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TITLE 3—THE PRESIDENT

EXECUTIVE ORDER 10417

CREATING A BOARD OF INQUIRY TO REPORT ON A LABOR DISPUTE AFFECTING THE CONSTRUCTION AND OPERATION OF ATOMIC ENERGY FACILITIES

WHEREAS there exists a labor dispute at the plant of the American Locomotive Company at Dunkirk, New York, between the said Company and certain of its employees represented by Local 2286 and Local 4498, United Steel Workers of America, CIO; and

WHEREAS in my opinion such dispute has resulted in a strike affecting a substantial part of an industry engaged in trade or commerce among the several States or with foreign nations, or in the production of goods for commerce, which strike, if permitted to continue, will imperil the national safety:

NOW, THEREFORE, by virtue of the authority vested in me by section 206 of the Labor Management Relations Act, 1947, 61 Stat. 155, I hereby create a Board of Inquiry, consisting of such members as I shall appoint, to inquire into the issues involved in such dispute.

The Board shall have powers and duties as set forth in Title II of the said Act. The Board shall report to the President in accordance with the provisions of section 206 of the said Act on or before December 10, 1952.

Upon submission of its report, the Board shall continue in existence to perform such other functions as may be required under the said Act, until the Board is terminated by the President.

HARRY S. TRUMAN

THE WHITE HOUSE,
December 3, 1952.

[F. R. Doc. 52-12929; Filed, Dec. 3, 1952; 3:59 p. m.]

TITLE 32—NATIONAL DEFENSE

Chapter VII—Department of the Air Force

Subchapter G—Personnel

PART 882—DISCHARGE OR RELEASE FROM ACTIVE DUTY

HARDSHIP

Sections 882.16 to 882.25 supersede §§ 882.16 to 882.27 (15 F. R. 1268; 32 CFR 882.16 to 882.27). The word "Hardship" is designated the centerhead for §§ 882.16 to 882.25.

HARDSHIP

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AUTHORITY: Sections 882.16 to 882.25 issued under R. S. 161, sec. 202, 61 Stat. 500, as amended; 5 U. S. C. 22, 171a. Interpret or apply sec. 29, 39 Stat. 187, as amended, sec. 4, 55 Stat. 627; 10 U. S. C. 652, 50 U. S. C. App. 354.

DERIVATION: AFR 39-13.

§ 882.16 *General*—(a) *Purpose.* Sections 882.16 to 882.25 outline the conditions under which an airman may be separated by reason of undue hardship.

(b) *Policy*—(1) *Existence of hardship conditions.* An airman may be separated for reasons of hardship when the evidence submitted indicates that undue and unforeseeable hardship conditions have arisen in his family since entrance into the service and that his separation will contribute materially to the care or support of his family and alleviate the hardship. Undue hardship exists when the family of an airman must endure hardship conditions beyond those conditions normally incident to military service as a result of his military status. Undue hardship does not necessarily exist solely because of altered present or expected income or because the airman is separated from his family or must suffer the inconveniences normally incident to military service.

(2) *Death or disability of member of family not a prerequisite.* Hardship conditions warranting separation may exist in instances other than death or disability of a member of the airman's family.

§ 882.17 *Definition.* For the purpose of §§ 882.16 to 882.25 the term "members of the family" includes the spouse, children, father, mother, brothers, sisters, any person who has stood in loco parentis to the airman prior to his entry into the

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service, and members of the immediate family of the airman's spouse.

§ 882.18 *Delegation of authority.* Authority to order discharge under the provisions of §§ 882.16 to 882.25 is delegated to commanders of all units or installations, commanded by or the normal command of general officers, commanding officers of personnel centers, training centers, oversea replacement depots, ports of aerial embarkation, and all active Air Force installations having an authorized military strength of 4,000 or more men.

§ 882.19 *Requirements.* Separation is authorized and may be directed when it is determined that:

(a) Undue and genuine hardship exists.

(b) Hardship is not of a temporary nature.

(c) Conditions have arisen or have been aggravated to an excessive degree since entry into the service.

(d) The airman has made every reasonable effort to alleviate hardship by means of application for family allowance and voluntary contributions which has proven inadequate.

(e) Separation of the airman will result in the elimination of or will materially alleviate the condition and means of alleviation are not readily available other than by such separation.

§ 882.20 *Application.* Any airman will be permitted to submit a written application for separation for hardship. Such requests will be submitted as prescribed in paragraphs (a) through (d) of this section:

(a) *When airman is in the United States.* An airman based in the United States will submit his application to his immediate commanding officer and his application will be supported by the evidence required in § 882.21. An airman assigned to an oversea unit but temporarily in the United States will submit his application directly to the Director of Military Personnel, Headquarters United States Air Force, Washington 25, D. C.

(b) *When airman is overseas.* An airman based overseas will submit his application, with such supporting evidence as he may have readily available, to his immediate commanding officer. An airman assigned to a unit or installation within the United States but temporarily in an oversea theater, will submit his application, with such supporting evidence as he may have readily available, to the commander of the oversea theater in which he is located.

(c) *When airman is en route overseas.* Applications for separation because of hardship under the provisions of §§ 882.16 to 882.25 will not be accepted at personnel processing groups (or ports of aerial embarkation) from airmen en route overseas, except where hardship conditions have arisen since the airman's departure from his home installation which, in the opinion of the organization commander and/or the commander of the personnel processing group (or port of aerial embarkation), may warrant his separation.

(d) *When families of airmen may submit application.* Families of airmen based overseas may submit the application, together with the necessary documentary evidence, to the airman's immediate commander or forward the documentary evidence to the airman so that he may make application. Any application received in Headquarters United States Air Force from the family of an airman will be forwarded to the airman's commanding officer for action.

(e) *Reapplication.* Applications that have been given final disapproval will become part of the field personnel records of the airman. A new application will not be processed unless the airman has new material evidence to support a new application.

§ 882.21 *Evidence required*—(a) *Form to be used.* The evidence required for a hardship separation normally will be in affidavit form. The evidence must be that required to substantiate the hardship conditions as outlined in § 882.19.

(b) *Affidavits and certificates.* (1) Affidavits or statements by or on behalf of an airman's dependents and by at least two disinterested agencies or persons substantiating the hardship claim may be accepted from responsible agencies or persons having first-hand knowledge of the circumstances involved.

(2) If hardship is the result of death of a member of the airman's family occurring after his entrance into the service, a certificate or other valid proof of death will be furnished. If hardship is the result of disability of a member of the airman's family occurring after his entrance into the service, a physician's certificate will be furnished stating specifically when such disability occurred and the nature thereof.

(3) The names, ages, occupations, locations, monthly incomes of the members of the airman's family, and reasons why these members cannot provide the necessary care or support of the airman's family will also be furnished. Evidence of prospective civilian employment will not be required unless the hardship is basically financial and reasonable doubt exists whether the airman will be able to exceed his military pay if separated.

§ 882.22 *Other factors relating to separation*—(a) *Indebtedness to the Government.* Indebtedness to the Government or to a person does not prevent separation when the airman is eligible otherwise.

(b) *Under charges or in confinement.* When an airman is under charges or in confinement, he will not be separated until proper disposition has been made of his case. A sentence of confinement will be fully served unless sooner terminated by remission for mitigating causes arising from the airman's own good conduct before a separation for any cause may be given.

(c) *When airman's services are needed in his organization.* When an airman is eligible for separation under the provisions of §§ 882.16 to 882.25, separation will not be disapproved because his services are needed in his organization.

(d) *Four or more dependents.* In determining final action on applications for hardship separation, the existence of four or more dependents is a factor which should be given due consideration. However, four or more dependents will not be considered as conclusive evidence warranting separation.

(e) *Airmen serving on involuntary extension of enlistment.* Commanders will take cognizance of the fact that hardship conditions which do not warrant separation under the provisions of §§ 882.16 to 882.25 during the normal term of enlistment may be aggravated and intensified because of an involuntary extension of such enlistment. Consequently, maximum feasible leniency should be exercised in considering applications from airmen serving on an involuntary extension of enlistment.

(f) *Assistance to airmen and their dependents.* Airmen or their dependents on their own initiative may request American Red Cross local chapters or other agencies to substantiate applications for separation.

§ 882.23 *Concealment of dependency.* When an application for discharge under the provisions of §§ 882.16 to 882.25 reveals the existence of dependents which were concealed at the time of enlistment, a determination will be made whether the airman concerned should be granted a waiver of fraudulent enlistment or discharged under the provisions of regulations governing discharge of individuals for fraudulent enlistment.

§ 882.24 *Release or discharge.* Airmen separated under the provisions of §§ 882.16 to 882.25 who have Reserve service obligations under the Universal Military Training and Service Act (62 Stat. 604, as amended; 50 U. S. C. App. 451–473), will not be discharged but will be released from active military service and transferred to or will revert to Reserve status.

(a) *If released.* DD Form 217 AF, "Certificate of Service," and DD Form 214, "Report of Separation from the Armed Forces of the United States," will be furnished an airman released from active military service under the provisions of §§ 882.16 to 882.25.

(b) *If discharged.* DD Form 256F, "Honorable Discharge," or DD Form 257AF, "General Discharge," will be furnished.

§ 882.25 *Restriction on reenlistment.* Airmen being discharged under the provisions of §§ 882.16 to 882.25 are ineligible to reenlist in the Air Force for a period of at least one year from date of discharge and then only if they can meet the current enlistment requirements.

[SEAL] K. E. THIEBAUD,
Colonel, U. S. Air Force,
Air Adjutant General.

[F. R. Doc. 52-12862; Filed, Dec. 4, 1952; 8:45 a. m.]

TITLE 14—CIVIL AVIATION

Chapter II—Civil Aeronautics Administration, Department of Commerce

PART 600—DESIGNATION OF CIVIL AIRWAYS

PART 601—DESIGNATION OF CONTROL AREAS, CONTROL ZONES, AND REPORTING POINTS

REPUBLICATION OF REGULATIONS

The regulations in Parts 600 and 601 of Title 14, Chapter II, are hereby republished in their entirety and contain all amendments to date including Amendment 80 to Part 600, dated Nov. 11, 1952, 17 F. R. 9804, and Amendment 85 to Part 601, dated Nov. 11, 1952, 17 F. R. 9805.

