of beginning.

Designated altitudes. 31,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, El Paso ARTC Center

Using agency Commanding General, Fort Bliss, Tex.

§ 73.52 New York

AMENDMENTS On publ. (7/26/62) 27 F.R. 7351 (Rerun)

R-5201 Camp Drum, N. Y.

Boundaries. Beginning at Lat. 44°15'00" N, Long. 75°31'30" W; to Lat. 44°11'15" N, Long. 75°25'00" W; to Lat. 44°03'00" N, Long. 75°33'30" W; to Lat. 44°03'15" N, Long. 75°37'39" W; to Lat. 44°06'44" N, Long. 75°43'54" W; to the point of beginning.

Designated altitudes. Surface to 23,000 feet MSL, May 1 through October 31, surface to 20,000 feet MSL, November 1 through April 30.

Time of designation. Continuous.

Using agency Commanding Officer, Camp Drum, N. Y

AMENDMENTS On publ. (11/7/62) 27 F.R. 10828 (Changed).

R-5202 Gardiner's Island, N. Y.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 41°08'30" N, Long. 72°08'50" W.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. 0800 to 1800 EST, Sunday through Friday, and 0800 to 2300 EST, Saturday, April 15 through October 31, 0800 to 2300 EST, Saturday and Sunday, November 1 through April 14.

Controlling agency Federal Aviation Agency, New York ARTC Center

Using agency Commanding Officer, NAS New York, N. Y.

R-5203 Oswego, N. Y.

Boundaries. Beginning at Lat. 43°37'00" N, Long. 76°45'00" W to Lat. 43°24'00" N Long. 76°45'00" W; to Lat. 43°24'00" N, Long. 78°00'00" W; to Lat. 43°37'00" N, Long. 78°00'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 320.

Time of designation. Sunrise to sunset.

Using agency Commander, Air National Guard Base, Niagara Falls Municipal Airport, Niagara Falls, N. Y ,
Phone: BUTler 5-6691, Extension 497

R-5204 Rome, N. Y. (Griffiss AFB), Restricted Area/Military Climb Corridor

Boundaries. The area based on the 138° radials and 318° radials of the Griffiss AFB VOR and the 318° radial of the Griffiss AFB TACAN, extending from 5 miles NW of the airbase (Lat. 43°14'00" N, Long. 75°24'10" W) to 32 miles NW of the airbase, having a width of 1 mile SW of the 138° radial of the VOR and 1 mile NE of the 318° radial of the TACAN at the beginning, expanding uniformly to a width of 2.3 miles SW of the 318° radial of the VOR and 2.3 miles NE of the 318° radial of the TACAN at the outer extremity

Designated altitudes:

2,500 feet MSL to 15,500 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.

2,500 feet MSL to flight level 245 from 6 to 7 miles NW of the airbase.

2,500 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.

6,500 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.

10,500 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.

15,500 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.

19,500 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Griffiss Approach Control.

Using agency Commander, Griffiss AFB, N. Y

R-5205 Westhampton Beach, N. Y. (Suffolk AFB), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the 039° radial of the Suffolk AFB VOR extending from 5 miles NE of the airbase (Lat. 40°50'40" N, Long. 72°37'45" W) to 32 miles NE of the airbase having a width of 2 miles at the beginning, expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

2,100 feet MSL to 15,100 feet MSL from 5 miles NE of the airbase to 6 miles NE of the airbase.

2,100 feet MSL to flight level 241 from 6 to 7 miles NE of the airbase.

2,100 feet MSL to flight level 270 from 7 to 10 miles NE of the airbase.

6,100 feet MSL to flight level 270 from 10 to 15 miles NE of the airbase.

10,100 feet MSL to flight level 270 from 15 to 20 miles NE of the airbase.

15,100 feet MSL to flight level 270 from 20 to 25 miles NE of the airbase.

19,100 feet MSL to flight level 270 from 25 to 32 miles NE of the airbase.

Time of designation. Continuous.

Using agency Suffolk AFB Approach Control.

R-5206 West Point, N. Y.

Boundaries. Beginning at Lat. 41°19'40" N, Long. 74°03'33" W; to Lat. 41°19'40" N, Long. 74°00'26" W; to Lat. 41°20'40" N, Long. 74°00'26" W; to Lat. 41°20'40" N, Long. 73°58'58" W; to Lat. 41°22'40" N, Long. 73°58'58" W along U. S. Highway No. 9W to Lat. 41°23'08" N, Long. 73°59'42" W; to Lat. 41°23'08" N, Long. 74°00'00" W; along New York State Highway No. 293 to Lat. 41°20'40" N, Long. 74°03'33" W; to the point of beginning.

Designated altitudes. Surface to 7,000 feet MSL.

Time of designation. 0600 to 1600 EST, Monday through Saturday, May 1 through August 31.

Controlling agency Federal Aviation Agency, New York ARTC Center

Using agency Superintendent, United States Military Academy, West Point, N. Y.

§ 73.53 North Carolina

AMENDMENTS On publ. (7/26/62) 27 F.R. 7352 (Rerun)

R-5301 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°03'30" N, Long. 76°20'00" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5302 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 35°58'44" N, Long. 76°21'34" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5303 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 35°59'16" N, Long. 76°15'58" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5304 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°00'05" N, Long. 76°10'54" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5305 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°00'33" N, Long. 76°05'58" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5306A Cherry Point, N. C.

Boundaries. Beginning at Lat. 35°23'15" N, Long. 76°34'40" W; to Lat. 35°18'15" N, Long. 76°16'40" W; to Lat. 35°04'30" N, Long. 76°04'30" W; to Lat. 34°46'45" N, Long. 76°24'45" W; to Lat. 34°45'10" N, Long. 76°40'30" W; to Lat. 34°41'50" N, Long. 76°56'20" W; to Lat. 34°37'30" N, Long. 76°56'20" W; thence southwest along the boundary of Warning Area W-122 to Lat. 34°34'30" N, Long. 77°09'00" W; to Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 35°03'00" N, Long. 76°57'00" W; thence to point of beginning.

Designated altitudes. Surface to flight level 350.

Time of designation. Continuous.

Using agency Commanding General Marine Corps Air Station, Cherry Point, N. C.

R-5306B Cherry Point, N. C.

Boundaries. Beginning at Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 34°34'30" N, Long. 77°09'00" W; thence southwest along the boundary of Warning Area W-122 to Lat. 34°30'20" N, Long. 77°15'50" W; to Lat. 34°33'00" N, Long. 77°19'00" W; to Lat. 34°36'05" N, Long. 77°26'08" W; to Lat. 34°40'00" N, Long. 77°22'00" W; to Lat. 34°39'10" N, Long. 77°20'50" W; thence to point of beginning.

Designated altitudes. Surface to flight level 290.

Time of designation. Continuous.

Using agency Commanding General, Marine Corps Air Station, Cherry Point, N. C.

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R-5303C Cherry Point, N. C.

Boundaries. Beginning at Lat. 34°42'00" N, Long. 77°24'50" W; to Lat. 34°40'00" N, Long. 77°22'00" W; to Lat. 34°36'05" N, Long. 77°26'08" W; to Lat. 34°37'25" N, Long. 77°29'00" W; to Lat. 34°40'20" N, Long. 77°28'10" W; thence to point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding General, Marine Corps Air Station, Cherry Point, N. C.

R-5307 Cherry Point, N. C.

Boundaries. Beginning at Lat. 35°23'15" N, Long. 76°34'40" W; to Lat. 35°03'00" N, Long. 76°57'00" W; to Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 34°39'10" N, Long. 77°20'50" W; to Lat. 34°42'00" N, Long. 77°24'50" W; to Lat. 34°40'20" N, Long. 77°28'10" W; to Lat. 34°37'25" N, Long. 77°29'00" W; to Lat. 34°41'45" N, Long. 77°40'00" W; to Lat. 35°20'30" N, Long. 77°28'45" W; to Lat. 35°44'25" N, Long. 77°12'00" W; thence to point of beginning.

Designated altitudes. Flight level 350 to flight level 550.

Time of designation. Sunset to sunrise.

Controlling agency Federal Aviation Agency, Washington ARTC Center

Using agency Commanding General, Marine Corps Air Station, Cherry Point, N. C.

R-5303 Currituck Sound, N. C.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 36°12'15" N, Long. 75°45'57" W.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Continuous.

Using agency Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5309 Currituck Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°25'24" N, Long. 75°50'09" W.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5310 Currituck Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°10'28" N, Long. 75°45'04" W.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Continuous.

Using agency Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5311 Fort Bragg, N. C.

Boundaries. Beginning at latitude 35°10'46" N, longitude 79°01'56" W to latitude 35°08'47" N, longitude 79°02'00" W to latitude 35°07'00" N, longitude 79°02'30" W to latitude 35°05'35" N, longitude 79°01'50" W to latitude 35°02'55" N, longitude 79°05'40" W to latitude 35°02'45" N, longitude 79°20'10" W. to latitude 35°07'05" N, longitude 79°22'50" W to latitude 35°09'40" N, longitude 79°20'10" W. thence along Little River to point of beginning.

Designated altitude. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding General, Fort Bragg, N. C.

AMENDMENTS 11/15/62 27 F.R. 9810 (Rewritten)

R-5312 Goldsboro, N. C. (Seymour-Johnson AFB), Restricted Area/Military Climb Corridor

Boundaries. The area based on the 228° radial of the Seymour-Johnson AFB TACAN extending from 5 miles SW of the TACAN to 32 miles SW of the TACAN, having a width of 1 mile SE and 2.3 miles NW of the 228° radial at the beginning and a width of 2.3 miles either side of the 228° radial at the outer extremity

Designated altitudes:

2,100 feet MSL to 15,000 feet MSL from 5 miles SW of the TACAN to 6 miles SW of the TACAN.

2,100 feet MSL to flight level 240 from 6 to 7 miles SW of the TACAN.

2,100 feet MSL to flight level 270 from 7 to 10 miles SW of the TACAN.

6,100 feet MSL to flight level 270 from 10 to 15 miles SW of the TACAN.

10,100 feet MSL to flight level 270 from 15 to 20 miles SW of the TACAN.

15,100 feet MSL to flight level 270 from 20 to 25 miles SW of the TACAN.

19,100 feet MSL to flight level 270 from 25 to 32 miles SW of the TACAN.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Raleigh-Durham, N. C. Approach Control.

Using agency Commander, Seymour-Johnson AFB, N. C.

R-5313 Long Shoal Point, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 35°32'48" N, Long. 75°41'26" W.
 Designated altitudes. Unlimited.
 Time of designation. Continuous.
 Using agency Commander Fleet Air Norfolk, NAS Norfolk, Va.

§ 73.54 North Dakota

AMENDMENTS On publ. (7/26/62) 27 F.R. 7354 (Rerun)

R-5402 Grand Forks, N. Dak. (Grand Forks AFB), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the 001° radial of the Grand Forks AFB TACAN extending from 5 miles N of the airbase (Lat. 47°57'40" N, Long. 97°24'05" W) to 32 miles N of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity
 Designated altitudes:

2,900 feet MSL to 15,900 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase.
 2,900 feet MSL to flight level 249 from 6 to 7 miles N of the airbase.
 2,900 feet MSL to flight level 270 from 7 to 10 miles N of the airbase.
 6,900 feet MSL to flight level 270 from 10 to 15 miles N of the airbase.
 10,900 feet MSL to flight level 270 from 15 to 20 miles N of the airbase.
 15,900 feet MSL to flight level 270 from 20 to 25 miles N of the airbase.
 19,900 feet MSL to flight level 270 from 25 to 32 miles N of the airbase.

Time of designation. Continuous.
 Using agency Grand Forks AFB Approach Control.

R-5403 Minot, N. Dak. (Minot AFB), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the 308° radial of the Minot AFB TACAN extending from 5 miles NW of the airbase (Lat. 48°25'18" N, Long. 101°22'08" W) to 32 miles NW of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity
 Designated altitudes:

3,650 feet MSL to 16,650 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.
 3,650 feet MSL to flight level 257 from 6 to 7 miles NW of the airbase.
 3,650 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.
 7,650 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.
 11,650 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.
 16,650 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.
 20,650 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.

Time of designation. Continuous.
 Using agency Minot AFB Approach Control.

§ 73.55 Ohio

AMENDMENTS On publ. (7/26/62) 27 F.R. 7355 (Rerun)

R-5501 Columbus, Ohio (Lockbourne AFB), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the 218° radial of the Appleton, Ohio, VORTAC extending from 5 miles SW of the Lockbourne AFB (Lat. 39°48'51" N, Long. 82°55'56" W) to 32 miles SW of the airbase, having a width of 5.1 miles at the beginning and expanding uniformly to a width of 8.6 miles at the outer extremity

Designated altitudes:

2,750 feet MSL to 15,750 feet MSL from 5 miles SW of the airbase to 6 miles SW of the airbase.
 2,750 feet MSL to flight level 248 from 6 to 7 miles SW of the airbase.
 2,750 feet MSL to flight level 270 from 7 to 10 miles SW of the airbase.
 6,750 feet MSL to flight level 270 from 10 to 15 miles SW of the airbase.
 10,750 feet MSL to flight level 270 from 15 to 20 miles SW of the airbase.
 15,750 feet MSL to flight level 270 from 20 to 25 miles SW of the airbase.
 19,750 feet MSL to flight level 270 from 25 to 32 miles SW of the airbase.

Time of designation. Continuous.
 Controlling agency Federal Aviation Agency, Columbus Approach Control.
 Using agency Commander, Lockbourne AFB, Ohio.

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R-5502 Lacarne, Ohio.

Boundaries. Beginning at Lat. 41°50'39" N, Long. 83°08'47" W; to Lat. 41°35'41" N, Long. 82°54'24" W; to Lat. 41°31'39" N, Long. 83°01'30" W; to Lat. 41°31'40" N, Long. 83°03'00" W; to Lat. 41°37'38" N, Long. 83°11'12" W; to Lat. 41°39'30" N Long. 83°15'15" W; to Lat. 41°45'30" N Long. 83°19'45" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Cleveland ARTC Center

Using agency Commanding Officer, Erie Ordnance Depot, Lacarne, Ohio.

R-5503 Wilmington, Ohio

Boundaries. Beginning at Lat. 39°08'20" N, Long. 83°02'00" W; to Lat. 38°48'30" N, Long. 83°02'00" W; to Lat. 38°58'30" N, Long. 84°05'00" W to Lat. 39°12'30" N Long. 84°05'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. 0800 to 2200 EST, Monday through Saturday

Controlling agency Federal Aviation Agency, Indianapolis ARTC Center

Using agency Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

R-5504 Wilmington, Ohio

Boundaries. Beginning at Lat. 39°30'00" N, Long. 83°02'00" W; to Lat. 39°08'20" N, Long. 83°02'00" W; to Lat. 39°12'30" N, Long. 84°05'00" W to Lat. 39°15'45" N, Long. 84°05'00" W; to Lat. 39°30'00" N, Long. 83°47'00" W to the point of beginning, excluding the portion that coincides with R-5501.

Designated altitudes. 3,000 feet MSL to flight level 600.

Time of designation. 0800 to 2200 EST, Monday through Saturday

Controlling agency Federal Aviation Agency, Indianapolis ARTC Center

Using agency Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

§ 73.56 Oklahoma

AMENDMENTS On publ. (7/26/62) 27 F.R. 7355 (Rerun).

R-5601A Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°17'00" W to latitude 34°38'15" N. longitude 98°20'55" W thence counterclockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W to latitude 34°40'12" N., longitude 98°26'17" W to latitude 34°39'33" N. longitude 98°26'17" W thence counterclockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W to latitude 34°38'15" N., longitude 98°26'46" W to latitude 34°38'15" N. longitude 98°45'20" W to latitude 34°41'58" N. longitude 98°45'20" W to latitude 34°41'58" N., longitude 98°39'43" W to latitude 34°43'30" N. longitude 98°35'39" W to latitude 34°43'30" N., longitude 98°21'20" W to latitude 34°43'45" N., longitude 98°21'00" W to latitude 34°46'06" N., longitude 98°21'00" W to latitude 34°46'06" N. longitude 98°17'00" W to point of beginning.

Designated altitude. Surface to 65 000 feet MSL.

Time of designation. Continuous.

Using agency Commanding General, Fort Sill, Oklahoma.

AMENDMENTS On Publ. (12/6/62) 27 F.R. 12057 Added;

R-5601B Fort Sill, Okla.

Boundaries Beginning at latitude 34°38'15" N., longitude 98°26'46" W thence clockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N. longitude 98°24'06" W to latitude 34°39'33" N., longitude 98°26'17" W to latitude 34°40'12" N., longitude 98°26'17" W thence clockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W to latitude 34°38'15" N., longitude 98°20'55" W thence to point of beginning.

Designated altitude. Surface to 65,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Fort Worth ARTC Center

Using agency Commanding General, Fort Sill, Okla.

AMENDMENTS On publ. (12/6/62) 27 F.R. 12057 (Added)

§ 73.57 Oregon

AMENDMENTS On publ. (7/26/62) 27 F.R. 7356 (Rerun)

R-5701. Boardman Oreg.