F. B. LEE,
Acting Administrator of Civil Aeronautics.

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600.612 Blue civil airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.).
600.613 Blue civil airway No. 13 (Houston, Tex., to Minneapolis, Minn.).
600.614 Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).
600.615 Blue civil airway No. 15 (Huntington, W. Va., to Erie, Pa.).
600.616 Blue civil airway No. 16 (Dillon, Mont., to Helena, Mont.).
600.617 Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).
600.618 Blue civil airway No. 18 (Philadelphia, Pa., to United States-Canadian Border).
600.619 Blue civil airway No. 19 (Miami, Fla., to Orlando, Fla.).
600.620 Blue civil airway No. 20 (Atlantic City, N. J., to Allentown, Pa.).
600.621 Blue civil airway No. 21 (Louisville, Ky., to Erie, Pa.).
600.622 Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.)
600.623 Blue civil airway No. 23 (Detroit, Mich., to Flint, Mich.).
600.624 Blue civil airway No. 24 (El Centro, Calif., to Daggett, Calif.).
600.625 Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska).
Sec.
600.626 Blue civil airway No. 26 (Anchorage, Alaska, to Nenana, Alaska).
600.627 Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
600.628 Blue civil airway No. 28 (Charleston, S. C., to Spartanburg, S. C.).
600.629 Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).
600.630 Blue civil airway No. 30 (Brownsville, Tex., to Amarillo, Tex.).
600.631 Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.).
600.632 Blue civil airway No. 32 (Pendleton, Oreg., to Talkeetna, Alaska).
600.633 Blue civil airway No. 33 (Archbold, Ohio, to Saginaw, Mich.).
600.634 Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).
600.635 Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.).
600.636 Blue civil airway No. 36 (Thurman, Colo., to North Platte, Nebr.).
600.637 Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).
600.638 Blue civil airway No. 38 (Annette Island, Alaska, to United States-Canadian Border).
600.639 Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).
600.640 Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).
600.641 Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).
600.642 Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).
600.644 Blue civil airway No. 44 (Advance, Mo., to United States-Canadian Border).
600.646 Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.).
600.647 Blue civil airway No. 47 (Front Royal, Va., to Dunkirk, N. Y.).
600.648 Blue civil airway No. 48 (New York, N. Y., to Poughkeepsie, N. Y.).
600.649 Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).
600.650 Blue civil airway No. 50 (Augusta, Maine, to the United States-Canadian Border).
600.651 Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).
600.652 Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).
600.653 Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).
600.654 Blue civil airway No. 54 (Salinas, Calif., to Hamilton Field, Calif.).
600.655 Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).
600.656 Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).
600.657 Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).
600.658 Blue civil airway No. 58 (Sioux Falls, S. Dak., to Watertown, S. Dak.).
600.659 Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.).
600.660 Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).
600.661 Blue civil airway No. 61 (Springfield, Mo., to Kansas City, Mo.).
600.662 Blue civil airway No. 62 (Ypsilanti, Mich., to Traverse City, Mich.).
600.664 Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).
600666 Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).
600.667 Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).
600.668 Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).
600.669 Blue civil airway No. 69 (St. Louis, Mo., to Des Moines, Iowa).
600.670 Blue civil airway No. 70 (Ardmore, Okla., to Tulsa, Okla.).
600.671 Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).
600.672 Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).
Sec.
600.673 Blue civil airway No. 73 (Brookville, Pa., to Buffalo, N. Y.).
600.674 Blue civil airway No. 74 (Carlsbad, N. Mex., to Santa Fe, N. Mex.).
600.675 Blue civil airway No. 75 (Miami, Fla., to Tampa, Fla.).
600.676 Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).
600.677 Blue civil airway No. 77 (Promontory Point, Utah, to Corinne, Utah).
600.678 Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).
600.679 Blue civil airway No. 79 (Burlington, Iowa, to Iowa City, Iowa).
600.681 Blue civil airway No. 81 (Charleston, W. Va., to United States-Canadian Border).
600.682 Blue civil airway No. 82 (Lebo, Kans., to Topeka, Kans.).
600.684 Blue civil airway No. 84 (Bangor, Maine, to Millinocket, Maine).
600.685 Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).
600.686 Blue civil airway No. 86 (Goshen, Ind., to Dayton, Ohio).
600.687 Blue civil airway No. 87 (Lexington, Ky., to Dayton, Ohio).

OTHER CIVIL AIRWAYS

600.1001 Dubois, Idaho, to West Yellowstone, Mont., civil airway.
600.1004 Winslow, Ariz., to Las Vegas, Nev., civil airway.

SUBPART C—VOR CIVIL AIRWAYS

600.6001 VOR civil airway No. 1 (Norfolk, Va., to New York, N. Y.).
600.6002 VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
600.6003 VOR civil airway No. 3 (Key West, Fla., to Bangor, Maine).
600.6004 VOR civil airway No. 4 (Seattle, Wash., to Washington, D. C.).
600.6005 VOR civil airway No. 5 (Jacksonville, Fla., to Cleveland, Ohio).
600.6006 VOR civil airway No. 6 (Oakland, Calif., to New York, N. Y.).
600.6007 VOR civil airway No. 7 (Miami, Fla., to Milwaukee, Wis.).
600.6008 VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.).
600.6009 VOR civil airway No. 9 (New Orleans, La., to Naperville, Ill.)
600.6010 VOR civil airway No. 10 (Pueblo, Colo., to New York, N. Y.).
600.6011 VOR civil airway No. 11 (Houston, Tex., to Detroit, Mich.).
600.6012 VOR civil airway No. 12 (Daggett, Calif., to Philadelphia, Pa.).
600.6013 VOR civil airway No. 13 (Houston, Tex., to Duluth, Minn.).
600.6014 VOR civil airway No. 14 (Roswell, well, N. Mex., to Boston, Mass.).
600.6015 VOR civil airway No. 15 (Galveston, Tex., to Minot, N. Dak.).
600.6016 VOR civil airway No. 16 (Los Angeles, Calif., to Nashville, Tenn.).
600.6017 VOR civil airway No. 17 (Laredo, Tex., to Goodland, Kans.).
600.6018 VOR civil airway No. 18 (Dallas, Tex., to Tuscaloosa, Ala.).
600.6019 VOR civil airway No. 19 (El Paso, Tex., to Sheridan, Wyo.).
600.6020 VOR civil airway No. 20 (Laredo, Tex., to Montgomery, Ala.).
600.6021 VOR civil airway No. 21 (Long Beach, Calif., to United States-Canadian Border).
600.6022 VOR civil airway No. 22 (New Orleans, La., to Tallahassee, Fla.).
600.6023 VOR civil airway No. 23 (San Diego, Calif., to Bellingham, Wash.).
600.6024 VOR civil airway No. 24 (Jamestown, N. Dak., to Redwood Falls, Minn.).
600.6025 VOR civil airway No. 25 (Oakland, Calif., to Ellensburg, Wash.).

Sec.
600.6026 VOR civil airway No. 26 (Rapid City, S. Dak., to Minneapolis, Minn.).
600.6027 VOR civil airway No. 27 (Santa Barbara, Calif., to Medford, Oreg.).
600.6028 VOR civil airway No. 28 (Oakland, Calif., to Modesto, Calif.).
600.6029 VOR civil airway No. 29 (Philadelphia, Pa., to United States-Canadian Border).
600.6030 VOR civil airway No. 30 (Milwaukee, Wis., to New York, N. Y.).
600.6031 VOR civil airway No. 31 (Baltimore, Md., to Syracuse, N. Y.).
600.6032 VOR civil airway No. 32 (Wells, Nev., to Fort Bridger, Wyo.).
600.6033 VOR civil airway No. 33 (Baltimore, Md., to Buffalo, N. Y.).
600.6034 VOR civil airway No. 34 (Rochester, N. Y., to New York, N. Y.).
600.6035 VOR civil airway No. 35 (Pittsburgh, Pa., to Syracuse N. Y.).
600.6036 VOR civil airway No. 36 (Buffalo, N. Y., to New York N. Y.).
600.6037 VOR civil airway No. 37 (Elkins, W. Va., to Erie, Pa.).
600.6038 VOR civil airway No. 38 (Chicago Heights, Ill., to Columbus, Ohio).
600.6039 VOR civil airway No. 39 (Gordonsville, Va., to Boston, Mass.).
600.6040 VOR civil airway No. 40 (Flint, Mich., to Pittsburgh, Pa.).
600.6041 VOR civil airway No. 41 (Pittsburgh, Pa., to Youngstown, Ohio).
600.6042 VOR civil airway No. 42 (Detroit, Mich., to Pittsburgh, Pa.).
600.6043 VOR civil airway No. 43 (Columbus, Ohio, to Erie, Pa.).
600.6044 VOR civil airway No. 44 (Martinsburg, W. Va., to Baltimore, Md.).
600.6045 VOR civil airway No. 45 (Columbus, Ohio, to Lansing, Mich.).
600.6046 VOR civil airway No. 46 (Cleveland, Ohio, to Pittsburgh, Pa.).
600.6047 VOR civil airway No. 47 (Louisville, Ky., to Detroit, Mich.).
600.6048 VOR civil airway No. 48 (Burlington, Iowa, to Chicago Heights, Ill.).
600.6049 VOR civil airway No. 49 (Dillon, Mont., to Drummond, Mont.).
600.6050 VOR civil airway No. 50 (Kirksville, Mo., to Peoria, Ill.).
600.6051 VOR civil airway No. 51 (Louisville, Ky., to Indianapolis, Ind.).
600.6052 VOR civil airway No. 52 (Des Moines, Iowa, to St. Louis, Mo.).
600.6053 VOR civil airway No. 53 (Louisville, Ky., to Madison, Wis.).
600.6054 VOR civil airway No. 54 (Texarkana, Ark., to Muscle Shoals, Ala.).
600.6055 VOR civil airway No. 55 (Dayton, Ohio, to Muskegon, Mich.).
600.6056 VOR civil airway No. 56 (Tallahassee, Fla., to Florence, S. C.).
600.6057 VOR civil airway No. 57 (Muscle Shoals, Ala., to Graham, Tenn.).
600.6058 VOR civil airway No. 58 (Pittsburgh, Pa., to Hartford, Conn.).
600.6059 VOR civil airway No. 59 (Evansville, Ind., to Bradford, Ill.).
600.6060 VOR civil airway No. 60 (Albuquerque, N. Mex., to Tucumcari, N. Mex.).
600.6061 VOR civil airway No. 61 (Wichita Falls, Tex., to Lawton, Okla.).
600.6062 VOR civil airway No. 62 (Santa Fe, N. Mex., to Anton Chico, N. Mex.).
600.6063 VOR civil airway No. 63 (Quincy, Ill., to Milwaukee, Wis.).
600.6064 VOR civil airway No. 64 (Ontario, Calif., to Blythe, Calif.).
600.6065 VOR civil airway No. 65 (Columbia, Mo., to Des Moines, Iowa).
600.6066 VOR civil airway No. 66 (San Diego, Calif., to Midland, Tex.).
Sec.
600.6067 VOR civil airway No. 67 (Mason City, Iowa, to Rochester, Minn.).
600.6068 VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.).
600.6069 VOR civil airway No. 69 (Walnut Ridge, Ark., to St. Louis, Mo.).
600.6070 VOR civil airway No. 70 (Palacios, Tex., to Lake Charles, La.).
600.6071 VOR civil airway No. 71 (Pine Bluff, Ark., to Kansas City, Mo.).
600.6072 VOR civil airway No. 72 (Bradford, Pa., to Binghamton, N. Y.).
600.6073 VOR civil airway No. 73 (Tulsa, Okla., to Salina, Kans.).
600.6074 VOR civil airway No. 74 (Ponca City, Okla., to Little Rock, Ark.).
600.6075 VOR civil airway No. 75 (Morgantown, W. Va., to Petersburg, W. Va.).
600.6076 VOR civil airway No. 76 (Lubbock, Tex., to San Angelo, Tex.).
600.6077 VOR civil airway No. 77 (San Angelo, Tex., to Wichita, Kans.).
600.6078 VOR civil airway No. 78 (Huron, S. Dak., to Watertown, S. Dak.).
600.6079 VOR civil airway No. 79 (Culberson, Tex., to Lubbock, Tex.).
600.6080 VOR civil airway No. 80 (Sioux Falls, S. Dak., to Redwood Falls, Minn.).
600.6081 VOR civil airway No. 81 (Midland, Tex., to Amarillo, Tex.).
600.6082 VOR civil airway No. 82 (Minneapolis, Minn., to La Crosse, Wis.).
600.6083 VOR civil airway No. 83 (Carlsbad, N. Mex., to Santa Fe, N. Mex.).
600.6084 VOR civil airway No. 84 (Lansing, Mich., to Flint, Mich.).
600.6085 VOR civil airway No. 85 (Rock River, Wyo., to Casper, Wyo.).
600.6086 VOR civil airway No. 86 (Butte, Mont., to Whitehall, Mont.).
600.6087 VOR civil airway No. 87 (Gila Bend, Ariz., to Hassayampa, Ariz.).
600.6088 VOR civil airway No. 88 (Dayton, Ohio, to Mansfield, Ohio).
600.6089 VOR civil airway No. 89 (Cheyenne, Wyo., to Rapid City, S. Dak.).
600.6090 VOR civil airway No. 90 (Lansing, Mich., to Detroit, Mich.).
000.6091 VOR civil airway No. 91 (Wilton, Conn., to Plattsburg, N. Y.).
600.6092 VOR civil airway No. 92 (Toledo, Ohio, to Mansfield, Ohio).
600.6093 VOR civil airway No. 93 (Baltimore, Md., to Lancaster, Pa.).
600.6094 VOR civil airway No. 94 (Salt Flat, Tex., to Hobbs, N. Mex.).
600.6095 VOR civil airway No. 95 (Phoenix, Ariz., to Winslow, Ariz.).
600.6096 VOR civil airway No. 96 (Fort Wayne, Ind., to Toledo, Ohio).
600.6097 VOR civil airway No. 97 (Charleston, S. C., to Minneapolis, Minn.).
600.6098 VOR civil airway No. 98 (San Francisco, Calif., to Bakersfield, Calif.).
600.6099 VOR civil airway No. 99 (Lafayette, La., to Baton Rouge, La.).
600.6100 VOR civil airway No. 100 (San Francisco, Calif., to Fresno, Calif.).
600.6101 VOR civil airway No. 101 (Ogden, Utah, to Burley, Idaho).
600.6102 VOR civil airway No. 102 (Lubbock, Tex., to Wichita Falls, Tex.).
600.6103 VOR civil airway No. 103 (Pendleton, Oreg., to Spokane, Wash.).
600.6104 VOR civil airway No. 104 (United States-Canadian Border to Plattsburg, N. Y.).
600.6105 VOR civil airway No. 105 (Phoenix, Ariz., to Prescott, Ariz.).
600.6106 VOR civil airway No. 106 (Selinsgrove, Pa., to Scranton, Pa.).
600.6107 VOR civil airway No. 107 (Santa Barbara, Calif., to Bakersfield, Calif.)
Sec.
600.6108 VOR civil airway No. 108 (Bangor, Maine, to Princeton, Maine).
600.6109 VOR civil airway No. 109 (Paso Robles, Calif., to Fresno, Calif.).
600.6110 VOR civil airway No. 110 (San Francisco, Calif., to Modesto, Calif.).
600.6111 VOR civil airway No. 111 (Salinas, Calif., to Los Banos, Calif.).
600.6112 VOR civil airway No. 112 (Portland, Oreg., to Pendleton, Oreg.).
600.6113 VOR civil airway No. 113 (Modesto, Calif., to Reno, Nev.).
600.6114 VOR civil airway No. 114 (Dalhart, Tex., to New Orleans, La.).
600.6115 VOR civil airway No. 115 (Crestview, Fla., to Montgomery, Ala.).
600.6116 VOR civil airway No. 116 (Austin, Tex. to Houston, Tex.).
600.6117 VOR civil airway No. 117.
600.6118 VOR civil airway No. 118 (Laramie, Wyo., to Cheyenne, Wyo.).

AUTHORITY: §§ 600.1 to 600.6118 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 302, 52 Stat. 985, as amended; 49 U. S. C. 452.

SUBPART A—INTRODUCTION

§ 600.1 *Basis and purpose.* The basis of this part is found in sections 205 and 302 of the Civil Aeronautics Act of 1938, as amended. The purpose of this part is to designate civil airways in order to provide suitable and, insofar as possible, safe routes for aircraft operating in interstate, overseas, or foreign air commerce.

§ 600.2 *Explanation of term.* As used in this part, "civil airway" shall mean a path through the navigable airspace of the United States suitable for interstate, overseas, or foreign air commerce. Civil airways are classified as follows:

(a) Colored civil airways: (1) Green civil airways, (2) Amber civil airways, (3) Red civil airways, (4) Blue civil airways.

(b) VOR civil airways: (1) Even numbered civil airways, (2) Odd numbered civil airways.

§ 600.3 *Scope.* (a) Except where otherwise provided in Subpart B and in Subpart C, each civil airway shall include the navigable airspace of the United States above all that area on the surface of the earth lying within 5 miles of the center of the center line prescribed for each such airway, but shall not include any of the airspace of an airspace reservation as provided for in section 4 of the Air Commerce Act of 1926, as amended.

(b) The center line of each civil airway shall be a line extended in the manner hereinafter prescribed through the center of the points or intersections specified for such airway.

(c) Except where otherwise provided in Subpart C, one or more alternate VOR civil airways shall be established between specified points along, and shall be a part of, each VOR civil airway. The center line of an alternate VOR civil airway shall depart from and return to the main VOR civil airway via the intersection of radials having an angle of 15 degrees (unless otherwise specified) separation from the main VOR civil airway.

§ 600.10 *Designation of civil airways.* The paths through the navigable airspace of the United States described in Subpart B and Subpart C are designated as civil airways.

SUBPART B—COLORED CIVIL AIRWAYS

GREEN CIVIL AIRWAYS

§ 600.11 *Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).* That airspace over United States territory lying within 2 miles either side of the southwest course of the Vancouver, British Columbia, radio range between the intersection of the north course of the Patricia Bay, British Columbia, radio range and the southwest course of the Vancouver, British Columbia, radio range and the Vancouver, British Columbia, radio range station. That airspace over United States territory lying within 5 miles either side of direct lines from the Megantic, Quebec, Canada, radio range station via the Millinocket, Maine, radio range station to the Fredericton, New Brunswick, radio range station.

§ 600.12 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* From the King County Airport, Seattle, Wash., via the Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Coeur D'Alene, Idaho, radio range station; Mullan Pass, Idaho, radio range station; Superior, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range; Bozeman, Mont., radio range station; the intersection of the southeast course of the Bozeman, Mont., radio range and the west course of the Livingston, Mont., radio range; Livingston, Mont., radio range station; Billings, Mont., radio range station; Miles City, Mont., radio range station; the intersection of the northeast course of the Miles City, Mont., radio range and the west course of the Dickinson, N. Dak., radio range; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; the intersection of the east course of the Jamestown, N. Dak., radio range and the west course of the Fargo, N. Dak., radio range; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; Lone Rock, Wis., radio range station; Madison, Wis., radio range station; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; the intersection of the east course of the Lansing, Mich., radio range and the north course of the Detroit, Mich., radio range; Detroit, Mich., radio range station to the intersection of the east course of the Detroit, Mich., radio range and the United States-Canadian Border. From the intersection of the east course of the Clear Creek, Ontario, Canada, radio range and the United States-Canadian Border via the intersection of the east course of the Clear Creek, Ontario, Canada, radio range and the southwest course of the Buffalo, N. Y., radio range; Buffalo, N. Y., radio range station; the intersection of the east course of the Buffalo, N. Y., radio range and the southwest course of the Rochester, N. Y., radio range; Rochester, N. Y., radio range station; the intersection of the southeast course of the Rochester, N. Y., radio range and the west course of the Syracuse, N. Y., radio range; Syracuse, N. Y., radio range station; Albany, N. Y., radio range station; Westfield, Mass., radio range station; the intersection of the southeast course of the Westfield, Mass., radio range and the southwest course of the Boston, Mass., radio range to the Boston, Mass., radio range station.

§ 600.13 *Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).* From the intersection of the northwest course of the San Francisco, Calif., radio range and the southwest course of the Travis AFB, Fairfield, Calif., radio range via the San Francisco, Calif., radio range station; Oakland, Calif., radio range station; Sacramento, Calif., radio range station; the intersection of the northeast course of the Sacramento, Calif., radio range and the southwest course of the Reno, Nev., radio range; Reno, Nev., radio range station; Humboldt, Nev., radio range station; Battle Mountain, Nev., radio range station; Elko, Nev., radio range station; the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; the intersection of the northwest course of the Laramie, Wyo., radio range and the northwest course of the Cheyenne, Wyo., radio range; Cheyenne, Wyo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Goshen, Ind., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; the intersection of the east course of the Youngstown, Ohio, radio range and the west course of the Philipsburg, Pa., radio range; Philipsburg, Pa., radio range station; Allentown, Pa., radio range station; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia), radio range to the New York, N. Y. (LaGuardia), radio range station.

§ 600.14 *Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).* From the Camarillo, Calif., radio range station via the Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; Zuni, N. Mex., radio range station; Acomita, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; Otto, N. Mex., radio range station; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Gage, Okla., radio range; Gage, Okla., radio range station; Wichita, Kans., radio range station; Lebo, Kans., non-directional radio beacon; Kansas City, Mo., radio range station; the intersection of the northeast course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range; Columbia Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the east course of the Indianapolis, Ind., radio range and the west course of the Columbus, Ohio, radio range; Columbus, Ohio, radio range station; the intersection of the east course of the Columbus, Ohio, radio range and the west course of the Pittsburgh, Pa., radio range; Pittsburgh, Pa., radio range station; the intersection of the northeast course of the Pittsburgh, Pa., radio range and the west course of the Altoona, Pa., radio range; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station to the Municipal Airport, Philadelphia, Pa.