Boundaries and designated altitudes. A 5-nautical-mile radius circle centered at latitude 45°43'36" N., longitude 119°41'03" W surface to flight level 450; within 3 nautical miles either side of the 093° and 263° bearings from the center of the circle extending to 11 nautical miles from the center, excluding the airspace within 5 statute miles of the 256° radial of the Pendleton, Oreg. VOR, 20,000 feet MSL to flight level 450; within 2 nautical miles N and 3 nautical miles S of the 082° bearing from the center of the circle extending to a line one nautical mile W of and parallel to Butter Creek, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the E extremity; within 3 nautical miles either side of the 234° bearing from the center of the circle extending to 10 nautical miles from the center, excluding the airspace within VOR Federal airway No. 112, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the SW extremity; within 3 nautical miles either side of the 270° bearing from the center of the circle extending to 15 nautical miles from the center surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the W extremity

Time of designation. Continuous

Controlling agency Federal Aviation Agency Seattle ARTC Center

Using agency Commanding Officer NAS Whidbey Island, Wash.

AMENDMENTS 12/13/62 27 F.R. 10363 (Rewritten)

R-5702. Klamath Falls, Oreg. (Kingsley Field), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the 325° radial of the Klamath Falls VORTAC extending from 10 miles NW of the airport (Lat. 42°09'25" N, Long. 121°43'55" W) to 32.5 miles NW of the airport, having a width of 2.5 miles at the beginning and expanding uniformly to a width of 4.5 miles at the outer extremity

Designated altitudes:

6,100 feet MSL to 19,100 feet MSL from 10 miles NW of the airport to 11 miles NW of the airport.

6,100 feet MSL to flight level 270 from 11 to 15 miles NW of the airport.

10,100 feet MSL to flight level 270 from 15 to 20 miles NW of the airport.

14,100 feet MSL to flight level 270 from 20 to 25 miles NW of the airport.

19,100 feet MSL to flight level 270 from 25 to 30 miles NW of the airport.

23,100 feet MSL to flight level 270 from 30 to 32.5 miles NW of the airport.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency Klamath Falls Approach Control.

Using agency Commander, 322nd Fighter Interceptor Squadron, Kingsley Field, Oreg.

R-5703 Portland, Oreg. (Portland International Airport), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the back course of the Portland ILS localizer, extending from 5 miles SE of the airport (Lat. 45°35'11" N, Long. 122°35'53" W) to 32 miles SE of the airport, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes:

2,000 feet MSL to 15,000 feet MSL from 5 miles SE of the airport to 6 miles SE of the airport.

2,000 feet MSL to flight level 240 from 6 to 7 miles SE of the airport.

2,000 feet MSL to flight level 270 from 7 to 10 miles SE of the airport.

6,000 feet MSL to flight level 270 from 10 to 15 miles SE of the airport.

10,000 feet MSL to flight level 270 from 15 to 20 miles SE of the airport.

15,000 feet MSL to flight level 270 from 20 to 25 miles SE of the airport.

19,000 feet MSL to flight level 270 from 25 to 32 miles SE of the airport.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Portland Approach Control.

Using agency Commander, 406th Fighter Interceptor Squadron, Portland, Oreg

R-5704 Hermiston, Oreg.

Boundaries. Beginning at latitude 45°52'00" N., longitude 119°31'30" W to latitude 45°52'00" N., longitude 119°30'00" W to latitude 45°50'00" N., longitude 119°30'00" W to latitude 45°50'00" N. longitude 119°31'30" W to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. 0800 to 2000 Pst, Monday through Friday

Using agency Commanding Officer, Umatilla Ordnance Depot, Hermiston, Oreg.

AMENDMENTS 7/26/62 27 F.R. 4474 (Added)

§ 73.58 Pennsylvania

AMENDMENTS On publ. (7/26/62) 27 F.R. 7356 (Rerun)

R-5801 Chambersburg, Pa.

Boundaries. A circular area with a 3,000-foot radius centered at Lat. 39°59'44" N, Long. 77°43'55" W.
Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. 0800 to 1800 EST, Monday through Friday

Using agency. Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa.

R-5802 Indiantown Gap, Pa.

Boundaries. Beginning at Lat. 40°28'45" N, Long. 76°35'30" W; to Lat. 40°26'05" N, Long. 76°35'30" W; to Lat. 40°24'55" N, Long. 76°36'55" W; to Lat. 40°23'45" N, Long. 76°43'11" W; to Lat. 40°24'20" N, Long. 76°44'40" W; to Lat. 40°28'45" N, Long. 76°37'40" W; to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Continuous, June 1 through August 31, 0800 to 1800 EST, Saturday and Sunday March 1 through May 31 and 0800 to 1800 EST, Saturday and Sunday September 1 through November 30.

Controlling agency Federal Aviation Agency, New York ARTC Center

Using agency Commanding General, Second United States Army, Fort Meade, Md.

R-5803 Chambersburg, Pa.

Boundaries. A circular area with a 2,400-foot radius centered at Lat. 40°02'29" N, Long. 77°44'20" W.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. 0800 to 1800 EST, Monday through Friday

Using agency Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa.

§ 73.59 Rhode Island

AMENDMENTS On publ. (7/26/62) 27 F.R. 7357 (Rerun)

§ 73.60 South Carolina

AMENDMENTS On publ. (7/26/62) 27 F.R. 7357 (Rerun)

R-6001 Fort Jackson, S. C.

Boundaries. Beginning at Lat. 34°03'51" N, Long. 80°42'12" W; to Lat. 34°01'40" N, Long. 80°42'15" W; to Lat. 34°01'50" N, Long. 80°55'15" W; to Lat. 34°02'21" N, Long. 80°56'02" W; to Lat. 34°04'45" N, Long. 80°53'02" W; to Lat. 34°06'19" N, Long. 80°48'47" W; to Lat. 34°05'58" N, Long. 80°46'05" W; to the point of beginning.

Designated altitudes. Surface to 24,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding General, Fort Jackson, S. C.

R-6002 Poinsett-Sumter, S. C.

Boundaries. Beginning at Lat. 33°52'30" N, Long. 80°26'00" W; to Lat. 33°45'50" N, Long. 80°25'00" W; to Lat. 33°44'15" N, Long. 80°33'15" W; to Lat. 33°48'00" N, Long. 80°34'00" W; to Lat. 33°52'30" N, Long. 80°30'00" W; to the point of beginning.

Designated altitudes. Surface to 16,000 feet MSL.

Time of designation. Sunrise to sunset, when ceilings of at least 3,000 feet and visibility of at least 3 miles exist.

Controlling agency Federal Aviation Agency, Jacksonville ARTC Center

Using agency Commander, Shaw AFB, S. C.

R-6003 Charleston, S. C. (Charleston AFB/Municipal Airport), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 147° radial of the Charleston VORTAC extending from 10 miles SE of the VORTAC to 35 miles SE of the VORTAC, having a width of 2.5 miles at the beginning and expanding uniformly to a width of 5.5 miles at the outer extremity, excluding the portion which lies outside of the continental United States.

Designated altitudes:

2,000 feet MSL to 15,000 feet MSL from 10 miles SE of the VORTAC to 11 miles SE of the VORTAC.

2,000 feet MSL to flight level 240 from 11 to 12 miles SE of the VORTAC.

2,000 feet MSL to flight level 270 from 12 to 15 miles SE of the VORTAC.

6,000 feet MSL to flight level 270 from 15 to 20 miles SE of the VORTAC.

10,000 feet MSL to flight level 270 from 20 miles SE of the VORTAC to the continental limits of the United States.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Charleston Approach Control.

Using agency Commander, Charleston AFB, S. C.

§ 73.61 South Dakota

AMENDMENTS On publ. (7/26/62) 27 F.R. 7358 (Rerun)

R-6101 Igloo, S. Dak.

Boundaries. Beginning at Lat. 43°12'57" N, Long. 103°58'00" W; to Lat. 43°12'57" N, Long. 103°52'45" W; to Lat. 43°09'11" N, Long. 103°52'45" W; to Lat. 43°09'11" N, Long. 103°53'10" W; to Lat. 43°08'08" N, Long. 103°53'10" W; to Lat. 43°08'08" N, Long. 103°58'00" W; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. 0700 to 1900 MST, Monday through Friday

Using agency Commanding Officer, Black Hills Ordnance Depot, Igloo, S. Dak

R-6102 Scenic, S. Dak.

Boundaries. Beginning at latitude 43°41'00" N., longitude 102°01'00" W. to latitude 43°30'00" N., longitude 102°01'00" W. to latitude 43°30'00" N. longitude 102°50'00" W. to latitude 43°41'00" N., longitude 102°50'00" W., to the point of beginning.

Designated altitudes. Surface to flight level 500

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Denver ARTC Center

Using agency Commander, Ellsworth AFB, S. Dak.

§ 73.62 Tennessee

AMENDMENTS On publ. (7/26/62) 27 F.R. 7358 (Rerun)

§ 73.63 Texas

AMENDMENTS On publ. (7/26/62) 27 F.R. 7358 (Rerun)

R-6301 Corpus Christi, Tex.

Boundaries. Beginning at latitude 27°46'00" N., longitude 97°02'25" W. thence three nautical miles from and parallel to the shoreline to latitude 26°42'30" N. longitude 97°16'00" W. to latitude 26°37'45" N., longitude 97°34'00" W. to latitude 27°17'30" N. longitude 97°48'30" W., to latitude 27°16'30" N., longitude 97°51'15" W. to latitude 27°29'00" N. longitude 97°55'15" W., to latitude 27°30'00" N., longitude 97°52'00" W. counterclockwise along the arc of a two-mile radius circle centered at latitude 27°31'30" N., longitude 97°52'45" W. to latitude 27°32'40" N., longitude 97°51'00" W., to latitude 27°33'12" N. longitude 97°51'40" W. to latitude 27°42'18" N., longitude 97°33'30" W. counterclockwise along the arc of a three-mile radius circle centered at latitude 27°43'15" N., longitude 97°30'30" W. to latitude 27°40'30" N., longitude 97°29'40" W., to latitude 27°47'00" N., longitude 97°20'00" W. to latitude 27°47'25" N., longitude 97°19'00" W. to point of beginning.

Designated altitudes. Surface to flight level 450

Time of designation. Continuous

Using agency Chief of Naval Air Advanced Training, NAS Corpus Christi, Texas.

R-6302 Fort Hood, Tex.

Boundaries. Beginning at Lat. 31°06'07" N, Long. 97°32'45" W; to Lat. 31°09'00" N, Long. 97°41'15" W; to Lat. 31°09'45" N, Long. 97°41'15" W; to Lat. 31°09'45" N, Long. 97°43'15" W; to Lat. 31°08'45" N; Long. 97°43'30" W; to Lat. 31°08'45" N, Long. 97°47'15" W. to Lat. 31°15'00" N, Long. 97°50'45" W; to Lat. 31°19'15" N, Long. 97°50'45" W; to Lat. 31°23'25" N, Long. 97°47'40" W. to Lat. 31°22'30" N, Long. 97°42'45" W; to Lat. 31°12'45" N, Long. 97°30'45" W; to the point of beginning.

Designated altitudes. Surface to flight level 330.

Time of designation. Continuous.

Using agency Commanding General, Fort Hood, Tex.

R-6303 Matagorda Island, Tex.

Boundaries. Beginning at Lat. 28°15'20" N, Long. 96°26'50" W; to Lat. 28°18'55" N, Long. 96°27'45" W; to Lat. 28°20'55" N, Long. 96°29'15" W; to Lat. 28°12'00" N, Long. 96°46'00" W; to Lat. 28°07'00" N, Long. 96°42'00" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. Sunrise to sunset.

Using agency Commander, Second Air Force, Barksdale AFB, La.

Boundaries. The area centered on the 151° radial of the Webb AFB TACAN extending from 14.5 miles SE of the TACAN to 41.5 miles SE of the TACAN, having a width of 3 miles at the beginning and expanding uniformly to a width of 6 miles at the outer extremity

Designated altitudes.

4,600 feet MSL to 15,600 feet MSL from 14.5 miles SE of the TACAN to 15.5 miles SE of the TACAN.

4.600 feet MSL to flight level 246 from 15.5 to 16.5 miles SE of the TACAN.

4,600 feet MSL to flight level 270 from 16.5 to 19.5 miles SE of the TACAN.

8,600 feet MSL to flight level 270 from 19.5 to 24.5 miles SE of the TACAN.

12,600 feet MSL to flight level 270 from 24.5 to 29.5 miles SE of the TACAN.

17.600 feet MSL to flight level 270 from 29.5 to 34.5 miles SE of the TACAN.

21,600 feet MSL to flight level 270 from 34.5 to 41.5 miles SE of the TACAN.

Time of designation, Continuous.

Using agency Webb AFB Approach Control.

Boundaries. The area centered on the 223° radial of the Ellington AFB TACAN extending 8 miles SW of the TACAN to 35 miles SW of the TACAN, having a width of 2.5 miles at the beginning and expanding uniformly to a width of 5 miles at the outer extremity

Designated altitudes.

2,000 feet MSL to 15,000 feet MSL from 8 miles SW of the TACAN to 9 miles SW of the TACAN.

2,000 feet MSL to flight level 240 from 9 to 10 miles SW of the TACAN.

2,000 feet MSL to flight level 270 from 10 to 13 miles SW of the TACAN.

6,000 feet MSL to flight level 270 from 13 to 18 miles SW of the TACAN.

10,000 feet MSL to flight level 270 from 18 to 23 miles SW of the TACAN.

15,000 feet MSL to flight level 270 from 23 to 28 miles SW of the TACAN.

19,000 feet MSL to flight level 270 from 28 to 35 miles SW of the TACAN.

Time of designation. Continuous -

Controlling agency Federal Aviation Agency Houston Approach Control.

Using agency Commander, Ellington AFB, Tex.

AMENDMENTS On publ. (7/26/62) 27 F.R. 7360 (Rerun)

Boundaries. Beginning at Lat. 40°16'27" N, Long. 112°18'43" W. to Lat. 40°15'42" N. 112°18'43" W; to Lat. 40°15'42" N, Long. 112°21'01" W; to Lat. 40°16'27" N Long. 112°21'01" W; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

Boundaries. Beginning at Lat. 40°25'00" N. Long. 112°53'00" W; to Lat. 40°15'00" N, Long. 112°53'00" W; to Lat. 40°15'00" N, Long. 112°46'20" W; to Lat. 40°08'00" N, Long. 112°46'20" W; to Lat. 40°08'00" N, Long. 112°43'00" W; to Lat. 40°03'00" N, Long. 112°43'00" W; to Lat. 40°03'00" N, Long. 112°46'30" W; to Lat. 40°01'00" N, Long. 112°45'20" W; to Lat. 40°01'00" N, Long. 112°46'30" W; to Lat. 40°02'00" N. Long. 112°46'30" W; to Lat. 40°02'00" N, Long. 113°14'00" W; to Lat. 40°04'15" N, Long. 113°14'00" W; to Lat. 40°04'15" N. Long. 113°20'30" W; to Lat. 40°15'00" N, Long. 113°20'30" W; to Lat. 40°15'00" N, Long. 113°14'00" W; to Lat. 40°20'20" N, Long. 113°14'00" W; to Lat. 40°20'20" N, Long. 113°07'00" W; to Lat. 40°25'00" N, Long. 113°07'00" W; to the point of beginning.

Designated altitudes. Surface to 40,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding Officer, Dugway Proving Ground, Tooele, Utah.

Boundaries. Beginning at latitude 40°30'44" N., longitude 112°27'30" W., to latitude 40°29'32" N., longitude 112°27'30" W., to latitude 40°29'32" N., longitude 112°29'15" W., to latitude 40°30'44" N., longitude 112°29'15" W., to the point of beginning.

Designated' altitude. Surface to 9,000 feet MSL.

Time of designation. 0800 to 2000 P.s.t.

Using agency Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

R-6404 Wendover, Utah.

Boundaries. Beginning at Lat. 41°10'40" N, Long. 112°45'00" W; to Lat. 41°00'00" N, Long. 112°45'00" W; to Lat. 41°00'00" N, Long. 112°56'30" W; to Lat. 40°51'30" N, Long. 112°56'30" W; to Lat. 40°48'30" N, Long. 113°40'00" W; to Lat. 41°15'00" N, Long. 113°43'50" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. Sunrise to sunset.

Using agency Commander, Ogden Air Materiel Area, Ogden, Utah.

R-6405 Wendover, Utah.

Boundaries. Beginning at Lat. 39°55'00" N, Long. 112°40'00" W; to Lat. 39°45'00" N, Long. 112°40'00" W; to Lat. 39°45'00" N, Long. 112°48'00" W; to Lat. 39°19'00" N, Long. 112°48'00" W; to Lat. 39°18'20" N, Long. 113°01'30" W; to Lat. 39°14'30" N, Long. 113°22'30" W; to Lat. 39°20'40" N, Long. 113°37'30" W; to Lat. 39°17'00" N, Long. 113°48'00" W; to Lat. 39°55'00" N, Long. 113°48'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. Sunrise to sunset.

Using agency Commander Hill AFB, Utah.

R-6406 Wendover, Utah.

Boundaries. Beginning at Lat. 40°40'30" N, Long. 113°00'00" W; to Lat. 40°25'00" N, Long. 113°00'00" W; to Lat. 40°25'00" N, Long. 112°53'00" W; to Lat. 40°20'00" N, Long. 112°53'00" W; to Lat. 40°20'00" N, Long. 112°40'00" W; to Lat. 39°55'00" N, Long. 112°40'00" W; to Lat. 39°55'00" N, Long. 113°48'00" W; to Lat. 40°00'00" N, Long. 113°48'00" W; to Lat. 40°00'00" N, Long. 114°00'00" W; to Lat. 40°20'00" N, Long. 114°00'00" W; to Lat. 40°20'00" N, Long. 114°08'00" W; to Lat. 40°26'00" N, Long. 114°08'00" W; to Lat. 40°26'00" N, Long. 114°00'00" W; to Lat. 40°38'30" N, Long. 114°00'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. Continuous.

Using agency Commander, Hill AFB, Utah.

R-6407 Wendover, Utah.

Boundaries. Beginning at Lat. 40°36'30" N, Long. 114°14'00" W; to Lat. 40°38'00" N, Long. 114°07'40" W; to Lat. 40°38'00" N, Long. 114°00'00" W; to Lat. 40°26'00" N, Long. 114°00'00" W; to Lat. 40°26'00" N, Long. 114°08'00" W; to Lat. 40°20'00" N, Long. 114°08'00" W; to Lat. 40°20'00" N, Long. 114°18'00" W; to the point of beginning.

Designated altitudes. 15,000 feet MSL to flight level 350.

Time of designation. Sunrise to sunset, Monday through Saturday

Using agency Commander, Ogden Air Materiel Area, Ogden, Utah.

§ 73.65 Vermont

AMENDMENTS On publ (7/26/62) 27 F.R. 7362 (Rerun)

R-6501 Underhill, Vt.

Boundaries. Beginning at Lat. 44°30'15" N, Long. 72°51'30" W; to Lat. 44°27'00" N, Long. 72°50'00" W; to Lat. 44°27'30" N, Long. 72°53'15" W; to Lat. 44°28'30" N, Long. 72°56'50" W; to Lat. 44°30'00" N, Long. 72°56'30" W; to the point of beginning.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. Continuous, June 1 through July 31, 0700 to 0100, e.s.t., August 1 through May 31.

Using agency Adjutant General, State of Vermont, Montpelier, Vt.

§ 73.66 Virginia

AMENDMENTS On publ. (7/26/62) 27 F.R. 7362 (Rerun)

R-6601 Camp Hill, Va.

Boundaries. Beginning at latitude 38°07'47" N., longitude 77°13'25" W to latitude 38°06'50" N., longitude 77°10'34" W to latitude 38°05'30" N., longitude 77°09'06" W to latitude 38°03'15" N., longitude 77°09'20" W to latitude 38°02'15" N., longitude 77°11'15" W to latitude 38°01'17" N., longitude 77°16'45" W to latitude 38°05'13" N., longitude 77°17'15" W to point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. 0700 to 2300 e.s.t., June 1 through September 8 annually

Controlling agency Federal Aviation Agency, Washington ARTC Center

Using agency Commanding General, Second United States Army, Fort Meade, Md.

RULES AND REGULATIONS

R-6602 Camp Pickett, Va.

Boundaries. Beginning at latitude 37°05'37" N., longitude 77°51'54" W to latitude 37°04'25" N., longitude 77°51'45" W along State Highway No. 40 to latitude 37°03'55" N., longitude 77°51'05" W to latitude 37°00'56" N., longitude 77°50'55" W to latitude 36°57'54" N., longitude 77°53'19" W to latitude 36°58'12" N., longitude 77°57'42" W. to latitude 37°01'50" N., longitude 77°58'40" W to latitude 37°01'50" N., longitude 77°55'58" W to latitude 37°05'37" N., longitude 77°56'00" W to the point of beginning.

Designated altitudes. Surface to 22,000 feet MSL.

Time of designation. Continuous from June 1 through September 8; 0600 e.s.t. Saturday to 2200 e.s.t. Sunday from September 9 through May 31, other times as published by NOTAMS at least 48 hours in advance.

Controlling agency Federal Aviation Agency, Washington ARTC Center

Using agency Commanding General, Second United States Army, Fort Meade, Md.

R-6603 Chesapeake Bay, Va.

Boundaries. Beginning at latitude 37°43'33" N., longitude 76°00'45" W to latitude 37°33'00" N., longitude 76°03'55" W to latitude 37°33'00" N., longitude 76°08'34" W to latitude 37°45'00" N. longitude 76°09'48" W., to latitude 37°45'00" N., longitude 76°08'51" W counterclockwise along the arc of a circle with a radius of 5 nautical miles centered at latitude 37°47'54" N., longitude 76°03'48" W to the point of beginning.

Designated altitudes. Surface to 15,000 feet MSL.

Time of designation. 0800 to 1700 local time, Monday through Friday

Using agency Coordinator, Virginia Capes Operating Area, Naval Base, Norfolk, Va.

R-6604 Chincoteague Inlet, Va.

Boundaries. Beginning at Lat. 37°56'45" N. Long. 75°27'30" W to Lat. 37°51'30" N Long. 75°17'15" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 37°38'45" N, Long. 75°31'20" W; to Lat. 37°50'24" N, Long. 75°31'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency Chief, Wallops Station, National Aeronautics and Space Administration, Wallops Island, Va.

R-6606 Pendleton, Va.

Boundaries. Beginning at Lat. 36°50'41" N, Long. 75°54'40" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 36°34'33" N, Long. 75°48'40" W; to Lat. 36°45'03" N, Long. 75°56'12" W to Lat. 36°44'45" N, Long. 75°57'05" W; to Lat. 36°44'39" N, Long. 75°58'00" W to Lat. 36°47'00" N, Long. 75°58'45" W; to Lat. 36°47'18" N, Long. 75°56'54" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. 0800 to 1700 EST. Monday through Friday

Using agency Commanding Officer U. S. Fleet Air Defense Training Center Dam Neck, Va.

R-6608 Quantico, Va.

Boundaries. Beginning at latitude 38°31'15" N., longitude 77°24'20" W to latitude 38°29'00" N., longitude 77°28'45" W to latitude 38°31'20" N., longitude 77°34'07" W to latitude 38°37'00" N., longitude 77°34'07" W to latitude 38°37'50" N., longitude 77°32'20" W to latitude 38°37'00" N., longitude 77°25'34" W to latitude 38°34'00" N., longitude 77°24'00" W to the point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Washington ARTC Center

Using agency Commander, Marine Corps Air Station, Quantico, Va.

AMENDMENTS 10/18/62 27 F.R. 9985 (Rewritten),

R-6609 Tangier Island, Va.

Boundaries. A circular area with a 5-nautical mile radius centered at Lat. 37°47'54" N, Long. 76°03'48" W.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-6610 Hampton Roads, Va. (Langley AFB), Restricted Area/Military Climb Corridor

Boundaries. The area based on the 011° radial of the Langley AFB VOR extending from 5 miles N of the airbase (Lat. 37°05'05"N, Long. 76°21'40" W) to 32 miles N of the airbase, having a width of 1 mile W and 2 miles E of the 011° radial at the beginning. The W boundary expands uniformly to a width of 2.3 miles W of the 011° radial at the outer extremity. The E boundary decreases to a width of 1.5 miles 10 miles from the point of beginning, then expands to a width of 2.3 miles E of the 011° radial at the outer extremity.

Designated altitudes.

2,000 feet MSL to 15,000 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase.

2,000 feet MSL to flight level 240 from 6 to 7 miles N of the airbase.

2,000 feet MSL to flight level 270 from 7 to 10 miles N of the airbase.

6,000 feet MSL to flight level 270 from 10 to 15 miles N of the airbase.

10,000 feet MSL to flight level 270 from 15 to 20 miles N of the airbase.

15,000 feet MSL to flight level 270 from 20 to 25 miles N of the airbase.

19,000 feet MSL to flight level 270 from 25 to 32 miles N of the airbase.

Time of designation. Continuous.

Using agency Langley AFB Approach Control.

R-6611 Dahlgren Complex, Va.

Boundaries. Beginning at Lat. 38°21'30" N, Long. 77°01'15" W; to Lat. 38°17'30" N, Long. 76°56'00" W; to Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to Lat. 38°19'15" N, Long. 77°02'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. 0800 to 1700 EST, Monday through Friday

Controlling agency Federal Aviation Agency, Washington ARTC Center

Using agency Commander, Naval Proving Grounds, Dahlgren, Va.

R-6612 Dahlgren Complex, Va.

Boundaries. Two overlapping circular areas with 7,000-foot radii centered at Lat. 38°17'59" N, Long. 77°02'15" W, and Lat. 38°18'23" N, Long. 77°02'57" W.

Designated altitudes. Surface to 7,000 feet MSL.

Time of designation. 0800 to 1700 EST, Monday through Friday

Controlling agency Federal Aviation Agency, Washington ARTC Center

Using agency Commander, Naval Proving Grounds, Dahlgren, Va.

R-6613 Dahlgren Complex, Va.

Boundaries. Beginning at Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'30" N, Long. 76°46'35" W; to Lat. 38°10'00" N, Long. 76°50'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. 0800 to 1700 EST, Monday through Friday

Controlling agency Federal Aviation Agency, Washington ARTC Center

Using agency Commander, Naval Proving Grounds, Dahlgren, Va.

§ 73.67 Washington

AMENDMENTS On publ. (7/26/62) 27 F.R. 7364 (Rerun)

R-6701 Admiralty Inlet, Wash.

Boundaries. Beginning at Lat. 48°10'00" N, Long. 122°34'48" W; to Lat. 48°05'45" N, Long. 122°31'30" W; to Lat. 48°06'06" N, Long. 122°41'12" W; to Lat. 48°10'00" N, Long. 122°40'56" W; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency Federal Aviation Agency, Seattle ARTC Center

Using agency Commanding Officer, NAS Whidbey Island, Wash.

R-6703 Fort Lewis, Wash.

Boundaries. Beginning at latitude 47°03'10" N., longitude 122°31'25" W. to latitude 47°02'30" N., longitude 122°31'40" W to latitude 47°02'30" N., longitude 122°31'00" W to latitude 47°00'40" N., longitude 122°31'25" W, to latitude 47°00'40" N., longitude 122°32'55" W to latitude 46°58'05" N., longitude 122°34'00" W to latitude 46°58'05" N., longitude 122°37'50" W to latitude 47°04'25" N., longitude 122°35'15" W to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, McChord Approach Control.

Using agency Commanding General, Fort Lewis, Wash.

RULES AND REGULATIONS

R-3704 Fort Lewis, Wash.

Boundaries. Beginning at latitude 47°04'25" N., longitude 122°35'15" W to latitude 46°58'05" N., longitude 122°37'50" W to latitude 46°54'35" N., longitude 122°41'25" W to latitude 46°54'05" N., longitude 122°45'00" W to latitude 46°57'12" N., longitude 122°46'50" W to latitude 47°00'40" N., longitude 122°41'40" W to latitude 47°04'35" N., longitude 122°41'30" W to latitude 47°05'25" N., longitude 122°38'00" W. to the point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, McChord Approach Control.

Using agency Commanding General, Fort Lewis, Wash.

R-8703 Juan De Fuca, Wash.

Boundaries. Beginning at Lat. 48°14'30" N, Long. 123°42'00" W; to Lat. 48°10'30" N, Long. 123°42'00" W; thence one-half mile N of and parallel to the N coast of Washington to Lat. 48°18'35" N, Long. 124°25'00" W; to Lat. 48°24'30" N, Long. 124°25'00" W; thence along the United States-Canadian border to the point of beginning.

Designated altitudes. Surface to 1,000 feet MSL.

Time of designation. Continuous.

Using agency Commanding Officer, NAS Whidbey Island, Wash.

R-8707 Quetzal, Wash.

Boundaries. Beginning at Lat. 47°29'25" N, Long. 124°25'00" W; clockwise along the arc of a 3-mile radius circle centered at Lat. 47°27'00" N, Long. 124°24'15" W to Lat. 47°24'25" N, Long. 124°24'30" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency Commanding Officer, NAS Whidbey Island, Wash.

R-8703 Rosario Strait, Wash.

Boundaries. A circular area with a 1 nautical mile radius centered at Lat. 48°29'06" N, Long. 122°45'42" W.

Designated altitudes. Surface to 1,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Seattle ARTC Center

Using agency Commanding Officer, NAS Whidbey Island, Wash.

R-6713 Whidbey Island, Wash.

Boundaries. Beginning at Lat. 48°25'00" N, Long. 123°05'00" W; to Lat. 48°23'00" N Long. 123°06'00" W to Lat. 48°16'30" N, Long. 123°03'00" W to Lat. 48°16'30" N Long. 122°55'30" W; to Lat. 48°19'45" N, Long. 122°46'30" W to Lat. 48°25'00" N Long. 122°53'30" W to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. 0700 to 2400 PST.

Controlling agency Federal Aviation Agency Seattle ARTC Center

Using agency Commanding Officer NAS Whidbey Island, Wash.

R-6714 Yakima, Wash.

Boundaries. Beginning at latitude 46°51'00" N., longitude 119°58'00" W along the W shore of the Columbia River to latitude 46°39'00" N., longitude 119°55'30" W to latitude 46°33'00" N., longitude 119°55'30" W to latitude 46°33'00" N., longitude 120°13'00" W to latitude 46°40'35" N., longitude 120°26'35" W to latitude 46°43'00" N., longitude 120°26'38" W to latitude 46°51'00" N., longitude 120°21'30" W to latitude 46°51'00" N., longitude 120°16'30" W to latitude 46°54'30" N., longitude 120°15'00" W clockwise along the arc of a 12-mile radius circle centered at latitude 46°44'45" N., longitude 120°20'00" W to latitude 46°51'00" N., longitude 120°08'30" W to the point of beginning.

Designated altitudes. Surface to 38,000 feet MSL.

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Seattle ARTC Center

Using agency Commanding General, Fort Lewis, Wash.

R-6715 Richland, Wash.

Boundaries. Beginning at latitude 46°48'00" N., longitude 119°35'00" W. to latitude 46°48'00" N. longitude 119°25'00" W., to latitude 46°45'00" N. longitude 119°20'00" W., to latitude 46°30'00" N. longitude 119°20'00" W. to latitude 46°30'00" N., longitude 119°13'00" W., to latitude 46°20'00" N. longitude 119°13'00" W; to latitude 46°30'00" N., longitude 119°47'00" W., to latitude 46°40'00" N. longitude 119°47'00" W. to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency Manager, Atomic Energy Commission, Richland, Washington.

§ 73.68 West Virginia

AMENDMENTS On publ. (7/26/62) 27 F.R. 7366 (Rerun)

§ 73.69 Wisconsin

AMENDMENTS On publ. (7/26/62) 27 F.R. 7366 (Rerun)

R-6901 Camp McCoy, Wis.

Boundaries. Beginning at latitude 44°08'40" N., longitude 90°44'00" W. to latitude 44°08'40" N., longitude 90°40'20" W., to latitude 44°09'30" N., longitude 90°40'20" W.; to latitude 44°09'30" N., longitude 90°36'45" W., to latitude 44°00'00" N., longitude 90°36'45" W., to latitude 44°00'00" N., longitude 90°35'46" W., to latitude 43°56'20" N., longitude 90°35'46" W. to latitude 43°56'20" N., longitude 90°44'00" W. to point of beginning.

Designated altitudes. Surface to flight level 250.

Time of designation. May 23 through September 5.

Using agency Commanding Officer, Camp McCoy, Wis.

R-6903 Sheboygan, Wis.

Boundaries. Beginning at latitude 43°19'00" N. longitude 87°41'00" W to latitude 44°05'30" N., longitude 87°29'45" W. to latitude 44°02'00" N., longitude 87°02'30" W to latitude 43°15'30" N., longitude 87°14'00" W to the point of beginning.

Designated altitudes. Surface to flight level 450.

Time of designation. 0600 to 2200 CST May 1 through September 30, and from 0800 to 1600 CST October 1 through April 30.

Controlling agency Federal Aviation Agency, Chicago ARTC Center

Using agency Commander, Volk Field, Wisconsin.

AMENDMENTS 11/15/62 27 F.R. 9510 (Rewritten)

R-6904 Volk Field, Wis.

Boundaries. Beginning at Lat. 44°16'00" N Long. 89°59'00" W; to Lat. 44°12'00" N, Long. 89°59'00" W; to Lat. 44°12'00" N, Long. 90°07'00" W to Lat. 44°16'00" N, Long. 90°07'00" W; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency Adjutant General, State of Wisconsin, Madison, Wis.

R-6905 Madison, Wis. (Truax Field), Restricted Area/Military Climb Corridor

Boundaries. The area centered on the 003° radial of the Truax VOR extending from 5 miles N of the airport (Lat. 43°08'15" N, Long. 89°20'10" W) to 32 miles N of the airport, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity

Designated altitudes.