§ 600.15 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).* From the Los Angeles, Calif., radio range station via the Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the west course of the Blythe, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; the intersection of the southeast course of the Tucson, Ariz., radio range and the west course of the Cochise, Ariz., radio range; Cochise, Ariz., radio range station; Rodeo, N. Mex., radio range; Columbus, N. Mex., radio range station; El Paso, Tex., radio range station, excluding the portion which lies outside the continental United States; Salt Flat, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; Memphis, Tenn., radio range station; Jackson, Tenn., radio range station; Nashville, Tenn., radio range station; the intersection of the northeast course of the Nashville, Tenn., radio range and the northwest course of the Smithville, Tenn., radio range; Smithville, Tenn., radio

range station; the intersection of the southeast course of the Smithville, Tenn., radio range and the west course of the Knoxville, Tenn., radio range; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Pulaski, Va., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the northeast course of the Gordonsville, Va., radio range and the south course of the Washington, D. C., radio range; Andrews, Md., radio range station; Millville, N. J., radio range station; the intersection of the northeast course of the Millville, N. J., radio range and the southwest course of the Mitchel Field, N. Y. (AFB), radio range; the Mitchel Field, N. Y. (AFB), radio range station; the intersection of the northeast course of the Mitchel Field, N. Y. (AFB), radio range and the southwest course of the Boston, Mass., radio range to the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Westfield, Mass., radio range.

§ 600.16 *Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).* From the Laredo, Tex., radio range station via the Alice, Tex., radio range station; Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; the intersection of the southeast course of the Palacios, Tex., radio range and the southwest course of the Galveston, Tex., radio range; Galveston, Tex., radio range station; Lake Charles, La., radio range station; New Orleans, La., radio range station; the intersection of the east course of the New Orleans, La., radio range and the southwest course of the Mobile, Ala., radio range; Mobile, Ala., radio range station; Maxwell Field, Ala., radio range station; the intersection of the east course of the Maxwell Field, Ala., radio range and the southwest course of the Atlanta, Ga., radio range; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; the intersection of the northeast course of the Spartanburg, S. C., radio range and the west course of the Charlotte, N. C., radio range; the intersection of the north course of the Charlotte, N. C., radio range and the southwest course of the Greensboro, N. C., radio range; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; the intersection of the northeast course of the Blackstone, Va., radio range and the southwest course of the Richmond, Va., radio range; Richmond, Va., radio range station; and the Norfolk, Va., radio range station to the Municipal Airport, Norfolk, Va.

§ 600.17 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).* From the Nome, Alaska, radio range station via the Moses Point, Alaska, radio range station; the intersection of the east course of the Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station.

§ 600.18 *Green civil airway No. 8 (Cold Bay, Alaska to Northway, Alaska).* From the Cold Bay, Alaska, radio range station via the King Salmon, Alaska, radio range station; the intersection of the northeast course of the King Salmon, Alaska, radio range and the southwest course of the Homer, Alaska, radio range; Homer, Alaska, radio range station; the intersection of the northeast course of the Homer, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range to the Anchorage, Alaska, radio range station. From the intersection of the northeast course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range via the Gulkana, Alaska, radio range station; the intersection of the northeast course of the Gulkana, Alaska, radio range and the southwest course of the Northway Alaska, radio range to the Northway, Alaska, radio range station.

§ 600.19 *Green civil airway No. 9 (Hawaiian Islands).* From the intersection of the south course of the Port Allen, T. H., radio range and the southwest course of the Honolulu, T. H., radio range via the Honolulu, T. H., radio range station to the intersection of the northeast course of the Honolulu, T. H., radio range and the north course of the Hilo, T. H., radio range excluding the portion below 6,000 feet which overlaps the Kaneohe Naval Airspace Reservation.

AMBER CIVIL AIRWAYS

§ 600.101 *Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).* That airspace over United States territory from the intersection of the southeast course of the San Diego, Calif., radio range and the United States-Mexican Border via the San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., radio range; Long Beach, Calif., radio range station; Los Angeles, Calif., radio range station; Newhall, Calif., radio range station; Bakersfield, Calif., radio range station; Fresno Calif. radio range station; Sacramento, Calif., radio range station; Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station excluding the portion which overlaps the Fort Lewis, Wash., danger area; Seattle, Wash., radio range station; Everett, Wash., radio range station; Bellingham, Wash., radio range station to the Vancouver, British Columbia, radio range station. That airspace over United States territory from the Sandspit, British Columbia, radio range station via the intersection of the northwest course of the Sandspit, British Columbia, radio range and the southwest course of the Annette Island, Alaska, radio range; Sitka (Biorka Island), Alaska, radio range station; Yakutat, Alaska radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the southeast course of the Hinchinbrook, Alaska, radio range; Hinchinbrook, Alaska, radio range station; the intersection of the northwest course of the Hinchinbrook, Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station; Skwentna, Alaska, radio range station; Puntilla Lake, Alaska, nondirectional radio beacon; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station to the Nome, Alaska, radio range station.

§ 600.102 *Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska).* From the Long Beach, Calif., radio range station via the intersection of the northeast course of the Long Beach, Calif., radio range and the east course of the Los Angeles, Calif., radio range; Daggett, Calif., radio range station; Silver Lake, Calif., radio range station; the intersection of the northeast course of the Silver Lake, Calif., radio range and the southwest course of the Las Vegas, Nev., radio range; Las Vegas, Nev., radio range station; the intersection of the northeast course of the Las Vegas, Nev., radio range and the southwest course of the Enterprise, Utah, radio range; Enterprise, Utah, radio range station; thence via Latitude 38°24'30", Longitude 113°01'40"; Delta, Utah, radio range station; the intersection of the northeast course of the Delta, Utah, radio range and the south course of the Salt Lake City, Utah, radio range; Salt Lake City, Utah, radio range station; Ogden, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; Idaho Falls, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Helena, Mont., radio range station; the intersection of the north course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station to the intersection of the northwest course of the Cut Bank, Mont., radio range and the United States-Canadian Border. From the intersection of the northwest course of the Snag, Yukon Territory, radio range and the United States-Canadian Border via the Northway, Alaska, radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range; Fairbanks, Alaska, radio range station; Bettles, Alaska, radio range station; Umiat, Alaska, radio range station to the Point Barrow, Alaska, radio range station.

§ 600.103 *Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).* From the intersection of the west course of the El Paso, Tex., radio range and the south course of the Truth or Consequences, N. Mex., radio range via the Truth or Consequences, N. Mex., radio range station; to the Albuquerque, N. Mex., radio range station. From the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range, via the

Las Vegas, N. Mex., radio range station; the intersection of the northeast course of the Las Vegas, N. Mex., radio range and the south course of the Trinidad, Colo., radio range; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; the intersection of the north course of the Pueblo, Colo., radio range and the south course of the Denver, Colo., radio range; Denver, Colo., radio range station; Cheyenne, Wyo., radio range station; the intersection of the north course of the Cheyenne, Wyo., radio range and the east course of the Casper, Wyo., radio range; Casper, Wyo., radio range station; the intersection of the north course of the Casper, Wyo., radio range and the southeast course of the Sheridan, Wyo., radio range; Sheridan, Wyo., radio range station; Billings, Mont., radio range station; the intersection of the northwest course of the Billings, Mont., radio range and the southeast course of the Lewistown, Mont., radio range and the Lewistown, Mont., radio range station; to the Great Falls, Mont., radio range station.

§ 600.104 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).* From the Municipal Airport, Brownsville, Tex., via the Brownsville, Tex., radio range station; the intersection of the northwest course of the Brownsville, Tex., radio range and the south course of the Alice, Tex., radio range; Alice, Tex., radio range station; the intersection of the north course of the Alice, Tex., radio range and the south course of the San Antonio, Tex., radio range; San Antonio, Tex., radio range station; the intersection of the north course of the San Antonio, Tex., radio range and the southwest course of the Austin, Tex., radio range; Austin, Tex., radio range station; Waco, Tex., radio range station; the intersection of the northwest course of the Waco, Tex., radio range and the south course of the Fort Worth, Tex., radio range; Fort Worth, Tex., radio range station; the intersection of the north course of the Fort Worth, Tex., radio range and the south course of the Oklahoma City, Okla., radio range; Oklahoma City, Okla., radio range station; the intersection of the east course of the Oklahoma City, Okla., radio range and the southwest course of the Tulsa, Okla., radio range; Tulsa, Okla., radio range station; the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range; Chanute, Kans., radio range station to the intersection of the northeast course of the Chanute, Kans., radio range and the southwest course of the Kansas City, Mo., radio range. From the Kansas City, Mo., radio range station; via the St. Joseph, Mo., radio range station; Omaha, Nebr., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; Bismarck, N. Dak., radio range station; the intersection of the north course of the Bismarck, N. Dak., radio range and the southeast course of the Minot, N. Dak., radio range to the Minot, N. Dak., radio range station.

§ 600.105 *Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).* From the Grand Isle, La., nondirectional radio marker beacon via Latitude 29°14'00", Longitude 90°09'00"; New Orleans, La., radio range station; Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Memphis, Tenn., radio range station; Advance, Mo., radio range station; St. Louis, Mo., radio range station; the intersection of the north course of the St. Louis, Mo., radio range and the southwest course of the Springfield, Ill., radio range; Springfield, Ill., radio range station; Joliet, Ill., radio range station; the intersection of the northeast course of the Joliet, Ill., radio range and the south course of the Milwaukee, Wis., radio range to the Milwaukee, Wis., radio range station.

§ 600.106 *Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).* From the Jacksonville, Fla., radio range station via the Alma, Ga., radio range station; Macon, Ga., radio range station; Atlanta, Ga., radio range station; Chattanooga, Tenn., radio range station to the Nashville, Tenn., radio range station. From the intersection of the northwest course of the Nashville, Tenn., radio range and the southwest course of the Bowling Green, Ky., radio range; Bowling Green, Ky., radio range station; the intersection of the northeast course of the Bowling Green, Ky., radio range and the south course of the Louisville, Ky., radio range; Louisville, Ky., radio range station; Cincinnati, Ohio, radio range station to the intersection of the northeast course of the Cincinnati, Ohio, radio range and the west course of the Columbus, Ohio, radio range. From the Columbus, Ohio, radio range station to the intersection of the northeast course of the Columbus, Ohio, radio range and the west course of the Cleveland, Ohio, radio range. From the intersection of the east course of the Cleveland, Ohio, radio range and the southwest course of the Clear Creek, Ontario, Canada, radio range to the intersection of the southwest course of the Clear Creek, Ontario, Canada, radio range and the United States-Canadian Border.

§ 600.107 *Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border).* From the Key West, Fla., radio range station via the intersection of the northeast course of the Key West, Fla., radio range and the southwest course of the Homestead, Fla., radio range; Homestead, Fla., radio range station; Miami, Fla., radio range station; the intersection of the east course of the Miami, Fla., radio range and the south course of the West Palm Beach, Fla., radio range; West Palm Beach, Fla., radio range station; the intersection of the north course of the West Palm Beach, Fla., radio range and the southeast course of the Melbourne, Fla., radio range; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Jacksonville, Fla., radio range station; Savannah, Ga., radio range station; Charleston, S. C., radio range station; the intersection of the northeast course of the Charleston, S. C., radio range and the southeast course of the Florence, S. C., radio range; Florence, S. C., radio range station; the intersection of the northeast course of the Florence, S. C., radio range and the south course of the Raleigh, N. C., radio range; Raleigh, N. C., radio range station; Richmond, Va., radio range station; the intersection of the north course of the Richmond, Va., radio range and the southwest course of the Washington, D. C., radio range; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; Newark, N. J., radio range station; the intersection of the northeast course of the Newark, N. J., radio range and the northeast course of the New York, N. Y. (LaGuardia), radio range; Hartford, Conn., radio range station; the intersection of the northeast course of the Hartford, Conn., radio range and the west course of the Boston, Mass., radio range; Boston, Mass., radio range station; the intersection of the northeast course of the Boston, Mass., radio range and the southwest course of the Portland, Maine, radio range; Portland, Maine, radio range station; Augusta, Maine, radio range station; Millinocket, Maine, radio range station; Presque Isle, Maine, radio range station via a direct line between the Presque Isle, Maine, radio range station and the Mont Joli, Quebec, Canada, radio range station to the U. S.-Canadian Border.

§ 600.108 *Amber civil airway No. 8 (Los Angeles, Calif., to The Dalles, Oreg.).* From the Los Angeles, Calif., VHF radio range station via the intersection of the west course of the Los Angeles, Calif., VHF radio range and the southeast course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station; Santa Barbara, Calif., radio range station; the intersection of a line bearing 302° True from the Santa Barbara, Calif., radio range and the southeast course of the Paso Robles VHF radio range; Paso Robles, Calif., VHF radio range station; the intersection of the northwest course of the Paso Robles, Calif., VHF radio range and the southeast course of the Salinas, Calif., VHF radio range; Salinas, Calif., VHF radio range station; the intersection of northwest course of the Salinas, Calif., VHF radio range and the southwest course of the Travis AFB, Fairfield, Calif., radio range; Travis AFB, Fairfield, Calif., radio range station to the intersection of the northeast course of the Travis AFB, Fairfield, Calif., radio range and the northwest course of the Sacramento, Calif., radio range. From the Red Bluff, Calif., radio range station via the Whitmore, Calif., radio range station; the intersection of the northeast course of the Whitmore, Calif., radio range and the south course of the Klamath Falls, Oreg., radio range; Klamath Falls, Oreg., radio range station; the intersection of the north course of the Klamath Falls, Oreg., radio range and the southwest course of the Redmond, Oreg., radio range; Redmond, Oreg., radio range station to The Dalles, Oreg., radio range station.

§ 600.109 *Amber civil airway No. 9 (Charleston, S. C., to New York, N. Y.).* From the intersection of the northeast course of the Charleston, S. C., radio range and the southwest course of the Myrtle Beach, S. C., VHF radio range via the Myrtle Beach, S. C., VHF radio range station; Wilmington, N. C., VHF radio range station; New Bern, N. C., VHF radio range station; Williamston, N. C., VHF radio range station (excluding the portions between 11,000 feet and 16,000 feet and between 21,000 feet and 45,000 feet above mean sea level, during the hours of darkness, which lie within the Cherry Point, N. C. night danger area); the intersection of the northeast course of the Williamston, N. C., VHF radio range and southwest course of the Norfolk, Va., radio range to the Norfolk, Va., radio range station. From the Norfolk, Va., VHF radio range station via the intersection of the north course of the Norfolk, Va., VHF radio range and the southwest course of the Salisbury, Md., VHF radio range; Salisbury, Md., VHF, radio range station; the intersection of the northeast course of the Salisbury, Md., VHF radio range and a line bearing 211° True from the Atlantic City, N. J. (Navy), radio range station; Atlantic City, N. J. (Navy), radio range station to the intersection of a line bearing 360° True from the Atlantic City, N. J. (Navy), radio range station and the northeast course of the Millville radio range, excluding the portion which overlaps danger areas. From the intersection of the south course of the Matawan, N. J., VHF radio range and the northeast course of the Millville, N. J., radio range via the Matawan, N. J., VHF radio range station, excluding that portion more than 2 miles either side of the south course of the Matawan, N. J., VHF radio range, to the intersection of the north course of the Matawan, N. J., VHF radio range and the east course of the Allentown, Pa., radio range.

§ 600.110 *Amber civil airway No. 10 (Hawaiian Islands).* From the intersection of the west course of the Hilo, T. H., radio range and the south course of the Honolulu, T. H., radio range to the Honolulu, T. H., radio range station excluding the portion above 10,000 feet.

§ 600.111 *Amber civil airway No. 11 (Hawaiian Islands).* From the intersection of the south course of the Maui, T. H., radio range and the west course of the Hilo, T. H., radio range via the Maui, T. H., radio range station to the intersection of the north course of the Maui, T. H., radio range and the northeast course of the Honolulu, T. H., radio range.

§ 600.112 *Amber civil airway No. 12 (Hawaiian Islands).* From the intersection of the south course of the Hilo, T. H., radio range and point 37 miles south of the Hilo, T. H., radio range station via the Hilo, T. H., radio range station to the intersection of the north course of the Hilo, T. H., radio range and the northeast course of the Honolulu, T. H., radio range.

RED CIVIL AIRWAYS

§ 600.201 *Red civil airway No. 1 (Portland, Oreg., to Goodland, Kans.).* From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the northwest course of The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; the intersection of the east course of The Dalles, Oreg., radio range and the west course of the Pendleton, Oreg., radio range; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; the intersection of the southeast course of the Boise, Idaho, radio range and the northwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; Malad City, Idaho, radio range station; the intersection of the southeast course of the Malad City, Idaho, radio range and the north course of the Fort Bridger, Wyo., radio range to the Rock Springs, Wyo., radio range station. From the intersection of the northwest course of the Laramie, Wyo., radio range and the northwest course of the Cheyenne, Wyo., radio range via the Laramie, Wyo., radio range station to the intersection of the southeast course of the Laramie, Wyo., radio range and the north course of the Denver, Colo., radio range. From the Denver, Colo., radio range station to the Goodland, Kans., non-directional radio beacon, excluding the portion which overlaps danger areas.

§ 600.202 *Red civil airway No. 2 (Butte, Mont., to Rapid City, S. Dak.).* From the Butte, Mont., radio range station via the Whitehall, Mont., radio range station to the Bozeman, Mont., radio range station. From the intersection of the southeast course of the Sheridan, Wyo., radio range and the north course of the Casper, Wyo., radio range via the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range to the Rapid City, S. Dak., radio range station.

§ 600.203 *Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).* From the Philipsburg, Pa., radio range station to the Harrisburg, Pa., radio range station. From the Philadelphia, Pa., radio range station via the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the New York, N. Y. (New York, LaGuardia Field), radio range to the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (New York, LaGuardia), radio range. From the New York, N. Y. (New York, LaGuardia Field), radio range station to the intersection of the northeast course of the New York, N. Y. (New York, LaGuardia Field), radio range and the northeast course of the Newark, N. J., radio range.

§ 600.204 *Red civil airway No. 4 (Albuquerque, N. Mex., to Tucumcari, N. Mex.).* From the Albuquerque, N. Mex., radio range station via the intersection of the north course of the Albuquerque, N. Mex., radio range and a line bearing 244° True from the Santa Fe., N. Mex., non-directional radio beacon; Santa Fe, N. Mex., non-directional radio beacon; Las Vegas, N. Mex., radio range station to the intersection of the southeast course of the Las Vegas, N. Mex., radio range and the west course of the Tucumcari, N. Mex., radio range.

§ 600.205 *Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).* From the Sioux Falls, S. Dak., radio range station, via the Minneapolis, Minn., radio range station to the St. Paul Airport, St. Paul, Minn.

§ 600.206 *Red civil airway No. 6 (Las Vegas, Nev., to Omaha, Nebr.).* From the intersection of the northeast course of the Las Vegas, Nev., radio range and the southwest course of the St. George, Utah, VHF radio range via the St. George, Utah, VHF radio range station; the Bryce Canyon, Utah, VHF radio range station; the Hanksville, Utah, VHF radio range station; the intersection of the northeast course of the Hanksville, Utah, VHF radio range and the southwest course of the Grand Junction, Colo., VHF radio range; the Grand Junction, Colo., VHF radio range station; the intersection of the northeast course of the Grand Junction, Colo., VHF radio range and the southwest course of the Eagle, Colo., VHF radio range; the Eagle, Colo., VHF radio range station; the intersection of the northeast course of the Eagle, Colo., VHF radio range and the west course of the Denver, Colo., VHF radio range to the Denver, Colo., VHF radio range station. From the Denver, Colo., radio range station to the Akron, Colo., radio range station. From the Grand Island, Nebr., radio range station via the Lincoln, Nebr., radio range station to the Omaha, Nebr., radio range station.

§ 600.207 *Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).* From the intersection of the south course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range, via the Greenville, S. C., radio range station to the intersection of the east course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range. From the intersection of the northeast course of the Spartanburg, S. C., radio range and the west course of the Charlotte, N. C., radio range, via the Charlotte, N. C., radio range station to the intersection of the north course of the Charlotte, N. C., radio range and the southwest course of the Greensboro, N. C., radio range. From the intersection of the southwest course of the Greensboro, N. C., radio range and the southeast course of the Winston-Salem, N. C., radio range via the Winston-Salem, N. C., radio range station and the Winston-Salem, N. C., Municipal Airport to the Greensboro, N. C., radio range station.