2,900 feet MSL to 15,900 feet MSL from 5 miles N of the airport to 6 miles N of the airport.

2,900 feet MSL to flight level 249 from 6 to 7 miles N of the airport.

2,900 feet MSL to flight level 270 from 7 to 10 miles N of the airport.

6,900 feet MSL to flight level 270 from 10 to 15 miles N of the airport.

10,900 feet MSL to flight level 270 from 15 to 20 miles N of the airport.

15,900 feet MSL to flight level 270 from 20 to 25 miles N of the airport.

19,900 feet MSL to flight level 270 from 25 to 32 miles N of the airport

Time of designation. Continuous.

Controlling agency Federal Aviation Agency, Madison Approach Control.

Using agency Commander, 325th Fighter Interceptor Squadron, Truax Field, Madison, Wis.

§ 73.70 Wyoming

AMENDMENTS On publ. (7/26/62) 27 F.R. 7367 (Rerun)

R-7001 Guernsey Wyo.

Boundaries. Beginning at latitude 42°30'00" N. longitude 104°54'30" W. to latitude 42°30'00" N. longitude 104°40'00" W. to latitude 42°23'00" N., longitude 104°40'00" W. to latitude 42°19'00" N., longitude 104°45'00" W. to latitude 42°18'00" N. longitude 104°45'00" W., to latitude 42°19'30" N. longitude 104°51'00" W., to latitude 42°24'00" N. longitude 104°54'30" W., to the point of beginning.

Designated altitudes. Surface to 23,500 feet MSL.

Time of designation. 0700 to 2200 m.s.t. May 15 through September 5.

Controlling agency Federal Aviation Agency, Casper, Wyo., Flight Service Station.

Using agency Adjutant General, State of Wyoming.

§ 73.71 Puerto Rico

AMENDMENTS On publ. (7/26/62) 27 F.R. 7367 (Rerun)

R-7101 Culebra Island, P.R.

Boundaries. The airspace over Culebra Island and the surrounding waters extending to the 3-nautical mile limit from the shoreline.

Designated altitudes. Surface to flight level 500.

Time of designation. During VFR weather conditions, and only after issuance of NOTAMS by the Commandant, 10th Naval District at least 48 hours prior to firing. NOTAMS also to be issued upon cessation of firing.

Using agency Commander, Caribbean Sea Frontier, San Juan, P R.

R-7102 Punta Figuras, P R.

Boundaries. Beginning at Lat. 17°58'22" N Long. 66°58'50" W; to Lat. 17°55'35" N, Long. 66°57'10" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 17°51'55" N, Long. 66°14'10" W; clockwise along the arc of a 25,000 yard radius circle centered at Lat. 17°57'48" N Long. 66°02'54" W to Lat. 17°53'05" N, Long. 66°14'50" W; to Lat. 17°57'23" N, Long. 66°05'06" W to the point of beginning.

Designated altitudes. Surface to 30,000 feet MSL.

Time of designation. Sunrise to sunset during periods of unrestricted visibility and only after issuance of NOTAMS by the Commandant. 10th Naval District at least 48 hours prior to firing. NOTAMS also to be issued upon cessation of firing.

Using agency Commanding General. U. S. Army Caribbean, San Juan, P R.

R-7103 Salinas, P.R.

Boundaries. Beginning at Lat. 18°03'00" N , Long. 66°14'35" W., to Lat. 18°01'16" N., Long. 66°15'14" W., to Lat. 17°59'57" N., Long. 66°16'00" W., to Lat. 17°59'16" N., Long. 66°17'11" W. to Lat. 18°01'00" N., Long. 66°19'58" W., to Lat. 18°01'53" N., Long. 66°18'53" W. to Lat. 18°02'34" N., Long. 66°18'47" W., to Lat. 18°03'25" N., Long. 66°17'54" W. to Lat. 18°04'07" N., Long. 66°17'00" W. to point of beginning.

Designated altitude. Surface to 12,000 feet MSL.

Time of designation. Continuous, June 1 through August 31, and sunrise to sunset, Saturday and Sunday, September 1 through May 31.

Using agency Commanding General, U S. Army Caribbean, San Juan, P.R.

R-7104 Vieques Island, P.R.

Boundaries. The airspace over Vieques Island and the surrounding waters extending to the 3 nautical mile limit from the shoreline.

Designated altitudes. Surface to flight level 500.

Time of designation. Continuous, but only after issuance of NOTAMS by the Commandant, 10th Naval District, at least 48 hours prior to firing. NOTAMS to contain information concerning time of cessation of firing.

Using agency Commander, Caribbean Sea Frontier, San Juan, P R.

§ 73.72 Guam

AMENDMENTS On publ. (7/26/62) 27 F.R. 7367 (Rerun)

R-7201 Nafatan Rock, Guam.

Boundaries. The area within a 5-nautical mile radius of Lat. 14°50'00" N, Long. 145°32'00" E. excluding the portion which lies 3 nautical miles beyond the shoreline.

Designated altitudes. Surface to flight level 600.

Time of designation. Continuous.

Using agency Commanding Officer, NAS Agana, Guam.

[Airspace Docket No. 63-WA-1]

PART 75—ESTABLISHMENT OF JET ROUTES [NEW]

Compilation of Regulations

The following compilation of Part 75 [New] of Federal Aviation Regulations is adopted for the purpose of combining, in one single document, all amendments which have been published by the Administrator of the Federal Aviation Agency in the Federal Register and which were effective prior to January 1, 1963. In addition, pending amendments are listed below the appropriate section and include the effective date and the Federal Register citation. Since this revision does not involve any substantive changes, compliance with the notice, public procedure, and effective date provisions of section 4 of the Administrative Procedure Act is not required.

Pursuant to the authority delegated to me by the Administrator (25 F R. 12582), this revision of Part 75 is effective immediately

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 7, 1963.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

SUBPART A -- GENERAL**Sec.**

- 75.1 Applicability
- 75.11 Jet routes.
- 75.13 High altitude navigational aids
- 75.15 Jet advisory areas.
- 75.17 Bearings; radials; miles.

SUBPART B -- JET ROUTES**Sec.**

- 75.100 Jet routes.

SUBPART C -- JET ADVISORY AREAS**Sec.**

- 75.200 En route jet advisory areas.
- 75.300 Terminal jet advisory areas.

SUBPART A -- GENERAL**§ 75.1 Applicability**

The routes that are described in Subpart B of this part are designated as jet routes between high altitude navigational aids or intersections of their signals, along which aircraft may be operated at and above flight level 240. The areas described in Subpart C of this part are designated as jet advisory areas along specified jet route segments, VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between high altitude navigational facilities, centerlines of control area extensions, or in the vicinity of specific geographical locations.

§ 75.11 Jet routes.

(a) Each jet route consists of a direct course for navigating aircraft at and above flight level 240 between the respective navigational aids and intersections specified for that route. They are designated in Subpart B.

(b) Jet routes designated in a west to east direction between their initial and final points are normally assigned even numbers, even though parts of such a route may deviate from that direction between any two or more intermediate points.

(c) Jet routes designated in a south to north direction between their initial and final points are normally assigned odd numbers, even though parts of such a route may deviate from that direction between any two or more intermediate points.

§ 75.13 High altitude navigational aids.

The navigational facilities used in the jet route descriptions in Subpart B of this part, and the following, are high altitude navigational aids:

- (a) Nantucket, Mass. -- CONSOLAN.
- (b) Newark, N. J. -- RR.
- (c) Wilmington (Carolina Beach), N. C. -- RBN.
- (d) Marathon, Fla. -- RBN.
- (e) Galveston, Tex. -- RBN.
- (f) Grand Isle, La. -- RBN.
- (g) Egmont Key, Fla. -- RBN.
- (h) Miami, Fla. -- RBN.
- (i) Pensacola, Fla. -- RBN.
- (j) Millville, N. J. -- RR.
- (k) Boston, Mass. -- RR.
- (l) Squantum, Mass. -- RBN.

§ 75.15 Jet advisory areas.

(a) Unless otherwise designated in Subpart C of this part, each jet advisory area consists of airspace within the continental control area, as designated in that subpart.

(b) En route radar jet advisory areas consist of areas within which jet advisory service is provided by using radar. Unless otherwise designated, each of them includes the area within 16 miles on each side of the jet route segment from flight level 240 through flight level 390, inclusive.

(c) Terminal radar jet advisory areas consist of areas in which jet advisory service is provided by using radar. Unless otherwise designated, each of them includes the area within 16 miles on each side of the jet route segment, VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between facilities, or centerlines of control area extensions from flight level 240 through flight level 390, inclusive.

(d) Unless otherwise designated, non-radar jet advisory areas consist of areas in which jet advisory service is provided on a procedural basis without the use of radar, from flight level 270 through flight level 310, inclusive, and from flight level 370 through flight level 390, inclusive.

(e) Jet advisory areas do not include the airspace within prohibited areas or restricted areas except those restricted areas specified in Subpart E of Part 71 of this chapter.

(f) Jet advisory areas that are based on jet routes are identified by the associated jet route number. Those based on jet route segments VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between navigational facilities, or centerlines of control area extension, and those in the vicinity of geographical locations, are identified by geographical names.

§ 75.17 Bearings; radials; miles.

(a) All bearings and radials in this part are true from point of origin.

(b) Unless otherwise specified, all mileages in this part are stated as statute miles.

SUBPART B - JET ROUTES

§ 75.100 Jet routes.

AMENDMENTS On publ. (7/26/62) 27 F.R. 7304 (Rerun)

(Unless otherwise specified the place names appearing in the description of the jet routes indicate the VOR or VORTAC facilities identified by such names.)

Jet Route No. 1 (San Diego, Calif., to Seattle, Wash.).

From San Diego, Calif., via Oceanside, Calif. Los Angeles, Calif. Avenal, Calif. Oakland, Calif. Red Bluff, Calif. Medford, Oreg. Portland, Oreg., to Seattle, Wash.

PENDING AMENDMENT

In the text "Los Angeles, Calif. Avenal, Calif. " is deleted and "Los Angeles, Calif. INT of the Los Angeles 316° and the Avenal, Calif., 145° radials; Avenal" is substituted therefor 2/7/63
27 F.R. 11990 (Changed)

Jet Route No. 2 (San Diego, Calif., to Jacksonville, Fla.).

From San Diego, Calif., via El Centro, Calif., Yuma, Ariz. INT of the Yuma 087° and the Gila Bend, Ariz., 261° radials; Gila Bend; INT of the Gila Bend 098° and the San Simon, Ariz., 286° radials; San Simon; El Paso, Texas; Fort Stockton, Texas; San Antonio, Texas; Houston, Texas; Lake Charles, La. New Orleans, La., INT of the New Orleans 071° and the Crestview, Fla., 259° radials; Crestview; INT of the Crestview 091° and the Tallahassee, Fla., 288° radials; Tallahassee; to Jacksonville, Fla.

Jet Route No. 3 (San Diego, Calif. to Kimberly, British Columbia, Canada)

From San Diego Calif. via Oceanside, Calif., Los Angeles, Calif. INT of the Palmdale, Calif. 291° and the Bakersfield, Calif. 149° radials; Bakersfield; Oakland, Calif. Red Bluff Calif. Lakeview, Oreg. Pendleton, Oreg. Spokane, Wash., to the Kimberly British Columbia, Canada, RR. excluding the portion that lies over Canadian territory

PENDING AMENDMENT

In the caption "San Diego, Calif.," is deleted and "Oakland, Calif." is substituted therefor 2/7/63 27 F.R. 11990 (Changed)

PENDING AMENDMENT

In the text "From San Diego, Calif., via Oceanside, Calif. Los Angeles, Calif. INT of the Palmdale, Calif., 291° and the Bakersfield, Calif., 149° radials; Bakersfield; Oakland, Calif." is deleted and "From Oakland, Calif., via" is substituted therefor 2/7/63 27 F.R. 11990 (Changed)

Jet Route No. 4 (Los Angeles, Calif., to Wilmington, N. C.)

From Los Angeles, Calif., via Thermal, Calif., INT of the Thermal 088° and the Gila Bend, Ariz. 315° radials; Gila Bend, INT of the Gila Bend 098° and the San Simon, Ariz., 286° radials; San Simon; El Paso, Tex., Wink, Tex., Abilene, Tex., Dallas, Tex., Shreveport, La., Jackson, Miss. Montgomery, Ala., Augusta, Ga. Columbia, S. C. Florence, S. C. to Wilmington, N. C.

Jet Route No. 5 (Los Angeles, Calif. to Seattle, Wash.)

From Los Angeles, Calif. via the INT of the Palmdale, Calif. 291° and the Bakersfield, Calif., 149° radials; Bakersfield; Reno, Nev. Lakeview, Oreg. The Dalles, Oreg. INT of the Dalles 352° and the Seattle, Wash. 124° radials, to Seattle.

Jet Route No. 6 (Fellows, Calif., to Idlewild, N. Y.)

From the INT of the Avenal, Calif., 142° and the Palmdale, Calif., 291° radials via Palmdale; Hector, Calif. Prescott, Ariz. Grants, N. Mex. Albuquerque, N. Mex. Amarillo, Texas; Oklahoma City, Okla. Little Rock, Ark., Memphis, Tenn. Nashville, Tenn. Charleston, W. Va. Front Royal, Va. Yardley, Pa. to Idlewild, N. Y.

AMENDMENTS 9/20/62 27 F.R. 7019 (Changed) 9/20/62 27 F.R. 7388 (Changed)

PENDING AMENDMENT

In the caption "Fellows, Calif." is deleted and "Paso Robles, Calif." is substituted therefor 2/7/63 27 F.R. 11990 (Changed)

PENDING AMENDMENT

In the text "From the INT of the Avenal, Calif. 142°" is deleted and "From the INT of the Salinas, Calif. 145°" is substituted therefor 2/7/63 27 F.R. 11990 (Changed)

Jet Route No. 7 (Oakland, Calif., to Great Falls, Mont.)

From Oakland, Calif. via Red Bluff, Calif. Rome, Oreg. Boise, Idaho; Dillon, Mont., to Great Falls, Mont.

Jet Route No. 8 (Oklahoma City Okla. to Idlewild, N. Y.)

From Oklahoma City, Okla., via Tulsa, Okla. Springfield, Mo. Vichy Mo. St. Louis, Mo., Louisville, Ky. Charleston, W. Va. Front Royal, Va. Yardley, Pa., to Idlewild, N. Y.

AMENDMENTS 9/20/62 27 F.R. 7388 (Changed).

Jet Route No. 9 (Los Angeles, Calif., to Great Falls, Mont.).

From Los Angeles, Calif. via Hector, Calif., Las Vegas, Nev., Milford, Utah; Provo, Utah; Salt Lake City Utah; Ogden, Utah; Dubois, Idaho; Dillon, Mont., to Great Falls, Mont.

Jet Route No. 10 (Los Angeles, Calif., to Denver, Colo.).

From Los Angeles, Calif. via the INT of the Los Angeles 089° and the Parker Calif. 258° radials; Parker Prescott Ariz. Farmington, N. Mex. to Denver Colo.

Jet Route No. 11 (Phoenix, Ariz., to Salt Lake City, Utah)

From Phoenix, Ariz., via Prescott, Ariz. Bryce Canyon, Utah; Provo, Utah, to Salt Lake City Utah.

Jet Route No. 12 (Pittsburgh, Pa. to Baltimore, Md.)

From Pittsburgh, Pa. to Baltimore, Md.

Jet Route No. 13 (El Paso, Texas, to Great Falls, Mont.)

From El Paso, Texas, via the INT of the El Paso 282° and the Truth or Consequences, N. Mex. 162° radials; Truth or Consequences;

Albuquerque; Las Vegas, N. Mex. Pueblo, Colo. Denver Colo., Cheyenne, Wyo. Crazy Woman, Wyo. Billings, Mont., to Great Falls, Mont.

AMENDMENTS 10/18/62 27 F.R. 8615 (Changed)

Jet Route No. 14 (Amarillo, Tex., to Atlanta, Ga.)

From Amarillo, Tex., via Oklahoma City, Okla., Little Rock, Ark. Birmingham, Ala. to Atlanta, Ga.

Jet Route No. 15 (San Antonio, Texas, to Boise, Idaho).

From San Antonio, Texas, via Wink, Texas; Roswell, N. Mex., INT of the Roswell 319° and the Albuquerque, N. Mex., 128° radials; Albuquerque; Grand Junction, Colo., Salt Lake City, Utah; Ogden, Utah, to Boise, Idaho.

Jet Route No. 16 (Portland, Oreg., to Boston, Mass.)

From Portland, Oreg., via the INT of the Portland 098° and the Pendleton, Oreg. 256° radials; Pendleton; Whitehall, Mont., Billings, Mont. Dupree, S. Dak. Sioux Falls, S. Dak. Mason City Iowa, INT of the Mason City 109° and the Northbrook, Ill., 276° radials; Northbrook; Pullman, Mich. Peck, Mich. via the Peck 100° radial to the United States/Canadian Border From the United States/Canadian Border to Buffalo, N. Y. via the Buffalo 274° radial, Albany N. Y. to Boston, Mass.

Jet Route No. 17 (San Antonio, Texas, to Rapid City, S. Dak.)

From San Antonio, Texas, via Abilene, Texas; Amarillo, Texas; Pueblo Colo. Denver, Colo. to Rapid City, S. Dak.

Jet Route No. 18 (San Diego, Calif., to Joliet, Ill.)

From San Diego, Calif. via El Centro, Calif. Yuma, Ariz. INT of the Yuma 087° and the Gila Bend, Ariz. 261° radials; Gila Bend; Phoenix, Ariz. Grants, N. Mex. Las Vegas, N. Mex. Garden City Kans. INT of the Garden City 066° and the Salina, Kans., 257° radials; Salina, Kansas City Mo. INT of the Kansas City 060° and the Bradford, Ill., 247° radials; Bradford; to Joliet, Ill.

Jet Route No. 19 (Lake Charles, La., to Omaha, Nebr.).

From Lake Charles, La., via Dallas, Texas, Wichita Falls, Texas; Garden City, Kans., to Omaha, Nebr

Jet Route No. 20 (Seattle, Wash., to Orlando, Fla.)

From Seattle, Wash., via Yakima, Wash., Pendleton, Oreg., Boise, Idaho; Malad City, Idaho; Rock Springs, Wyo. Denver, Colo. Gage, Okla. Oklahoma City, Okla. Shreveport, La., Jackson, Miss. Crestview, Fla. INT of the Crestview 091° and the Tallahassee, Fla., 288° radials; Tallahassee; Orlando, Fla., to the INT of the Orlando 118° and the Vero Beach, Fla., 339° radials.

AMENDMENTS 12/13/62 27 F.R. 10363 (Changed)

Jet Route No. 21 (United States/Mexican Border to Duluth, Minn.)

From the INT of the United States/Mexican Border and the Laredo, Tex., 172° radial via Laredo; San Antonio, Tex. Austin, Tex. Dallas, Tex. Oklahoma City, Okla. Wichita, Kans. Omaha, Nebr Minneapolis, Minn. to Duluth, Minn.

AMENDMENTS 7/26/62 27 F.R. 5087 (Rewritten)

Jet Route No. 22 (Laredo, Texas, to Gordonsville, Va.).

From Laredo, Texas, via the INT of the Laredo 086° and the Palacios, Texas, 234° radials; Palacios; Lake Charles, La. Jackson, Miss., Birmingham, Ala., Knoxville, Tenn., Pulaski, Va. to Gordonsville, Va.

Jet Route No. 23 (San Antonio, Tex., to Cheyenne, Wyo.).

From San Antonio, Tex., via Mineral Wells, Tex., Oklahoma City, Okla. Wichita, Kans., Hill City, Kans., to Cheyenne, Wyo.

Jet Route No. 24 (Gila Bend, Ariz., to Flat Rock, Va.)

From Gila Bend, Ariz. via Phoenix, Ariz. Grants, N. Mex., Las Vegas, N. Mex., Garden City, Kans., INT of the Garden City 066° and the Salina, Kans., 257° radials; Salina; Kansas City, Mo., St. Louis, Mo. Indianapolis, Ind., INT of the Indianapolis 120° and the Charleston, W. Va., 284° radials; Charleston, to Flat Rock, Va.

Jet Route No. 25 (United States/Mexican Border to Minneapolis, Minn.)

From the INT of the United States/Mexican Border and the Brownsville, Tex., 187° radial via Brownsville; INT of the Brownsville 337° and the San Antonio, Tex., 172° radials; San Antonio; Austin, Tex. Dallas, Tex. Tulsa, Okla. Butler, Mo. INT of the Butler 009° and the Des Moines, Iowa, 196° radials; Des Moines; Mason City Iowa; to Minneapolis, Minn.

AMENDMENTS 7/26/62 27 F.R. 5087 (Rewritten)

PENDING AMENDMENT**Jet Route No. 26 (El Paso, Texas, to Appleton, Ohio)**

From El Paso, Texas, via the INT of the El Paso 089° and the Roswell, N. Mex., 213° radials; Roswell, Amarillo, Texas; Wichita, Kans., Kansas City, Mo., INT of the Kansas City 060° and the Bradford, Ill. 247° radials; Bradford; Joliet, Ill., to Appleton, Ohio.

AMENDMENTS 9/20/62 27 F.R. 7430 (Changed)

Jet Route No. 27 (San Antonio, Tex., to Lufkin, Tex.)

From San Antonio, Tex. to Lufkin, Tex.

Jet Route No. 28 (Pueblo, Colo., to Wichita, Kans.).

From Pueblo, Colo., via Garden City Kans. to Wichita, Kans.

Jet Route No. 29 (United States/Mexican Border to Presque Isle, Maine)

From the INT of the United States/Mexican Border and the Brownsville, Tex., 187° radial via Brownsville; INT of the Brownsville 337° and the Palacios, Tex., 234° radials; Palacios; Houston, Tex. Lufkin, Tex. Shreveport, La. Memphis, Tenn. Evansville, Ind. INT of the Evansville, 052° and the Dayton, Ohio, 231° radials; Dayton; Cleveland, Ohio; Erie, Pa. Syracuse, N. Y. Plattsburgh, N. Y. Bangor, Maine; to Presque Isle, Maine.

AMENDMENTS 7/26/62 27 F.R. 5087 (Rewritten) (Amendment Alteration 27 F.R. 6199)

Jet Route No. 30 (Denver, Colo., to Appleton, Ohio)

From Denver, Colo., via O'Neill, Nebr. Sioux Falls, S. Dak., Minneapolis, Minn., Nodine, Minn., Joliet, Ill., to Appleton, Ohio.

AMENDMENTS 9/20/62 27 F.R. 7430 (Changed)

Jet Route No. 31 (New Orleans, La., to Birmingham, Ala.)

From New Orleans, La., via the INT of the New Orleans 021° and the Birmingham, Ala., 232° radials to Birmingham.

AMENDMENTS 7/26/62 27 F.R. 5425 (Added)

Jet Route No. 32 (Oakland, Calif., to Duluth, Minn.).

From Oakland, Calif., via Sacramento, Calif. Reno, Nev. Elko, Nev. Malad City, Idaho; Crazy Woman, Wyo., Dupree, S. Dak. Aberdeen, S. Dak., INT of the Aberdeen 067° and the Duluth, Minn., 258° radials; Duluth; to the INT of the Duluth 051° radial and the United States/Canadian Border

PENDING AMENDMENT

In the text of Jet Route No. 32 "INT of the Aberdeen 067° and the Duluth, Minn. 258° radials; Duluth;" is deleted and "Duluth, Minn. " is substituted therefor 1/10/63 27 F.R. 11406 (Changed)

Jet Route No. 33 (Lake Charles, La., to Kansas City, Mo.).

From Lake Charles, La. via the INT of Lake Charles 343° and the Shreveport 176° radials; Shreveport, La., Springfield, Mo., to Kansas City, Mo.

Jet Route No. 34 (Dickinson, N. Dak., to Herndon, Va.).

From Dickinson, N. Dak., via Aberdeen, S. Dak., Minneapolis, Minn., Nodine, Minn., Milwaukee, Wis., Pullman, Mich., INT of the Pullman 118° and the Cleveland, Ohio, 274° radials; Cleveland; Pittsburgh, Pa., to Herndon, Va.

RULES AND REGULATIONS

Jet Route No. 35 (New Orleans, La., to Northbrook, Ill.).

From New Orleans, La., via Jackson, Miss., Greenwood, Miss. Memphis, Tenn., St. Louis, Mo. Springfield, Ill., the INT of the Springfield 036° and the Joliet, Ill., 204° radials; Joliet; to Northbrook, Ill.

PENDING AMENDMENT

In J-35 "Springfield" is deleted and "Capital" is substituted therefor
2/7/63 27 F.R. 12926 (Changed)

Jet Route No. 36 (Fargo, N. Dak., to Peck, Mich.)

From Fargo, N. Dak., via Minneapolis, Minn. Nodine, Minn. Milwaukee, Wis. INT of the Milwaukee, Wis. 088° and the Peck, Mich., 269° radials, to Peck, Mich.

Jet Route No. 37 (New Orleans, La., to United States/Canadian Border)

From New Orleans, La., via Mobile, Ala. Montgomery, Ala., Atlanta, Ga. Spartanburg, S. C. Gordonsville, Va. INT of the Gordonsville 059° and the Coyle, N. J. 235° radials; Coyle; Idlewild, N. Y. Albany, N. Y., Massena, N. Y., to the INT of the Massena 037° radial and the United States/Canadian Border

Jet Route No. 38 (United States/Canadian Border to Peck, Mich.)

From the INT of the United States/Canadian Border and the direct radial between Duluth, Minn. and Kenora, Ont., via Duluth; Green Bay, Wis., to Peck, Mich.

Jet Route No. 39 (Crestview, Fla., to Dayton, Ohio)

From Crestview, Fla., via Montgomery, Ala., Birmingham, Ala., INT of the Birmingham 360° and the Nashville, Tenn. 191° radials; Nashville; Louisville, Ky., to Dayton, Ohio.

Jet Route No. 40 (Montgomery, Ala., to Norfolk, Va.)

From Montgomery, Ala., via the INT of the Montgomery 068° and the Macon, Ga. 268° radials; Macon; Charleston, S. C. Wilmington, N. C. INT of the Wilmington 012° and the Norfolk, Va., 229° radials; to Norfolk.

AMENDMENTS 7/26/62 27 F.R. 5425 (Changed)

Jet Route No. 41 (Miami, Fla., to Omaha, Nebr.)

From Miami, Fla., via St. Petersburg, Fla. Tallahassee, Fla. INT of the Tallahassee 288° and the Montgomery, Ala. 144° radials; Montgomery. Memphis, Tenn., Springfield, Mo. Kansas City Mo., to Omaha, Nebr

Jet Route No. 42 (Dallas, Texas, to Idlewild, N. Y.)

From Dallas, Texas, via Texarkana, Ark., Memphis, Tenn., Nashville, Tenn. Charleston, W. Va. Front Royal, Va. Yardley, Pa., to Idlewild, N. Y.

AMENDMENTS 9/20/62 27 F.R. 7388 (Changed)

Jet Route No. 43 (Key West, Fla., to Wayne, Mich.)

From Key West, Fla., via St. Petersburg, Fla., Tallahassee, Fla., Atlanta, Ga., Knoxville, Tenn., Lexington, Ky., Dayton, Ohio; to the INT of the Dayton direct radial to Peck, Mich., and the Windsor; Ont., 278° radial.

Jet Route No. 44 (Las Vegas, Nev., to Prescott, Ariz.)

From Las Vegas, Nev., to Prescott, Ariz.

Jet Route No. 45 (Jacksonville, Fla., to Des Moines, Iowa).

From Jacksonville, Fla., via Alma, Ga., Atlanta, Ga., Nashville, Tenn., INT of the Nashville 316° and the St. Louis, Mo., 129° radials; St. Louis to Des Moines, Iowa.

Jet Route No. 46 (Tulsa, Okla., to Nashville, Tenn.)

From Tulsa, Okla. via Flippin, Ark. to Nashville, Tenn.

AMENDMENTS 9/20/62 27 F.R. 7389 (Added)

Jet Route No. 47 (Charleston, S. C., to Dayton, Ohio)

From Charleston, S. C., via Columbia, S. C., Spartanburg, S. C., Lexington, Ky , to Dayton, Ohio.

Jet Route No. 49 (Pittsburgh, Pa., to the United States/Canadian Border)

From Pittsburgh, Pa., via Philipsburg, Pa. Albany, N. Y Bangor, Maine; Presque Isle, Maine; to INT of the Presque Isle 038° radial and the United States/Canadian Border

AMENDMENTS 7/26/62 27 F.R. 5540 (Rewritten)

Jet Route No. 50 (El Paso, Texas, to Crestview, Fla.).

From El Paso, Texas, via Wink, Texas; San Angelo, Texas; Waco, Texas; Lufkin, Texas; INT of the Lufkin 086° and the Alexandria, La., 270° radials; Alexandria; McComb, Miss., to Crestview, Fla.

Jet Route No. 51 (Jacksonville, Fla., to Raleigh-Durham, N. C.)

From Jacksonville, Fla., via Savannah, Ga. Columbia, S. C. to Raleigh-Durham, N. C.

Jet Route No. 52 (Dallas, Texas, to Florence, S. C.).

From Dallas, Texas, via Texarkana, Ark. Greenwood, Miss., Birmingham, Ala., Atlanta, Ga., Augusta, Ga., Columbia, S. C., to Florence, S. C.

Jet Route No. 53 (Key West, Fla., to Toronto, Ontario, Canada).

That airspace over United States territory from Key West, Fla., via the INT of the Key West 054° and the Miami, Fla., 214° radials; Miami, West Palm Beach, Fla., Vero Beach, Fla., INT of the Vero Beach 339° and the Jacksonville, Fla., 163° radials; Jacksonville; INT of the Jacksonville 343° and the Augusta, Ga., 189° radials; Augusta, Spartansburg, S. C., Pulaski, Va., Pittsburg, Pa., Erie, Pa., to Toronto, Ontario, Canada.

Jet Route No. 54 (Alamosa, Colo., to Atlanta, Ga.)

From Alamosa, Colo. via Garden City, Kans. Ponca City, Okla., Tulsa, Okla., Little Rock, Ark. Birmingham, Ala., to Atlanta, Ga.

AMENDMENTS 10/18/62 27 F.R. 8175 (Rewritten)

Jet Route No. 55 (Jacksonville, Fla., to United States/Canadian Border).

From Jacksonville, Fla., via Savannah, Ga. Charleston, S. C., Florence, S. C., INT of the Florence 007° and the Raleigh, N. C., and the Raleigh-Durham, N. C., 224° radials; Raleigh-Durham, Flat Rock, Va. INT of the Flat Rock 029° and the Gordonsville, Va. 059° radials; INT of the Gordonsville 059° and the Coyle, N. J., 235° radials; Coyle; Idlewild, N. Y Boston, Mass., INT of the Boston 014° and the Bangor, Maine, 225° radials; Bangor; Presque Isle, Maine; to the INT of the Presque Isle 357° radial and the United States/Canadian Border

Jet Route No. 56 (Salt Lake City, Utah, to Denver, Colo.)

From Salt Lake City Utah, via Kremmling, Colo., to Denver, Colo.

Jet Route No. 57 (Raleigh-Durham, N. C., to Charleston, W. Va.)

From Raleigh-Durham, N. C., via Pulaski, Va. to Charleston, W. Va.

Jet Route No. 58 (Oakland, Calif., to New Orleans, La.)

From Oakland, Calif., via Stockton, Calif., Tonopah, Nev INT of the Tonopah 083° and Bryce Canyon, Utah, 289° radials; Bryce Canyon; Farmington, N. Mex. Las Vegas, N. Mex., Amarillo, Texas; Dallas, Texas; Alexandria, La., to New Orleans, La.

Jet Route No. 59 (Charleston, W. Va., to Syracuse, N. Y.).

From Charleston, W. Va., via Philipsburg, Pa., to Syracuse, N. Y.

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Jet Route No. 60 (Los Angeles, Calif., to Idlewild, N. Y.).

From Los Angeles, Calif., via Hector, Calif. Las Vegas, Nev Bryce Canyon, Utah; Hanksville, Utah; Grand Junction, Colo. Denver, Colo. Wolbach, Nebr., Des Moines, Iowa; Joliet, Ill., Cleveland, Ohio; Philipsburg, Pa., Allentown, Pa., to Idlewild, N. Y.

Jet Route No. 61 (Baltimore, Md., to Buffalo, N. Y.).

From Baltimore, Md., via Philipsburg, Pa., to Buffalo, N. Y

Jet Route No. 62 (Idlewild, N. Y., to Nantucket, Mass.)

From Idlewild, N. Y., via the INT of the Idlewild 080° and the Nantucket, Mass. 255° radials, to Nantucket.

AMENDMENTS 9/20/62 27 F.R. 7388 (Rewritten)

Jet Route No. 63 (Idlewild, N. Y., to Syracuse, N. Y.)

From Idlewild, N. Y., Huguenot, N. Y., to Syracuse, N. Y

AMENDMENTS 9/20/62 27 F.R. 7388 (Changed).

Jet Route No. 64 (Los Angeles, Calif., to Idlewild, N. Y.).

From Los Angeles, Calif., via Hector, Calif., Peach Springs, Ariz., Tuba City, Ariz., Farmington, N. Mex.; Alamosa, Colo., Hill City, Kans. Pawnee City, Nebr. Bradford, Ill., Joliet, Ill., Cleveland, Ohio; Pittsburgh, Pa. Yardley, Pa., to Idlewild, N. Y

AMENDMENTS 9/20/62 27 F.R. 7388 (Changed)

Jet Route No. 65 (Phoenix, Ariz., to Red Bluff, Calif.).