§ 600.208 *Red civil airway No. 8 (Dayton, Ohio, to Williamsport, Pa.).* From the intersection of the west course of the Wright-Patterson AFB radio range, Fairfield, Ohio, and the northwest course of the Cincinnati, Ohio, radio range via the Wright-Patterson AFB radio range station; the intersection of the east course of the Wright-Patterson AFB radio range and the south course of the Columbus, Ohio, radio range; the Zanesville, Ohio, non-directional radio beacon; the Bergholz, Ohio, non-directional

radio beacon; the Butler, Pa., non-directional radio beacon; the Brookville, Pa., non-directional radio beacon; the intersection of the southwest course of the Elmira, N. Y., radio range and the west course of the Williamsport, Pa., radio range to the Williamsport, Pa., radio range station.

§ 600.209 *Red civil airway No. 9 (San Diego, Calif., to Winslow, Ariz.).* From the San Diego, Calif., radio range station via the intersection of the east course of the San Diego, Calif., radio range and the west course of the El Centro, Calif., radio range; El Centro, Calif., radio range station; Yuma, Ariz., radio range station, excluding the portion which lies outside the continental United States; the intersection of the east course of the Yuma, Ariz., radio range and the west course of the Gila Bend, Ariz., radio range; Gila Bend, Ariz., radio range station to the intersection of the east course of the Gila Bend, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range. From the Phoenix, Ariz., radio range station via the Payson, Ariz., non-directional radio beacon to the Winslow, Ariz., radio range station.

§ 600.210 *Red civil airway No. 10 (Pueblo, Colo., to Charleston, S. C.).* From the Pueblo, Colo., radio range station via the Dalhart, Tex., non-directional radio beacon; the Amarillo, Tex., radio range station; Wichita Falls, Tex., radio range station; the intersection of the southeast course of the Wichita Falls, Tex., radio range and the north course of the Fort Worth, Tex., radio range; Dallas, Tex. radio range station; Shreveport, La., radio range station; Monroe, La., radio range station; Jackson, Miss., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; the intersection of the east course of the Birmingham, Ala., radio range and the west course of the Campbellton, Ga., radio range; Campbellton, Ga., radio range station; Atlanta, Ga., radio range station, excluding the portion below 5,000 feet which overlaps the Camp Gordon, Ga., Danger Area, to the Augusta, Ga., radio range station. From the intersection of the northeast course of the Augusta, Ga., radio range and the northwest course of the Charleston, S. C., radio range to the Charleston, S. C., radio range station.

§ 600.211 *Red civil airway No. 11 (Enid, Oklahoma, to Boston, Mass.).* From the intersection of the northwest course of the Enid, Okla. (Vance AFB) radio range and the northeast course of the Gage, Okla., radio range via the Enid, Okla. (Vance AFB), radio range station to the intersection of the southeast course of the Enid, Okla. (Vance AFB), radio range and the north course of the Oklahoma City, Okla., radio range. From the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range via the Springfield, Mo., radio range station; Vichy, Mo., radio range station to the intersection of the northeast course of the Vichy, Mo., radio range and the west course of the St. Louis, Mo., rario range. From the intersection of the east course of the St. Louis, Mo., radio range and the west course of the Evansville, Ind., radio range via the Evansville, Ind., radio range station; Louisville, Ky., radio range station; the intersection of the east course of the Louisville, Ky., radio range and the southwest course of the Huntington, W. Va., radio range to the Huntington, W. V., radio range station. From the intersection of the east course of the Clear Creek, Ont., Canada, radio range and the southwest course of the Buffalo, N. Y., radio range to the Danville, N. Y., non-directional radio beacon. From the Elmira, N. Y., radio range station via the Albany, N. Y., radio range station to the intersection of the northeast course of the Hartford, Conn., radio range and the west course of the Boston, Mass., radio range. From the Boston, Mass., radio range station to the intersection of the east course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range.

§ 600.212 *Red civil airway No. 12 (Kansas City, Mo., to Williamsport, Pa.).* From the interesection of the northeast course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range via the Kirksville, Mo., radio range station; Burlington, Iowa, radio range station; Joliet, Ill., radio range station; the intersection of the east course of the Joliet, Ill., radio range and the west course of the South Bend, Ind., radio range; South Bend, Ind., radio range station to the Detroit, Mich., radio range station. From the intersection of a direct line between the Windsor, Ont., Canada, radio range and the Erie, Pa., radio range station with the United States-Canadian Border via the Erie, Pa., radio range station; Phillipsburg, Pa., radio range station to the Williamsport, Pa., radio range station.

§ 600.213 *Red civil airway No. 13 (Butler, Pa., to Boston, Mass.).* From the Butler, Pa., non-directional radio beacon to the Phillipsburg, Pa., radio range station. From the intersection of the east course of the Phillipsburg, Pa., radio range and the southwest course of the Wilkes-Barre, Pa., radio range via the Wilkes-Barre, Pa., radio range station; Stewart Field, N. Y., radio range station; Poughkeepsie, N. Y., radio range station; Hartford, Conn., radio range station; Providence, R. I., radio range station to the intersection of the north course of the Providence, R. I., radio range and the west course of the Boston, Mass., radio range.

§ 600.214 *Red civil airway No. 14 (Lone Rock, Wis., to Bowling Green, Ky.).* From the Lone Rock, Wis., radio range station via the Rockford, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; Chicago, Ill., radio range station; Indianapolis, Ind., radio range station to the intersection of the south course of the Indianapolis, Ind., radio range and the west course of the Louisville, Ky., radio range. From the intersection of a line bearing 354° True from the Godman AFB, Fort Knox, Ky., non-directional radio beacon and the west course of the Louisville, Ky., radio range via the Godman AFB non-directional radio beacon to the intersection of a line bearing 171° True from the Godman AFB non-directional radio beacon and the northeast course of the Bowling Green, Ky., radio range, excluding the portion which overlaps danger areas.

§ 600.215 *Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).* From the intersection of the northeast course of the Reno, Nev., radio range and the northwest course of the Fallon, Nev., radio range via the Fallon, Nev., radio range station; the intersection of the southeast course of the Fallon, Nev., radio range with a point at Lat. 38°39'50", Long. 117°51'00"; the Tonopah, Nev., radio range station; the intersection of the south course of the Tonopah, Nev., radio range with a point at Lat. 37°25'30", Long. 117°09'30"; thence via Lat. 36°17'45", Long. 116°25'30" to the Goodspring, Nev., non-directional radio beacon. From the Las Vegas, Nev., radio range station to the intersection of the southeast course of the Las Vegas, Nev., radio range and the west course of the Prescott, Ariz., radio range. From the Prescott, Ariz., radio range station via the intersection of the southeast course of the Prescott, Ariz., radio range and the northwest course of the Phoenix, Ariz., radio range to the Phoenix, Ariz., radio range station.

§ 600.216 *Red civil airway No. 16 (Tallahassee, Fla., to Florence, S. C.).* From the Tallahassee, Fla., radio range station via the Albany, Ga., radio range station; the intersection of the north course of the Albany, Ga., radio range and the southwest course of the Macon, Ga., radio range to the Macon, Ga., radio range station excluding the portion above 19,000 feet which lies within the Tyndall AFB danger area (Area II), between sunset and sunrise. From the Augusta, Ga., radio range station via the Columbia, S. C., radio range station; the intersection of the east course of the Columbia, S. C., radio range and the southwest course of the Florence, S. C., radio range to the Florence, S. C., radio range station.

§ 600.217 *Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.).* From the intersection of the southwest course of the Belleville, Ill., Scott AFB radio range with a point on the southwest course of the Scott AFB radio range 48 miles southwest of the Belleville, Ill., Scott AFB radio range station via the Belleville, Ill., Scott AFB radio range station to the intersection of the northeast course of the Scott AFB radio range and the west course of the Effingham, Ill., radio range. From the Chanute AFB, Rantoul, Ill., radio range station to the intersection of the northeast course of the Chanute AFB radio range and the southeast course of the Chicago, Ill., radio range. From the Fort Wayne, Ind., radio range station via the Findlay, Ohio, non-directional radio beacon; the Mansfield, Ohio, non-directional radio beacon to the Pittsburgh, Pa., radio range station. From the McKeesport, Pa., non-directional radio beacon to the Johns-

town, Pa., non-directional radio beacon. From the Martinsburg, W. Va., radio range station via the intersection of the northeast course of the Arcola, Va., radio range and the west course of the Baltimore, Md., radio range; Baltimore, Md., radio range station to the intersection of the east course of the Baltimore, Md., radio range and the southwest course of the Millville, N. J., radio range, except that the portion of the civil airway which overlaps the Aberdeen danger area (published in § 608.28 of this chapter) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.218 *Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).* From the intersection of the northwest course of the Indianapolis, Ind., radio range and the northwest course of the Cincinnati, Ohio, radio range via the Cincinnati, Ohio, radio range station; the intersection of the southeast course of the Cincinnati, Ohio, radio range and the northwest course of the Huntington, W. Va., radio range; Huntington, W. Va., radio range station; Charleston, W. Va., radio marker station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station to the intersection of the east course of the Front Royal, Va., radio range and the northwest course of the Washington, D. C., radio range.

§ 600.219 *Red civil airway No. 19 (Detroit, Mich., to Norfolk, Va.).* From the Detroit, Mich., radio range station via the intersection of the southeast course of the Detroit, Mich., radio range and the west course of the Wellington, Ohio, VHF radio range; Wellington, Ohio, VHF radio range station to the intersection of the east course of the Wellington, Ohio, VHF radio range and the northwest course of the Akron, Ohio, radio range. From the Akron, Ohio, radio range station to the intersection of the southeast course of the Cleveland, Ohio, radio range and the west course of the Pittsburgh, Pa., radio range. From the intersection of the west course of the Pittsburgh, Pa., radio range and the northwest course of the Morgantown, W. Va., radio range via Morgantown, W. Va., radio range station to the intersection of the southeast course of the Morgantown, W. Va., radio range and the west course of the Front Royal, Va., radio range. From the intersection of the southwest course of the Arcola, Va., radio range and the west course of the Quantico, Va. (Navy), radio range to the Quantico, Va. (Navy), radio range station, excluding the portion more than 1 mile north of the west course of the Quantico, Va. (Navy), radio range. From the intersection of the north course of the Richmond, Va., radio range and the northwest course of the Tappahannock, Va., radio range via the Tappahannock, Va., radio range station to the intersection of the southeast course of the Tappahannock, Va., radio range and the north course of the Norfolk, Va. (Navy), radio range, excluding those portions more than 2 miles either side of the northwest course of the Tappahannock, Va., radio range and the portion which overlaps the Patuxent, Md., Danger Area.