From Phoenix, Ariz., via the INT of the Phoenix 280° and the Thermal, Calif., 088° radials; Thermal, Palmdale, Calif., INT of the Palmdale 291° and the Bakersfield, Calif., 149° radials; Bakersfield; Fresno, Calif., Sacramento, Calif., To Red Bluff, Calif.

PENDING AMENDMENT

In the text of Jet Route No. 65 "Bakersfield; Fresno, Calif." is deleted and "Bakersfield; INT of the Bakersfield 345° and the Fresno, Calif., 150° radials; Fresno;" is substituted therefor 1/10/63 27 F.R. 11639 (Changed)

Jet Route No. 67 (Add)**PENDING AMENDMENT****Jet Route No. 67 (Lakeview, Oreg., to Newberg, Oreg.)**

From Lakeview, Oreg., via the INT of the Lakeview 342° and the Newberg, Oreg., 132° radials to Newberg. 1/10/63 27 F.R. 11499 (Added)

Jet Route No. 68 (Providence, R. I., to Nantucket, Mass.)

From the INT of the Providence, R. I. 270° and the Boston, Mass., 231° radials via Providence, to Nantucket, Mass.

Jet Route No. 69 (Add)**PENDING AMENDMENT****Jet Route No. 69 (Mobile, Ala., to Birmingham, Ala.)**

From Mobile, Ala., via INT of the Mobile 015° and the Birmingham, Ala., 232° radials; to Birmingham. 1/10/63 27 F.R. 11941 (Added)

Jet Route No. 70 (Hequiam, Wash., to Idlewild, N. Y.)

From the INT of the Portland, Oreg., 318° and the Seattle, Wash. 247° radials via Seattle: INT of the Seattle 091° and the Mullan Pass, Idaho, 269° radials; Mullan Pass; Lewiston, Mont., Dickinson, N. Dak., Aberdeen, S. Dak., Minneapolis, Minn., INT of the Minneapolis 109° and the Milwaukee, Wis., 312° radials; Milwaukee; Pullman, Mich.; INT of the Pullman 091° and the Windsor, Ont., 278° radials; via the Windsor 278° radial to the United States/Canadian Border From the INT of the United States/Canadian Border and the Erie, Pa., 278° radial via Erie; Huguenot, N. Y., to Idlewild, N. Y

AMENDMENTS 9/20/62 27 F.R. 7388 (Changed),

Jet Route No. 71 (Appleton, Ohio, to Front Royal, Va.).

From Appleton, Ohio, to Front Royal, Va.

Jet Route No. 75 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., via the INT of the Miami 297° and the Lakeland, Fla., 175° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; Allendale, S. C.; Columbia, S. C.; Gordonsville, Va.; Allentown, Pa.; Albany, N. Y.; Plattsburgh, N. Y., to the INT of the Plattsburgh 334° radial and the United States/Canadian Border.

AMENDMENTS 9/20/62 27 F.R. 7713 (Changed);

Jet Route No. 77 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., to West Palm Beach, Fla. From Wilmington, N. C., via Gordonsville, Va.; Allentown, Pa.; Idlewild, N. Y.; Boston, Mass.; INT of the Boston 014° and the Bangor, Maine, 225° radials; Bangor, to the INT of the Bangor 058° radial and the United States/Canadian Border.

Jet Route No. 78 (Los Angeles, Calif., to Idlewild, N. Y.).

From Los Angeles, Calif., via the INT of the Los Angeles 089° and the Parker, Calif., 258° radials; Parker; Prescott, Ariz.; Albuquerque, N. Mex.; Amarillo, Tex.; Oklahoma City, Okla.; Tulsa, Okla.; Farmington, Mo.; Louisville, Ky.; Charleston, W. Va.; Philipsburg, Pa.; Allentown, Pa., to Idlewild, N. Y.

AMENDMENTS 7/26/62 27 F.R. 4769 (Changed);

Jet Route No. 79 (Miami, Fla., to Idlewild, N. Y.).

From Miami, Fla., to West Palm Beach, Fla. From the boundary of the continental control area S of Wilmington, N. C., via the Wilmington, 192° radial; Wilmington; Norfolk; INT of the Norfolk 023° and the Coyle, N. J., 208° radials; Coyle, to Idlewild, N. Y.

AMENDMENTS 7/26/62 27 F.R. 5496 (Rewritten);

Jet Route No. 80 (Oakland, Calif., to Idlewild, N. Y.).

From Oakland, Calif., via Stockton, Calif.; Tonopah, Nev.; Milford, Utah; Grand Junction, Colo.; Denver, Colo.; Hill City, Kans.; Salina, Kans.; Kansas City, Mo.; St. Louis, Mo.; Indianapolis, Ind.; INT of the Indianapolis 073° and the Appleton, Ohio, 273° radials; Appleton; Pittsburgh, Pa.; Philipsburg, Pa.; Allentown, Pa., to Idlewild, N. Y.

Jet Route No. 81 (Miami, Fla., to Barracuda, Fla., INT).

From Miami, Fla., via Orlando, Fla., to the INT of the Melbourne, Fla., RR 055° and the Bimini, Bahamas, RBN 008° bearings.

Jet Route No. 82 (Joliet, Ill., to Boston, Mass.).

From Joliet, Ill., via Cleveland, Ohio; Erie, Pa.; Albany, N. Y.; INT of the Albany 084° and the Boston, Mass., 325° radials to Boston.

Jet Route No. 84 (Oakland, Calif., to Northbrook, Ill.).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Elko, Nev.; Bonneville, Utah; Salt Lake City, Utah; Rock Springs, Wyo.; Scottsbluff, Nebr.; Wolbach, Nebr.; Des Moines, Iowa; INT of the Des Moines 067° and the Northbrook, Ill., 276° radials, to Northbrook.

Jet Route No. 85 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., via the INT of the Miami 316° and the Lakeland, Fla., 154° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; Augusta, Ga.; Spartanburg, S. C.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio, 172° radials; Cleveland, to the INT of the Cleveland 328° radial and the United States/Canadian Border.

AMENDMENTS 9/20/62 27 F.R. 7713 (Changed);

Jet Route No. 87 (Houston, Texas, to Northbrook, Ill.).

From Houston, Texas, via Dallas, Texas; INT of the Dallas 339° and the Tulsa, Okla., 211° radials; Tulsa; Butler, Mo., INT of the Butler 009° and the Kansas City, Mo., 060° radials; INT of the Kansas City 060° and the Bradford, Ill., 247° radials; Bradford; Joliet, Ill., to Northbrook, Ill.

Jet Route No. 88 (Santa Barbara, Calif., to Los Angeles, Calif.).

From Santa Barbara, Calif., to Los Angeles, Calif.

PENDING AMENDMENT

The caption is changed to read: "Jet Route No. 88 (Los Angeles, Calif., to Oakland, Calif.) "
2/7/63 27 F.R. 11990 (Rewritten)

PENDING AMENDMENT

The text is changed to read: "From Los Angeles, Calif., via INT of the Los Angeles 301° and the Santa Barbara, Calif., 109° radials; Santa Barbara, Salinas, Calif. INT of the Salinas 310° and the Oakland, Calif., 170° radials; to Oakland." 2/7/63 27 F.R. 11990 (Rewritten)

Jet Route No. 89 (Miami, Fla., to Duluth, Minn.).

From Miami, Fla., via the INT of the Miami 316° and the Lakeland, Fla., 154° radials; Lakeland; Gainesville, Fla. INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma, Atlanta, Ga. Louisville, Ky INT of
Louisville 334° and the Northbrook, Ill., 159° radials; Northbrook; Milwaukee, Wis., to Duluth, Minn.

AMENDMENTS 9/20/62 27 F.R. 7713 (Changed)

Jet Route No. 90 (Seattle, Wash., to the United States/Canadian Border)

From Seattle, Wash., via the INT of the Seattle 091° and the Mullan Pass, Idaho, 269° radials; Mullan Pass; Billings, Mont., Dupree, S. Dak., Sioux Falls, S. Dak., Mason City, Iowa; INT of the Mason City 109° and the Northbrook, Ill., 276° radials; Northbrook; INT of the Northbrook 093° and the Windsor, Ontario, 261° radials; to the INT of the Windsor 261° radial and the United States/Canadian Border

AMENDMENTS 7/26/62 27 F.R. 5425 (Changed)

Jet Route No. 91 (Atlanta, Ga., to the United States/Canadian Border)

From Atlanta, Ga., via Knoxville, Tenn., Charleston, W. Va., INT of the Charleston 357° and the Cleveland, Ohio, 172° radials; Cleveland; to the INT of the Cleveland 328° radial and the United States/Canadian Border

Jet Route No. 92 (Oakland, Calif., to Tucson, Ariz.).

From Oakland, Calif., via Stockton, Calif., INT of the Stockton 085° and the Tonopah, Nev., 268° and the Beatty, Nev., 326° radials; Beatty; INT of the Beatty 142° and the Las Vegas, Nev., 266° radials; Las Vegas; Prescott, Ariz., Phoenix, Ariz., to Tucson, Ariz.

Jet Route No. 93 (Newport, Oreg., to Seattle, Wash.).

From the INT of the Medford, Oreg. 339° and the Portland, Oreg., 222° radials via Portland; INT of the Portland 353° and the Seattle, Wash., 197° radials, to Seattle.

Jet Route No. 94 (Oakland, Calif., to Boston, Mass.).

From Oakland, Calif., via Sacramento, Calif. Reno, Nev Elko, Nev
Bonneville, Utah; Salt Lake City, Utah; Rock Springs, Wyo., Scottsbluff, Nebr., O'Neill, Nebr., Mason City, Iowa; Milwaukee, Wis., INT of the Milwaukee 088° and the Peck, Mich., 269° radials; Peck, to the INT of the Peck 100° radial with the United States/Canadian Border From the United States/Canadian Border at its INT with the Buffalo, N. Y., 274° radial via Buffalo; Albany, N. Y., to Boston, Mass.

Jet Route No. 95 (Idlewild, N. Y., to the United States/Canadian Border).

From Idlewild, N. Y., via Huguenot, N. Y., Buffalo, N. Y. to the INT of the Buffalo 312° radial and the United States/Canadian Border

AMENDMENTS 9/20/62 27 F.R. 7388 (Changed)

Jet Route No. 98 (Seattle, Wash., to the United States/Canadian Border).

From Seattle, Wash., via the Seattle 081° radial to the United States/Canadian Border

Jet Route No. 97 (Nantucket, Mass., to Plattsburgh, N. Y.).

From Nantucket, Mass., via Boston, Mass. to Plattsburgh, N. Y.

Jet Route No. 101 (Houston, Texas, to Northbrook, Ill.).

From Houston, Texas, via Lufkin, Texas; Shreveport, La. Little Rock, Ark. St. Louis, Mo. Springfield, Ill. INT of the Springfield 036° and the Joliet, Ill., 204° radials; Joliet, to Northbrook, Ill.

AMENDMENTS 7/26/62 27 F.R. 5497 (Changed).

PENDING AMENDMENT

In J-101 "Springfield" is deleted and "Capital" is substituted therefor
2/7/63 27 F.R. 12928 (Changed)

Jet Route No. 103 (St. Petersburg, Fla., to Orlando, Fla.).

From St. Petersburg, Fla., to Orlando, Fla.

Jet Route No. 104 (Tucson, Ariz., to Grants, N. Mex.).

From Tucson, Ariz., via San Simon, Ariz., to Grants, N. Mex.

Jet Route No. 105 (Dallas, Texas, to Milwaukee, Wis.).

From Dallas, Texas, via Springfield, Mo., Moline, Ill., INT of the Moline 042° and the Milwaukee, Wis., 228° radials, to Milwaukee.

Jet Route No. 106 (Minneapolis, Minn., to Green Bay, Wis.).

From Minneapolis, Minn., to Green Bay, Wis.

Jet Route No. 107 (Los Angeles, Calif., to Kenora, Ontario, Canada).

That airspace over United States territory from Los Angeles, Calif., via Hector, Calif., Las Vegas, Nev., Milford, Utah; Rock Springs, Wyo., Crazy Woman, Wyo., Dickinson, N. Dak., Pembina, N. Dak., RR to Kenora, Ontario, Canada.

Jet Route No. 109 (Wilmington, N. C., to Buffalo, N. Y.)

From Wilmington, N. C., via Gordonsville, Va. Front Royal, Va., Philipsburg, Pa., to Buffalo, N. Y.

Jet Route No. 500 (Lakehead, Ontario, to Fredericton, New Brunswick) (joins Canadian high level airway No. 500)

From the Lakehead, Ontario RR via Sault Ste. Marie, Mich. Gore Bay, Ontario, RR; Killaloe, Ontario, RBN; Ottawa, Ontario; St. Johns, Quebec; Sherbrooke, Quebec; Millinocket, Maine to Fredericton, New Brunswick excluding the portions outside the United States.

AMENDMENTS 10/18/62 27 F.R. 8972 (Rewritten)

Jet Route No. 501 (Seattle, Wash., to United States/Canadian Border) (Joins Canadian High Level Airway No. 501)

From Seattle, Wash. to the INT of the Seattle 331° radial and the United States/Canadian Border

Jet Route No. 515 (Pembina, N. Dak., to the United States/Canadian Border). (joins Canadian high level airway No. 515.

From the Pembina, N. Dak., RR to the INT of the direct course from Pembina RR to Winnipeg, Manitoba, and the United States/Canadian Border

Jet Route No. 545 (Cleveland, Ohio, to the United States/Canadian Border)(joins Canadian High Level Airway No. 545).

From Cleveland, Ohio, to the INT of the Cleveland 024° radial and the United States/Canadian Border

Jet Route No. 546 (Peck, Mich., to the United States/Canadian Border) (joins Canadian high level airway No. 546)

From Peck, Mich., to the INT of the Peck 074° radial with the United States/Canadian Border

Jet Route No. 560 (Plattsburgh, N. Y , to the United States/Canadian Border).(joins Canadian high level airway No. 560)

From Plattsburgh, N. Y , to the United States/Canadian Border via the Plattsburgh to Sherbrooke, Quebec, Canada, direct radial.

AMENDMENTS 9/20/62 27 F.R. 6972 (Added)

SUBPART C - JET ADVISORY AREAS

§ 75.200 Enroute jet advisory areas.

AMENDMENTS On publ. (7/26/62) 27 F.R. 7312 (Rerun)

(Unless otherwise specified, the place names appearing in the description of the jet advisory areas indicate the VOR or VORTAC facilities identified by such names.)

Jet Route No. 1 jet advisory area.

Radar San Diego, Calif., to Seattle, Wash.

Jet Route No. 2 jet advisory area.

Radar San Diego, Calif., to Jacksonville, Fla.

Jet Route No. 3 jet advisory area.

Radar Oakland, Calif., to United States/Canadian Border

Jet Route No. 4 jet advisory area.

Radar Los Angeles, Calif. to Wilmington, N. C.

Jet Route No. 5 jet advisory area.

Radar Los Angeles, Calif., to Seattle, Wash., excluding the portion below FL 280 from 50 nmi S of Reno, Nev , to 50 nmi N of Reno.

Jet Route No. 6 jet advisory area.

Radar From the INT of Avenal, Calif., 142° and Palmdale, Calif. 291° radials, to Idlewild, N.Y

AMENDMENTS 9/20/62 27 F.R. 7019 (Rewritten)

PENDING AMENDMENT

Jet Route No. 6 jet advisory area.

Radar From INT of Salinas, Calif , 145° and the Palmdale, Calif., 291° radials, to Idlewild, N.Y
2/7/63 27 F.R. 11990 (Rewritten)

Jet Route No. 8 jet advisory area.

Radar Oklahoma City, Okla., to Idlewild, N. Y

Jet Route No. 9 jet advisory area.

Radar Los Angeles, Calif., to Salt Lake City, Utah.

Jet Route No. 10 jet advisory area.

Radar Los Angeles, Calif., to 40 nmi NE of Farmington, N. Mex., from 129 nmi NE of Farmington to Denver, Colo.

Non Radar From 40 nmi NE of Farmington, N. Mex., to 129 nmi NE of Farmington.

Jet Route No. 12 jet advisory area.

Radar Baltimore, Md., to Pittsburgh, Pa.

Jet Route No. 13 jet advisory area.

Radar Albuquerque, N. Mex., to Denver, Colo.
AMENDMENTS 8/23/62 27 F.R. 6199 (Added)

Jet Route No. 14 jet advisory area.

Radar Amarillo, Tex., to Atlanta, Ga.

Jet Route No. 15 jet advisory area.

Radar Wink, Texas, to Albuquerque, N. Mex.
AMENDMENTS 7/26/62 27 F.R. 5736 (Added)

Jet Route No. 16 jet advisory area.

Radar Portland, Oreg., to Boston, Mass., excluding the portion below FL 310 from 75 NMI W of Whitehall, Mont., to 97 NMI E of Whitehall.

Non Radar From 75 NMI W of Whitehall, Mont., to 97 NMI E of Whitehall, FL 270 to FL 300 inclusive.

Jet Route No. 17 jet advisory area.

Radar Amarillo, Tex., to Denver Colo.
AMENDMENTS 7/26/62 27 F.R. 5497 (Added)

Jet Route No. 18 jet advisory area.

Radar San Diego, Calif., to Joliet, Ill.

Jet Route No. 19 jet advisory area.

Radar Omaha, Nebr., to the INT of Jet Routes Nos., 19 and 64.

Jet Route No. 20 jet advisory area.

Radar Seattle, Wash., to Boise, Idaho; from 100 nmi NW of Malad City, Idaho, to 45 nmi SE of Rock Springs, Wyo. from 107 nmi NW of Denver, Colo., to 120 nmi SE of Denver from 85 nmi NW of Gage, Okla., to Oklahoma City, Okla. from Jackson, Miss., to Orlando, Fla.

Non Radar From Boise, Idaho, to 100 nmi NW of Malad City, Idaho; from 45 nmi SE of Rock Springs, Wyo. to 107 nmi NW of Denver, Colo. from 120 nmi SE of Denver to 85 nmi NW of Gage, Okla.

AMENDMENTS 12/13/62 27 F.R. 10363 (Changed)

PENDING AMENDMENT

In the text of Jet Route No. 20 jet advisory area Radar "45 nmi SE of Rock Springs, Wyo. from 107 nmi NW of Denver Colo., to" is deleted, and in Non-Radar "from 45 nmi SE of Rock Springs, Wyo. to 107 nmi NW of Denver, Colo. " is deleted. 1/10/63 27 F.R. 11638 (Changed)

Jet Route No. 21 jet advisory area.

Radar United States/Mexican Border to Duluth, Minn.
AMENDMENTS 7/26/62 27 F.R. 5087 (Rewritten)

Jet Route No. 22 jet advisory area.

Radar Lake Charles, La., to Gordonsville, Va.

Jet Route No. 24 jet advisory area.

Radar Gila Bend, Ariz., to Charleston, W Va.

Jet Route No. 25 jet advisory area.

Radar United States/Mexican Border to Minneapolis, Minn.
AMENDMENTS 7/26/62 27 F.R. 5087 (Rewritten)

Jet Route No. 26 jet advisory area.

Radar El Paso, Texas, to Appleton, Ohio.

Jet Route No. 29 jet advisory area.

Radar United States/Mexican Border to Plattsburgh, N. Y.
AMENDMENTS 7/26/62 27 F.R. 5087 (Rewritten)

Jet Route No. 30 jet advisory area.

Radar Denver, Colo., to Joliet, Ill.
AMENDMENTS 7/26/62 27 F.R. 5863 (Rewritten)

Jet Route No. 31 jet advisory area.

Radar New Orleans, La., to Birmingham, Ala.
AMENDMENTS 7/26/62 27 F.R. 5425 (Added)

RULES AND REGULATIONS

Jet Route No. 32 jet advisory area.

Radar Oakland, Calif., to 150 nmi NE of Malad City Idaho; from 72 nmi SW of Crazy Woman, Wyo. to Duluth, Minn.

Non Radar From 150 nmi NE of Malad City, Idaho, to 72 nmi SW of Crazy Woman, Wyo. from Duluth, Minn. to the United States/Canadian border only from flight level 370 to flight level 390, inclusive.

AMENDMENTS 7/26/62 27 F.R. 5863 (Changed)

PENDING AMENDMENT

Jet Route No. 32 jet advisory area.

Radar Oakland, Calif., to Duluth, Minn.

Non Radar From Duluth, Minn., to the United States/Canadian border only from flight level 370 to flight level 390, inclusive.

1/10/63 27 F.R. 11638 (Rewritten)

Jet Route No. 34 jet advisory area.

Radar Pittsburgh, Pa., to Herndon, Va.

AMENDMENTS 8/23/62 27 F.R. 6544 (Rewritten)

Jet Route No. 35 jet advisory area.

Radar New Orleans, La., to St Louis, Mo

Jet Route No. 37 jet advisory area.

Radar New Orleans, La. to the United States/Canadian Border

Jet Route No. 38 jet advisory area.

Radar From 45 nmi NW of Duluth, Minn., to Peck, Mich..

Non Radar From the United States/Canadian Border to 45 nmi NW of Duluth, Minn., at FL 310 and FL 370 only

Jet Route No. 39 jet advisory area.

Radar Nashville, Tenn., to Louisville, Ky

AMENDMENTS 8/23/62 27 F.R. 6544 (Added)

Jet Route No. 40 jet advisory area.

Radar Montgomery, Ala., to Norfolk, Va.

AMENDMENTS 7/26/62 27 F.R. 5425 (Added)

Jet Route No. 41 jet advisory area.

Radar Miami, Fla., to Omaha, Nebr

Jet Route No. 42 jet advisory area.

Radar Dallas, Texas, to Idlewild, N.Y

Jet Route No. 43 jet advisory area

Radar St. Petersburg, Fla., to INT of Jet Routes Nos 43 and 70 near Windsor, Ont., Canada.

Jet Route No. 45 jet advisory area

Radar Jacksonville, Fla. to St. Louis, Mo.

Jet Route No. 46 jet advisory area.

Radar Tulsa, Okla., to Nashville, Tenn., excluding the portion below flight level 260 from Tulsa to Flippin, Ark.

AMENDMENTS 9/20/62 27 F.R. 7389 (Added)

Jet Route No. 49 jet advisory area.

Radar Philipsburg, Pa. to the United States/Canadian Border

AMENDMENTS 7/26/62 27 F.R. 5540 (Rewritten)

Jet Route No. 50 jet advisory area.

Radar Alexandria, La., to Crestview Fla.

Jet Route No. 51 jet advisory area.

Radar Jacksonville, Fla. to Columbia, S. C.

Jet Route No. 52 jet advisory area.

Radar Dallas, Texas, to Atlanta, Ga.

Jet Route No. 53 jet advisory area.

Radar Key West, Fla., to the United States/Canadian Border

Jet Route No. 54 jet advisory area.

Radar Garden City, Kans., to Atlanta, Ga
Non Radar Alamosa, Colo., to Garden City, Kans
AMENDMENTS 10/18/62 27 F.R. 8175 (Added)

Jet Route No. 55 jet advisory area.

Radar Jacksonville, Fla., to Charleston, S. C. from INT of Jet Routes Nos. 55 and 77 SW of Flat Rock, Va., to INT of Jet Routes Nos. 37 and 55 NE of Flat Rock; from Idlewild, N. Y. to the United States/Canadian border
AMENDMENTS 8/23/62 27 F.R. 6544 (Rewritten)

Jet Route No. 56 jet advisory area.

Radar Salt Lake City, Utah, to 163 nmi E of Salt Lake City from 19 nmi W of Kremling, Colo. to Denver, Colo.
Non Radar From 163 nmi E of Salt Lake City Utah, to 19 nmi W of Kremming, Colo.

PENDING AMENDMENT

Jet Route No. 56 jet advisory area.

Radar Salt Lake City, Utah, to Denver Colo
1/10/63 27 F.R. 11638 (Rewritten)

Jet Route No. 58 jet advisory area.

Radar Oakland, Calif., to New Orleans, La., excluding the portion below FL 290 from 105 nmi SE of Bryce Canyon, Utah, to Farmington, N. Mex.

Jet Route No. 59 jet advisory area.

Radar Philipsburg, Pa., to Syracuse, N. Y

Jet Route No. 60 jet advisory area.

Radar Los Angeles, Calif., to 65 nmi SW of Grand Junction, Colo. from 94 nmi WSW of Denver Colo. to Idlewild, N. Y
Non Radar From 65 nmi SW of Grand Junction, Colo. to 94 nmi WSW of Denver Colo.
AMENDMENTS 7/26/62 27 F.R. 5863 (Rewritten)

Jet Route No. 62 jet advisory area.

Radar Idlewild, N. Y. to Nantucket, Mass

Jet Route No. 64 jet advisory area.

Radar Los Angeles, Calif. to 20 nmi SW of Alamosa, Colo. from 25 nmi SW of Hill City Kans. to Idlewild, N. Y
Non Radar From 20 nmi SW of Alamosa, Colo. to 25 nmi SW of Hill City Kans

Jet Route No. 65 jet advisory area.

Radar Phoenix, Ariz., to Palmdale, Calif.
AMENDMENTS 9/20/62 27 F.R. 7019 (Rewritten)

PENDING AMENDMENT

Jet Route No. 65 jet advisory area.

Radar Phoenix, Ariz., to Red Bluff, Calif
1/10/63 27 F.R. 11639 (Rewritten)

Jet Route No. 67 (Add)

PENDING AMENDMENT

Jet Route No. 67 jet advisory area.

Radar Lakeview, Oreg., to Newberg, Oreg.
1/10/63 27 F.R. 11499 (Added)

Jet Route No. 68 jet advisory area.

Radar Nantucket, Mass. to INT of Jet Routes Nos. 68 and 55.

Jet Route No. 69 (Add)

PENDING AMENDMENT

Jet Route No. 69 jet advisory area.

Radar Mobile, Ala. to Birmingham, Ala
1/10/63 27 F.R. 11941 (Added)

Jet Route No. 70 jet advisory area.

Radar From the INT of the Portland Oreg., 318° and the Seattle, Wash. 247° radials to Idlewild, N.Y

Jet Route No. 71 jet advisory area.
Radar Appleton, Ohio, to Front Royal, Va.

Jet Route No. 75 jet advisory area.
Radar Miami, Fla. to the United States/Canadian Border

Jet Route 77 jet advisory area.
Radar Miami, Fla. to West Palm Beach, Fla.
 Wilmington, N. C. to the United States/Canadian Border

Jet Route No. 78 jet advisory area.
Radar Los Angeles, Calif. to Idlewild, N. Y

Jet Route No. 79 jet advisory area.
Radar Miami, Fla., to West Palm Beach, Fla. From the boundary of the continental control area via the
 Wilmington, N. C., 192° radial, Wilmington, to Idlewild, N. Y
 AMENDMENTS 7/26/62 27 F.R. 5496 (Rewritten)

Jet Route No. 80 jet advisory area.
Radar Oakland, Calif., to 65 nmi SW of Grand Junction, Colo., from 94 nmi WSW of Denver, Colo., to
 Idlewild, N. Y, excluding the portion below FL 270 between 25 and 44 nmi W of Hill City, Kans
Non Radar From 65 nmi SW of Grand Junction, Colo., to 94 nmi WSW of Denver, Colo.
 AMENDMENTS 8/23/62 27 F.R. 6011 (Rewritten)

Jet Route No. 81 jet advisory area.
Radar Miami, Fla. to Barracuda INT

Jet Route No. 82 jet advisory area.
Radar Joliet, Ill. to Boston, Mass.

Jet Route No. 84 jet advisory area.
Radar Oakland, Calif., to 50 nmi E of Rock Springs, Wyo. from 85 nmi E of Rock Springs to Northbrook,
 Ill.
Non Radar From 50 nmi E of Rock Springs, Wyo., to 85 nmi E of Rock Springs.
 AMENDMENTS 7/26/62 27 F.R. 5863 (Rewritten)

PENDING AMENDMENT

Jet Route No. 84 jet advisory area.
Radar Oakland, Calif., to Northbrook, Ill.
 1/10/63 27 F.R. 11638 (Rewritten)

Jet Route No. 85 jet advisory area.
Radar Miami, Fla. to the United States/Canadian Border

Jet Route No. 87 jet advisory area.
Radar Houston, Texas, to Northbrook, Ill.

Jet Route No 88 jet advisory area

PENDING AMENDMENT

Radar Los Angeles, Calif. to Oakland, Calif
 2/7/63 27 F.R. 11990 (Added)

Jet Route No. 89 jet advisory area.
Radar Miami, Fla. to Duluth, Minn.

Jet Route No. 90 jet advisory area.
Radar Seattle, Wash., to the United States/Canadian Border
 AMENDMENTS 7/26/62 27 F.R. 5425 (Rewritten)

Jet Route No. 91 jet advisory area.
Radar Knoxville, Tenn., to Charleston, W Va., excluding the airspace below flight level 310.

Jet Route No. 92 jet advisory area.
Radar Oakland, Calif. to Tucson, Ariz.

Jet Route No. 93 jet advisory area.
Radar From the INT of Medford, Oreg. 339° and Portland, Oreg., 222° radials, to Seattle, Wash

Jet Route No. 94 jet advisory area.

Radar Oakland, Calif., to 50 nmi E of Rock Springs, Wyo. from 85 nmi E of Rock Springs to Boston, Mass.

Non Radar From 50 nmi E of Rock Springs, Wyo., to 85 nmi E of Rock Springs.

AMENDMENTS 7/26/62 27 F.R. 5863 (Rewritten)

PENDING AMENDMENT

Jet Route No. 94 jet advisory area.

Radar Oakland, Calif., to Boston, Mass.

1/10/63 27 F.R. 11638 (Rewritten)

Jet Route No. 95 jet advisory area.

Radar Idlewild, N. Y. to the United States/Canadian Border

Jet Route No. 96 jet advisory area.

Radar Seattle, Wash. to the United States/Canadian Border

Jet Route No. 97 jet advisory area.

Radar Nantucket, Mass. to Plattsburgh, N. Y

Jet Route No. 101 jet advisory area.

Radar Houston, Texas, to Northbrook, Ill.

Jet Route No. 103 jet advisory area.

Radar St. Petersburg, Fla., to Orlando, Fla.

Jet Route No. 104 jet advisory area.

Radar Tucson, Ariz., to Grants, N. Mex.

Jet Route No. 105 jet advisory area.

Radar Dallas, Texas, to Milwaukee, Wis

Jet Route No. 106 jet advisory area.

Radar Minneapolis, Minn., to Green Bay Wis.

Jet Route No. 107 jet advisory area.

Radar From Los Angeles, Calif., to 40 nmi NE of Rock Springs, Wyo. from 105 nmi SW of Crazy Woman, Wyo to the United States/Canadian Border

Non Radar From 40 nmi NE of Rock Springs, Wyo. to 105 nmi SW of Crazy Woman, Wyo

AMENDMENTS 7/26/62 27 F.R. 5863 (Changed)

PENDING AMENDMENT

Jet route No. 107 jet advisory area.

Radar Los Angeles, Calif. to the United States/Canadian Border

1/10/63 27 F.R. 11638 (Rewritten)

Jet Route No. 109 jet advisory area.

Radar Wilmington, N. C. to Buffalo, N Y

Jet Route No. 500 jet advisory area.

Radar From the United States/Canadian Border SE of Lakehead, Ont., Canada, RR to the United States/Canadian Border E of Sault Ste. Maire, Mich. from the United States/Canadian Border W of Millinocket, Maine, to the United States/Canadian Border NE of Millinocket, excluding the airspace below flight level 290 from the United States/Canadian Border SE of Lakehead RR to the United States/Canadian Border E of Sault Ste. Maire.

AMENDMENTS 10/18/62 27 F.R. 8972 (Rewritten)

Jet Route No 501 jet advisory area.

Radar Seattle, Wash., to United States/Canadian Border

Jet Route No. 515 jet advisory area.

Radar Pembina, N. Dak. RR to the United States/Canadian Border

Jet Route No. 546 jet advisory area.

Radar Peck, Mich. to the United States/Canadian Border

Jet Route No. 560 jet advisory area.

Radar Plattsburgh, N. Y, to the United States/Canadian Border

AMENDMENTS 9/20/62 27 F.R. 6972 (Added)

§ 75.300 Terminal jet advisory areas.

AMENDMENTS On publ. (7/26/62) 27 F.R. 7317 (Rerun)

(Unless otherwise specified, the place names appearing in the description of the jet advisory areas indicate the VOR or VORTAC facilities identified by such names)

Atlanta, Ga., jet advisory area.

- Radar
- a. Nashville, Tenn., to Crossville, Tenn.
 - b. Spartanburg, S. C., via INT of Spartanburg 249° and Norcross, Ga., 054° radials to Norcross.
 - c. McDonough, Ga., via INT of McDonough 063° and Spartanburg, S. C., 187° radials to Spartanburg.
 - d. That area NW of Atlanta, Ga., bounded on the NE by Jet Route No. 45, on the S by Jet Route No. 52; and on the NW by Jet Route No. 22.

Baltimore, Md., jet advisory area.

- Radar
- a. Baltimore, Md. via Harrisburg, Pa. to Philipsburg, Pa.
 - b. Baltimore, Md., via Idlewild, N. Y., Salisbury, Md. to Baltimore; and including the area encompassed by this line.
 - c. Millville, N. J. RR via Control Area Extension 1148 to the boundary of the Continental Control Area.

Boston, Mass., jet advisory area.

- Radar
- a. Nantucket, Mass. CONSOLAN via Control Area Extension 1143 to boundary of the Continental Control Area.
 - b. Nantucket, Mass., CONSOLAN via Control Area Extension 1144 to boundary of the Continental Control Area.
 - c. Nantucket, Mass. CONSOLAN via Control Area Extension 1145 to boundary of the Continental Control Area.
 - d. Direct course between Boston, Mass., and East Boston INT (INT of SE course of Boston, Mass., RR and the 065° bearing from the Squantum, Mass., REN)

Brownsville, Tex., jet advisory area.