§ 600.220 *Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).* From the Lansing, Mich., radio range station via the intersection of the northwest course of the Detroit, Mich., radio range and the northwest course of the Selfridge Field, Mich., radio range and the intersection of the northwest course of the Windsor, Ontario, Canada, radio range and the northwest course of the Selfridge Field, Mich., radio range to the intersection of the northwest course of the Windsor, Ontario, Canada, radio range and the United States-Canadian Border. From the intersection of the northwest course of the Cleveland, Ohio, radio range and the United States-Canadian Border via the Cleveland, Ohio, radio range station; Akron, Ohio, radio range station; Pittsburgh, Pa., radio range station; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northwest course of the Washington, D. C., radio range; the Washington, D. C., radio range station to the intersection of the southeast course of the Washington, D. C., radio range with Red civil airway No. 77.

§ 600.221 *Red civil airway No. 21 (Pittsburgh, Pa., to Boston, Mass.).* From the intersection of the northeast course of the Pittsburgh, Pa., radio range and the west course of the Altoona, Pa., radio range via the intersection of the northeast course of the Pittsburgh, Pa., radio range and the north course of the Altoona, Pa., radio range to the Selinsgrove, Pa., nondirectional radio beacon. From the Williamsport, Pa., radio range station via the Crystal Lake, Pa., nondirectional radio beacon to the Newark, N. J., radio range station. From the intersection of the east course of the New York (La Guardia), N. Y., radio range and the southwest course of the Bridgeport, Conn., radio range via the Bridgeport, Conn., radio range station to the intersection of the norteast course of the Bridgeport, Conn., radio range and the southeast course of the Hartford, Conn., radio range. From the intersection of the southeast course of the Hartford, Conn., radio range and the west course of the Quonset Point, R. I. (Navy), radio range via the intersection of the west course of the Quonset Point, R. I. (Navy), radio range and the southwest course of the Providence, R. I., radio range; Providence, R. I., radio range station, excluding that portion more than 2 miles east of the southwest course of the Providence, R. I., radio range; Squantum, Mass. (Navy), radio range station, excluding that portion which lies more than 4 miles east of the southwest course of the Squantum, Mass. (Navy), radio range between the Providence, R. I., radio range station and a point 5 miles northeast to the intersection of the northeast course of the Squantum, Mass. (Navy), radio range and the east course of the Boston, Mass., radio range.

§ 600.222 *Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.).* From the Mount Clemens, Mich., Selfridge AFB radio range station to the intersection of the southeast course of the Selfridge AFB radio range and the west course of the Clear Creek, Ont., Canada, radio range, excluding the portion which lies outside the continental United States. From the intersection of the west course of the Buffalo, N. Y., radio range and the United States-Canadian Border via the Buffalo, N. Y., radio range station; the intersection of the northeast course of the Buffalo, N. Y., radio range and the northwest course of the Rochester, N. Y., radio range to the Rochester, N. Y., radio range station. From the Syracuse, N. Y., radio range station via the Utica, N. Y., radio range station to the intersection of the southeast course of the Utica, N. Y., radio range and the west course of the Albany, N. Y., radio range.

§ 600.223 *Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).* From the intersection of a direct line between the Houghton, Mich., radio range station and the Lakehead, Ontario, Canada, radio range station and the United States-Canadian Border via the Houghton, Mich., radio range station; Grand Marais, Mich., radio range station; the Sault Ste. Marie, Mich., radio range station to the intersection of the southeast course of the Sault Ste. Marie, Mich., radio range and the United States-Canadian Border. From the intersection of the southeast course of the Toronto, Ontario, Canada, radio range and the United States-Canadian Border via the intersection of the southeast course of the Toronto, Ontario, Canada, radio range and the northeast course of the Buffalo, N. Y., radio range; the intersection of the east course of the Buffalo, N. Y., radio range and the northwest course of the Elmira, N. Y., radio range; Elmira, N. Y., radio range station; the intersection of the southeast course of the Elmira, N. Y., radio range and the northwest course of the New York, N. Y. (LaGuardia), radio range; the New York, N. Y. (LaGuardia), radio range station to the intersection of the east course of the New York, N. Y. (LaGuardia), radio range and the northeast course of the Mitchel Field, N. Y. (Army), radio range.

§ 600.224 *Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).* From the Amarillo, Tex., radio range station via the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Oklahoma City, Okla., radio range to the Oklahoma City, Okla., radio range station.

§ 600.225 *Red civil airway No. 25 (Tallahassee, Fla., to Miami, Fla.).* From the intersection of the east course of the Tallahassee, Fla., radio range and the northwest course of the Cross City, Fla., radio range via the Cross City, Fla., radio range station; the intersection of the southeast course of the Cross City, Fla., radio range and the north course of the Tampa, Fla., radio range; Tampa, Fla., radio range station; Fort Myers, Fla., radio range station and the intersection of the southeast course of the Fort Myers, Fla., radio range and the west course of the Miami, Fla., radio range to the Miami, Fla., radio range station.

§ 600.226 *Red civil airway No. 26 (Syracuse, N. Y., to Allentown, Pa.).* From the Syracuse, N. Y., radio range station via the intersection of the south

course of the Syracuse, N. Y., radio range and the north course of the Wilkes-Barre, Pa., radio range; Wilkes-Barre, Pa., radio range station to the intersection of the southeast course of the Wilkes-Barre, Pa., radio range and the west course of the Allentown, Pa., radio range.

§ 600.227 *Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.).* From the intersection of the south course of the Atlanta, Ga., NAS radio range and the northeast course of the Campbellton, Ga., radio range via the Atlanta, Ga., NAS radio range station; the intersection of the north course of the Atlanta, Ga., NAS radio range and the south course of the Knoxville, Tenn., radio range; Knoxville, Tenn., radio range station; Corbin, Ky., radio range station; the intersection of the north course of the Corbin, Ky., VHF VAR radio range and a line bearing 150° True from the Lexington, Ky., non-directional radio beacon; Lexington, Ky., non-directional radio beacon; the intersection of a line bearing 358° True from the Lexington, Ky., non-directional radio beacon and the south course of the Dayton, Ohio, radio range; Dayton, Ohio, radio range station; Toledo, Ohio, radio range station to the intersection of the north course of the Toledo, Ohio, radio range and the west course of the Detroit, Mich., radio range.

§ 600.228 *Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).* From the Rockford, Ill., radio range station via the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range; Chicago, Ill., radio range station; the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Grand Rapids, Mich., radio range station. From the Lansing, Mich., radio range station to the Willow Run Airport, Ypsilanti, Mich.

§ 600.229 *Red civil airway No. 29 (Rochester, N. Y., to Baltimore, Md.).* From the intersection of the southwest course of the Rochester, N. Y., radio range and the east course of the Buffalo, N. Y., radio range to the intersection of the southwest course of the Rochester, N. Y., radio range and the northwest course of the Elmira, N. Y., radio range. From the intersection of the southwest course of the Elmira, N. Y., radio range and the north course of the Williamsport, Pa., radio range via the Williamsport, Pa., radio range station; Harrisburg, Pa., radio range station to the intersection of the south course of the Harrisburg, Pa., radio range and the west course of the Baltimore, Md., radio range. From the Baltimore, Md., radio range station to the intersection of the south course of the Baltimore, Md., radio range and the southeast course of the Andrews, Md., radio range, excluding that portion which lies more than two miles east of the south course of the Baltimore, Md., radio range between the intersection of the south course of the Baltimore, Md., radio range and the southern boundary of Red civil airway No. 45 and the intersection of the south course of the Baltimore, Md., radio range and the southeast course of the Washington, D. C., radio range, and excluding those portions which overlap danger areas.

§ 600.230 *Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).* From the Shreveport, La., radio range station via the intersection of the south course of the Shreveport, La., radio range and the northwest course of the Alexandria, La., radio range; Alexandria, La., radio range station; intersection of the southeast course of the Alexandria, La., radio range and the northwest course of the Baton Rouge, La., radio range; Baton Rouge, La., radio range station to the intersection of the southeast course of the Baton Rouge, La., radio range and the west course of the New Orleans, La., radio range. From the New Orleans, La., radio range station to the Mobile, Ala., radio range station. From the intersection of the northeast course of the Mobile, Ala., radio range and the west course of the Crestview, Fla., radio range via the Crestview, Fla., radio range station; the intersection of the east course of the Crestview, Fla., radio range and the northwest course of the Tallahassee, Fla., radio range; the Tallahassee, Fla., radio range station to the Jacksonville, Fla., radio range station excluding the portion above 19,000 feet which lies within the Tyndall AFB danger area (Area II), between sunset and sunrise.

§ 600.231 *Red civil airway No. 31 (Cheyenne, Wyo., to Minneapolis, Minn.).* From the intersection of the east course of the Cheyenne, Wyo., radio range and the southwest course of the Scottsbluff, Nebr., radio range via the Scottsbluff, Nebr., radio range station; the intersection of the northeast course of the Scottsbluff, Nebr., radio range and the south course of the Rapid City, S. Dak., radio range; Rapid City, S. Dak., radio range station; the intersection of the east course of the Rapid City, S. Dak., radio range and the west course of the Pierre, S. Dak., radio range; Pierre, S. Dak., radio range station; the intersection of the east course of the Pierre, S. Dak., radio range and the southwest course of the Huron, S. Dak., radio range; Huron, S. Dak., radio range station; Watertown, S. Dak., radio range station; Willmar, Minn., radio range station to the intersection of the east course of the Willmar, Minn., radio range and the northwest course of the Minneapolis, Minn., radio range. From the Minneapolis, Minn., radio range station via the Stanton, Minn., non-directional radio beacon to the intersection of the southeast course of the Minneapolis, Minn., radio range and the north course of the Rochester, Minn., radio range.

§ 600.232 *Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).* From the Laredo, Tex., radio range station via the intersection of the northeast course of the Laredo, Tex., radio range and the southwest course of the Kelly, Tex., radio range; Kelley, Tex., radio range station to the intersection of the northeast course of the Kelly, Tex., radio range and the west course of the San Antonio, Tex., radio range. From the Austin, Tex., radio range station via the Smithville, Tex., non-directional radio beacon; the Richmond, Tex., radio range station to the intersection of the southeast course of the Richmond, Tex., radio range and the southwest course of the Houston, Tex., radio range.

§ 600.233 *Red civil airway No. 33 (Richmond, Va., to Boston, Mass.).* From the Richmond, Va., radio range station via the Gordonsville, Va., radio range station; Arcola, Va., radio range station; the intersection of the northeast course of the Arcola, Va., radio range and the southwest course of the Allentown, Pa., radio range; the Allentown, Pa., radio range station to the Stewart Field, N. Y., radio range station. From the intersection of the east course of the Poughkeepsie, N. Y., radio range and the southwest course of the Westover, Mass., (AFB) radio range via the Westover, Mass., (AFB) radio range station to the intersection of the northeast course of the Westover, Mass., (AFB) radio range and the west course of the Boston, Mass., radio range.