- Radar
- a. Brownsville, Tex. via Brownsville 024° radial to boundary of the Continental Control Area.
- AMENDMENTS 10/18/62 27 F.R. 8269 (Added)

Chicago, Ill., jet advisory area.

- Radar
- a. Des Moines, Iowa, via INT of Des Moines 067° and Northbrook, Ill., 276° radials; Northbrook; Pullman, Mich., Waterville, Ohio; Joliet, Ill., to Des Moines; including the area encompassed by this line.

Cleveland, Ohio, jet advisory area.

- Radar
- a. Cleveland, Ohio, via INT of Cleveland 024° radial with the United States/Canadian Border

Dallas, Texas, jet advisory area.

- Radar
- a. Wichita Falls, Texas, via Bridgeport, Texas, to Dallas, Texas.
 - b. Texarkana, Ark., via INT of Texarkana 271° and Dallas 061° radials to Dallas, Texas.
 - c. Dallas, Texas, via Quitman, Texas, to Texarkana, Ark.
 - d. Dallas, Texas, via INT of Dallas 239° and Waco, Texas, 353° radials; to Waco.
 - e. Dallas, Texas, via INT of Dallas 187° and Waco, Texas, 037° radials; to Waco.
 - f. Abilene, Texas, to Bridgeport, Texas.
 - g. Abilene, Texas, via INT of Abilene 096° and Britton, Texas, 264° radials; to Britton.

Denver, Colo., jet advisory area.

- Radar
- a. Denver, Colo., via Denver 045° radial for a distance of 100 nmi NE.
 - b. Denver Colo., via INT of Denver 183° and Kiowa, Colo., 268° radials; Kiowa; to Thurman, Colo., thence via Thurman 041° radial for a distance of 68 nmi.
 - c. Kiowa, Colo. to Pueblo, Colo., thence via Jet Route No. 13 for a distance of 21 nmi.
 - d. Roggen, Colo., INT (INT of Denver, Colo., 045° and Akron, Colo., 272° radials) via INT of Akron 272° and Kremmling, Colo., 081° radials to Kremmling.
 - e. Kiowa, Colo., via the direct route between Kiowa and Grand Junction, Colo., to a point 80 nmi W of Kiowa.
 - f. Kremmling, Colo., via the direct route between Kremmling and Grand Junction, Colo., to a point 25 nmi SW of Kremmling.
 - g. Denver, Colo., to Scottsbluff, Nebr
- Non Radar
- a. Grand Junction, Colo. via the direct route between Grand Junction and Kiowa, Colo., to a point 80 nmi W of Kiowa.
 - b. Grand Junction, Colo., via the direct route between Grand Junction and Kremmling, Colo., to a point 25 nmi SW of Kremmling.

Detroit, Mich., jet advisory area.

- Radar
- a. Pullman, Mich. via Lansing, Mich. Salem, Mich. to INT of Salem 106° radial with the United States/Canadian Border including the area bounded on the N by this advisory area, on the SE by Jet Route No. 43, and on the SW by Jet Route No. 34.

El Paso, Texas, jet advisory area.

- Radar
- Hudspeth, Texas, via INT of Hudspeth 242° radial with the 162° bearing from Clint, Texas, REN, Clint REN, El Paso, Texas; Deming, N. Mex., to Tucson, Ariz.
 - El Paso, Texas, via El Paso 138° radial to the United States/Mexican Border
 - El Paso, Texas, via El Paso 140° radial to the United States/Mexican Border

Grand Isle, La., jet advisory area.

- Radar
- Grand Isle, La., REN via Control Area Extension 1226 to Egmont Key, Fla., REN.

Houston, Texas, jet advisory area.

- Radar
- Houston, Texas, via INT of Houston 044° and Lake Charles, La., 273° radials to Lake Charles.
 - Houston, Texas, via INT of Houston 090° and Sabine Pass, Texas, 265° radials; Sabine Pass; to Lake Charles, La.
 - Houston, Texas, via INT of Houston 314° and Leona, Texas, 173° radials to Leona.
 - Houston, Texas, via INT of Houston 353° and Leona, Texas, 140° radials to Leona.
 - Houston, Texas, to Galveston, Texas, REN.
 - Galveston, Texas, via Eagle Lake, Texas, to Smithville, Texas, INT (INT of San Antonio, Texas, 074° and Eagle Lake 291° radials)
 - Houston, Tex., via INT of Houston 290° and Eagle Lake, Tex., 056° radials to Eagle Lake.
 - Houston, Tex., via Houston 198° radial to boundary of the Continental Control Area.
 - Houston, Tex., via Houston 207° radial to boundary of the Continental Control Area.
 - Galveston, Tex., RBN via Galveston RBN 185° bearing to boundary of the Continental Control Area.

AMENDMENTS 7/26/62 27 F.R. 5497 (Changed) 10/18/62 27 F.R. 8270 (Changed).

Kansas City, Kans., jet advisory area.

- Radar
- Wolbach, Nebr., to Pawnee City, Nebr.
 - Butler, Mo., to Springfield, Mo.

Los Angeles, Calif., jet advisory area.

- Los Angeles, Calif., via INT of Los Angeles 185° and Long Beach, Calif., 223° radials; thence via Control Area Extension 1177 to boundary of the Continental Control Area.
- Los Angeles, Calif., via Control Area Extension 1316 to boundary of the Continental Control Area.
- Los Angeles, Calif., to Santa Barbara, Calif., thence via Control Area Extension 1176 to boundary of the Continental Control Area.
- Los Angeles, Calif., via INT of Los Angeles 185° and Santa Catalina, Calif., 355° radials; Santa Catalina, Oceanside, Calif. Julian, Calif., Thermal, Calif., to Parker, Calif.
- Los Angeles, Calif., to Palmdale, Calif.
- Los Angeles, Calif., via INT of Los Angeles 338° and Palmdale, Calif., 280° radials; thence via Palmdale 280° radial to its INT with Jet Route No. 1.
- Los Angeles, Calif., via INT of Los Angeles 257° and Oxnard, Calif., 155° radials; Oxnard; INT of Oxnard 331° and Santa Barbara, Calif., 109° radials; to Santa Barbara; thence via Santa Barbara 352° radial to its INT with Jet Route No. 1.
- Los Angeles, Calif., via Ontario, Calif., INT of Ontario 091° and Twentynine Palms, Calif., 244° radials; Twentynine Palms; to Peach Springs, Ariz.

AMENDMENTS 9/20/62 27 F.R. 7019 (Changed)

Memphis, Tenn., jet advisory area.

- Radar
- From Farmington, Mo., via Dyersburg, Tenn. Holly Springs, Miss. Greenwood, Miss. the INT of the Greenwood 357° and the Pine Bluff, Ark., 082° radials; Pine Bluff; Little Rock, Ark. the INT of the Little Rock 062° and the Walnut Ridge, Ark., 188° radials; Walnut Ridge; to Farmington, including the area encompassed by this line.

Miami, Fla., jet advisory area.

- Radar
- Lakeland, Fla., via Fort Myers, Fla., INT of Ft. Myers 137° and Biscayne Bay, Fla., 262° radials; to Biscayne Bay
 - Copeland, Fla., INT (INT of Fort Myers, Fla., 137° and Miami, Fla., 269° radials) to Miami.
 - West Palm Beach, Fla., to Biscayne Bay, Fla.
 - Miami, Fla., via Marathon, Fla., RBN; thence via Marathon RBN 219° bearing to boundary of the Continental Control Area.
 - Miami, Fla., via Miami 119° radial to boundary of Continental Control Area.
 - Biscayne Bay, Fla., via the Biscayne Bay 087° radial to boundary of Continental Control Area.
 - Biscayne Bay, Fla., via the Biscayne Bay 051° radial to boundary of Continental Control Area.

AMENDMENTS On publ. (8/1/62) 27 F.R. 7565 (Changed)

Midland, Texas, jet advisory area.

- Radar
- Midland, Texas, via Midland 283° radial to INT with Jet Route No. 15

AMENDMENTS 7/26/62 27 F.R. 5736 (Added)

Minneapolis, Minn., jet advisory area.

- Radar
- Watertown, S. Dak., via Darwin, Minn., to Minneapolis, Minn.
 - Aberdeen, S. Dak., via Watertown, S. Dak. Redwood Falls, Minn., Farmington, Minn., INT Farmington 124° and Nodine, Minn., 298° radials; to Nodine.
 - Mason City, Iowa, via Farmington, Minn., Grantsburg, Minn., to Duluth, Minn.

Nashville, Tenn., jet advisory area.

- Radar
- Nashville, Tenn., via INT of Nashville 044° and London, Ky , 260° radials; thence via London, 260° radial to INT with Jet Route No. 42.
 - Nashville, Tenn., via INT of Nashville 079° and London, Ky , 230° radials; London; thence via London 040° radial to INT with Jet Route No. 42.
 - Nashville, Tenn., via INT of Nashville 284° and Jacks Creek, Tenn., 044° radials; Jacks Creek; thence via Jacks Creek 224° radial to INT with Jet Route No. 42.
 - Nashville, Tenn., via INT of Nashville 223° and Memphis, Tenn., 081° radials; to Memphis.

New Orleans, La., jet advisory area.

- Radar
- New Orleans, La., via INT of New Orleans 326° and Alexandria, La., 105° radials; to Alexandria.
 - New Orleans, La., via Picayune, Miss., to McComb, Miss.
 - McComb, Miss., via McComb 228° radial to Clinton, La., INT (INT of McComb, Miss., 228° and New Orleans, La., 326° radials)
 - New Orleans, La., via INT of New Orleans 100° and Mobile, Ala., 224° radials to Mobile.
 - Picayune, Miss., to Mobile, Ala.
 - Alexandria, La., to Baton Rouge, La.
 - New Orleans, La., via INT of New Orleans 275° and Baton Rouge, La., 132° radials; to Baton Rouge.
 - New Orleans, La., to Grand Isle, La., REN
 - New Orleans, La., via Tibby, La., to Lafayette, La.
 - New Orleans, La., via INT of New Orleans 100° and Picayune, Miss., 161° radials; to INT of Picayune 161° radials with Grand Isle, La., Control Area Extension 1226.
 - INT of Picayune, Miss., 161° and New Orleans, La., 122° radials to INT of New Orleans 122° radial with Grand Isle, La., Control Area Extension 1226.
 - New Orleans, La., via New Orleans, La., 214° radial to boundary of the Continental Control Area.
 - Picayune, Miss., to Evergreen, Ala.
 - New Orleans, La., via New Orleans 220° radial to boundary of the Continental Control Area.
- AMENDMENTS 7/26/62 27 F.R. 4834 (Changed) 7/26/62 27 F.R. 5497 (Changed) 10/18/62 27 F.R. 8270 (Changed)

PENDING AMENDMENT

Under New Orleans, La., jet advisory area--Radar "e. Picayune, Miss., to Mobile, Ala." is deleted and "e. Picayune, Miss., via Mobile, Ala., to INT of the Mobile 356° and the Birmingham, Ala., 232° radials" is substituted therefor 1/10/63 27 F.R. 11941 (Changed)

New York, N. Y., jet advisory area.

- Radar
- Bridgeport, Conn., via Poughkeepsie, N. Y., to Albany, N. Y.
 - Idlewild, N. Y., via Huguenot, N. Y. Wilks-Barre, Pa. to Philipsburg, Pa.
 - Newark, N. J. , RR via Control Area Extension 1147 to boundary of the Continental Control Area.

Portland, Oreg., jet advisory area.

- Radar
- Portland, Oreg., via Newberg, Oreg. INT of Newberg 204° and Eugene, Oreg., 346° radials; to Eugene; thence via Eugene 157° radial to INT with Jet Route No. 1
 - Newport, Oreg., via Control Area Extension 1419 to boundary of the Continental Control Area.

Salt Lake City, Utah, jet advisory area.

- Radar
- Malad City, Idaho, via Ogden, Utah; Salt Lake City, Utah, to Provo, Utah.
 - Burley, Idaho, to Ogden, Utah.
 - Fort Bridger, Wyo., via Ogden, Utah; Lucin, Utah; Wells, Nev to Elko, Nev
 - Provo, Utah, via Provo 315° radial to INT with Jet Route No. 84.
 - Provo, Utah, to Myton, Utah; thence via Myton 069° radial to INT with Jet Route No. 56.
 - INT of Ogden, Utah, 212° and Salt Lake City, Utah, 265° radials, via INT of Delta, Utah, 004° and Provo, Utah, 257° radials; to Delta.

San Antonio, Texas, jet advisory area.

- Radar
- San Antonio, Texas, via INT of San Antonio 057° and Austin, Texas, 198° radials; to Austin.
 - San Antonio, Texas, via INT of San Antonio 002° and Austin, Texas, 257° radials; to Austin.
 - Ft. Stockton, Texas, via Junction, Texas; INT of Junction 112° and San Antonio, Texas, 334° radials; San Antonio; to Smithville, Texas, INT (INT of San Antonio 074° and Eagle Lake, Texas, 291° radials)
 - Ft. Stockton, Tex., via Rocksprings, Tex. INT of Rocksprings 090° and San Antonio, Tex., 309° radials; to San Antonio.

AMENDMENTS 7/26/62 27 F.R. 4834 (Changed)

San Francisco/Oakland, Calif., jet advisory area.

- Radar
- a. Oakland, Calif., via Oakland 235° radial to boundary of Continental Control Area.
 - b. Oakland, Calif., via Oakland 267° radial to boundary of Continental Control Area.
 - c. Oakland, Calif., via INT of Oakland 004° and Linden, Calif., 269° radials; Linden; thence via Linden 117° radial to INT with Jet Route No. 58.
 - d. San Francisco, Calif., via INT of San Francisco 304° and Ukiah, Calif., 172° radials; Ukiah; to Red Bluff, Calif.
 - e. Oakland, Calif., via INT of Oakland 221° and Point Reyes, Calif., 161° radials; INT of Point Reyes 161° and Big Sur, Calif., 325° radials; INT of Big Sur 325° and Salinas, Calif., 281° radials, to Salinas; thence via Salinas 119° radial to INT with Jet Route No. 1.
 - f. Oakland, Calif., via INT Oakland 221° and Point Reyes, Calif. 161° radials; the INT of Point Reyes 161° and Big Sur, Calif., 325° radials; Big Sur; thence via Big Sur 099° radial to Jet Route No. 1.
 - g. San Francisco, Calif., via INT of San Francisco 304° and Sacramento, Calif. 233° radials; INT Sacramento 233° and Linden, Calif., 269° radials; Linden; INT Linden 046° and Reno, Nev. 208° radials; to Reno.

St. Louis, Mo., jet advisory area.

- Radar
- a. INT of Jet Route No. 80 and Terre Haute, Ind., 270° radial, via INT of Terre Haute 270° and St. Louis, Mo., 062° radials; to St. Louis.
 - b. St. Louis, Mo., via Troy, Ill., to Bible Grove, Ill., thence via Bible Grove 043° radial to INT with Jet Route No. 80.
 - c. Maryland Heights, Mo., to Readsville, Mo., thence via Readsville 308° radial to INT with Jet Route No. 80.
 - d. Springfield, Ill., via Springfield 191° radial to Gillespie, Ill., INT (INT of Troy, Mo., 011° and St. Louis, Mo., 062° radials)
 - e. Marion, Ill., INT (INT of Centralia, Ill. 169° and Farmington, Mo. 082° radials) via Centralia, Troy, Ill. to St. Louis, Mo.

Tampa, Fla., jet advisory area.

- Radar
- a. St. Petersburg, Fla., to Orlando, Fla.
 - b. St. Petersburg, Fla., via INT St. Petersburg 039° and Orlando, Fla., 258° radials; to Orlando.
 - c. St. Petersburg, Fla., via Lakeland, Fla., to Orlando, Fla.
 - d. St. Petersburg, Fla., to INT of St. Petersburg 275° radial with Grand Isle, La., Control Area Extension 1226.
 - e. Egmont Key, Fla., REN direct to INT of Jet Routes Nos. 41 and 85.
 - f. Fort Meyers, Fla., via St. Petersburg, Fla., to Eddy, Fla., INT (INT of St. Petersburg 350° and Ocala, Fla., 234° radials)
 - g. Ocala, Fla., to INT of Ocala 234° and Cross City, Fla., 185° radials.
 - h. St. Petersburg, Fla., via INT of St. Petersburg 290° and Cross City, Fla., 185° radials; to the INT of Cross City 185° and Ocala, Fla., 234° radials.
 - i. St. Petersburg, Fla., to Ocala, Fla.
 - j. St. Petersburg, Fla. via St. Petersburg 320° radial to the boundary of the continental control area.
 - k. Gainesville, Fla., via INT Gainesville 231° and St. Petersburg, Fla., 350° radials; thence S via St. Petersburg 350° radial to the boundary of the continental control area.

Wilmington, N. C., jet advisory area.

- Radar
- a. Wilmington, N. C., via Wilmington Control Area Extension 1150, to boundary of the Continental Control Area.