§ 600.234 *Red civil airway No. 34 (Charleston, W. Va., to Elizabeth City, N. C.).* From the Charleston, W. Va., radio range station via the Pulaski, Va., radio range station to the Greensboro, N. C., radio range station. From the intersection of the northeast course of the Greensboro, N. C., radio range and the northwest course of the Raleigh, N. C., radio range; Raleigh, N. C., radio range station; the intersection of the southeast course of the Raleigh, N. C., radio range and the southwest course of the Rocky Mount, N. C., VHF radio range; Rocky Mount, N. C., VHF radio range station; the intersection of the northeast course of the Rocky Mount, N. C., VHF radio range and the west course of the Elizabeth City, N. C., VHF radio range; Elizabeth City, N. C., VHF radio range station to the Weeksville, N. C. (Coast Guard), radio range station, excluding that portion overlapping danger areas.

§ 600.235 *Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).* From the Pueblo, Colo., radio range station via the La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station to the intersection of the east course of the Hutchinson, Kans., radio range and the southwest course of the Forbes AFB (Topeka, Kans.) radio range. From a point on the center line of the southwest course of the Forbes AFB radio range 15 miles southwest of the radio range station via the Forbes AFB radio range station to the intersection of the northeast course of the Forbes AFB radio range and the south course of the St. Joseph, Mo., radio range.

§ 600.236 *Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).* From the Stanton, Minn., non-directional beacon via the Rochester, Minn., radio range station to the intersection of the east course of the Rochester, Minn., radio range and the northwest course of the La Crosse, Wis. radio range.

§ 600.237 *Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).* From the Tyler, Tex., radio range sta-

tion to the intersection of the north course of the Tyler, Tex., radio range and the west course of the Texarkana, Tex., radio range. From the intersection of the northeast course of the Texarkana, Ark., radio range and the southwest course of the Little Rock, Ark., radio range via the Little Rock, Ark., radio range station; Stuttgart, Ark., radio range station to the intersection of the east course of the Stuttgart, Ark., radio range and the west course of the Memphis, Tenn., radio range. From the Charleston, W. Va., radio range station via the Roanoke, Va., radio range station; Lynchburg, Va., radio range station; to the Gordonsville, Va., radio range station.

§ 600.238 *Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).* From the intersection of the southeast course of the Big Spring, Tex., radio range and the southwest course of the San Angelo, Tex., radio range via the San Angelo, Tex., radio range station to the intersection of the southeast course of the San Angelo, Tex., radio range and the southeast course of the Big Spring, Tex., radio range. From the intersection of the northwest course of the Kelly, Tex., radio range and the west course of the San Antonio, Tex., radio range to the San Antonio, Tex., radio range station.

§ 600.239 *Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).* From the Bethel, Alaska, radio range station via the Aniak, Alaska, radio range station; the McGrath, Alaska, radio range station; the Minchumina, Alaska, radio range station and the Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 600.240 *Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).* From the Kodiak, Alaska, radio range station via the intersection of the north course of the Kodiak, Alaska, radio range and the south course of the Homer, Alaska, radio range to the Homer, Alaska, radio range station. From the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range via the Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai, Alaska, radio range and the west course of the Anchorage (Merrill), Alaska, radio range to the Anchorage (Merrill), Alaska, radio range station.

§ 600.241 *Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).* From the intersection of the southeast course of the Yakutat, Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range to the Gustavus, Alaska, radio range station.

§ 600.242 *Red civil airway No. 42 (Milwaukee, Wis., to LaFayette, Ind.).* From the intersection of the west course of the Milwaukee, Wis., radio range and the northwest course of the Chicago, Ill., radio range to the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range. From the Glenview, Ill. (Navy), radio range station to the intersection of the southwest course of the Glenview, Ill. (Navy), radio range and the west course of the Chicago, Ill., radio range. From the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Goshen, Ind., radio range to the intersection of the southeast course of the Rockford, Ill., radio range and the southeast course of the Chicago, Ill., radio range.

§ 600.243 *Red civil airway No. 43 (Chicago, Ill., to La Fayette, Ind.).* From the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range via the intersection of the east course of the Rockford, Ill., radio range and the north course of the Harvey, Ill., radio range; Harvey, Ill., radio range station to the intersection of the south course of the Harvey, Ill., radio range and the southeast course of the Rockford, Ill., radio range.

§ 600.244 *Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border).* From the Bellingham, Wash., radio range station to the intersection of the northeast course of the Bellingham, Wash., radio range and the United States-Canadian Border.

§ 600.245 *Red civil airway No. 45 (Blackstone, Va., to Allentown, Pa.).* From the Blackstone, Va., radio range station via the Manakin, Va., nondirectional radio beacon; the intersection of the south course of the Quantico, Va. (Navy), radio range and the southwest course of the Washington, D. C., radio range; Quantico, Va. (Navy), radio range station to the intersection of the north course of the Quantico, Va. (Navy), radio range and the northwest course of the Washington, D. C., radio range, excluding that portion which lies more than 2 miles west of the north course of the Quantico, Va. (Navy), radio range between the range station and the intersection of the north course of the Quantico, Va. (Navy), radio range and the northwest course of the Washington, D. C., radio range. From the Washington, D. C., radio range station via a point located at 39°01′ North Latitude and 76°33′30″ West Longitude; the Baltimore, Md., radio range station to the intersection of the north course of the Baltimore, Md., radio range and the southwest course of the Allentown, Pa., radio range.

§ 600.246 *Red civil airway No. 46 (Jamestown, N. Dak., to Rochester, Minn.).* From the Jamestown, N. Dak., radio range station via the Aberdeen, S. Dak., radio range station to the Watertown, S. Dak., radio range station. From the intersection of a direct line between the Stanton, Minn., non-directional radio beacon and the Mason City, Iowa, nondirectional radio beacon with the west course of the Rochester, Minn., radio range to the Rochester, Minn., radio range station.

§ 600.247 *Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).* From the Tampa, Fla., radio range station via the Orlando, Fla., radio range station to the Daytona Beach, Fla., radio range station.

§ 600.248 *Red civil airway No. 48 (Missoula, Mont., to Livingston, Mont.).* From the Missoula, Mont., radio range station to the intersection of the southwest course of the Great Falls, Mont., radio range and the north course of the Helena, Mont., radio range. From the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range via a point located at 46°15′ north latitude and 111°00′ west longitude to the Livingston, Mont., radio range station.

§ 600.249 *Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).* From the Elko, Nev., radio range station via the Wendover, Utah, radio range station; the intersection of the east course of the Wendover, Utah, radio range and the west course of the Salt Lake City, Utah, radio range; the Salt Lake City, Utah, radio range station; Fort Bridger, Wyo., radio range station to the interesction of the north course of the Fort Bridger, Wyo., radio range and the southeast course of the Malad City, Idaho, radio range.

§ 600.250 *Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).* From the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range via the Tanana, Alaska, radio range station to the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range.

§ 600.251 *Red civil airway No. 51 (Erie, Pa., to Elmira, N. Y.).* From the Erie, Pa., radio range station via the Bradford, Pa., non-directional radio beacon to the Elmira, N. Y., radio range station.

§ 600.252 *Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).* From the intersection of the northeast course of the Memphis, Tenn., radio range and the northwest course of the Muscle Shoals, Ala., radio range via the Muscle Shoals, Ala., radio range station to the intersection of the southeast course of the Muscle Shoals, Ala., radio range and the north course of the Birmingham, Ala., radio range.

§ 600.253 *Red civil airway No. 53 (Joplin, Mo., to Springfield, Mo.).* From the Joplin, Mo., radio range station to the intersection of the east course of the Joplin, Mo., radio range and the southwest course of the Springfield, Mo., radio range.

§ 600.254 *Red civil airway No. 54 (Burley, Idaho to Salt Lake City, Utah).* From the Burley, Idaho, radio range station via the Promontory Point, Utah, non-directional radio beacon to a point located at Latitude 40°47′00″, Longitude 112°23′00″.

§ 600.255 *Red civil airway No. 55 (Burlington, Iowa, to Columbus, Ohio).* From the Burlington, Iowa, radio range station via the Peoria Ill., radio range station to the intersection of the east

course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range. From the intersection of the northeast course of the Chicago, Ill., radio range and a line bearing 293° True from the South Bend, Ind., radio range station via the South Bend, Ind., radio range station via the South Bend, Ind., radio range station; Goshen, Ind., radio range station; Findlay, Ohio, non-directional radio beacon to the Columbus, Ohio, radio range station.

§ 600.256 *Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).* From the intersection of the northwest course of the Red Bluff, Calif., radio range and the northwest course of the Whitmore, Calif., radio range to the Whitmore, Calif., radio range station.

§ 600.257 *Red civil airway No. 57 (Moline, Ill., to Youngstown, Ohio).* From the Moline, Ill., radio range station via the Rockford, Ill., radio range station; Milwaukee, Wis., radio range station; Battle Creek, Mich., radio range station to the Toledo, Ohio, radio range station. From the intersection of the west course of the Cleveland, Ohio, radio range and the northwest course of the Akron, Ohio, radio range via the Akron, Ohio, radio range station to the Youngstown, Ohio, radio range station.

§ 600.258 *Red civil airway No. 58 (Salinas, Calif., to Hollister, Calif.).* From the Salinas, Calif., VHF radio range station to the intersection of the northeast course of the Salinas, Calif., VHF radio range and the northwest course of the Fresno, Calif., radio range.

§ 600.259 *Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).* From the Garden City, Kans., radio range station via the intersection of the south course of the Garden City, Kans., radio range and the northwest course of the Gage, Okla., radio range; Gage, Okla., radio range station to the Oklahoma City, Okla., radio range station.

§ 600.260 *Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).* From the Oakland, Calif., radio range station via the Stockton, Calif., radio range station to the intersection of the east course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

§ 600.261 *Red civil airway No. 61 (Butler, Pa., to Washington, D. C.).* From the Butler, Pa., nondirectional radio beacon via the Johnstown, Pa., nondirectional radio beacon to the intersection of the southeast course of the Pittsburgh, Pa., radio range and the south course of the Altoona, Pa., radio range. From the intersection of the northwest course of the Arcola, Va., radio range and the northwest course of the Front Royal, Va., radio range via the Arcola, Va., radio range station to the intersection of the southeast course of the Arcola, Va., radio range and the southwest course of the Washington, D. C., radio range.

§ 600.262 *Red civil airway No. 62 (Pittsburgh, Pa., to Altoona, Pa.).* From the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northeast course of the Morgantown, W. Va., radio range via the Johnstown, Pa., non-directional radio beacon to the Altoona, Pa., radio range station.

§ 600.263 *Red civil airway No. 63 (Battle Creek, Mich., to the United States-Canadian Border).* From the intersection of the southwest course of the Grand Rapids, Mich., radio range and the west course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station; the intersection of the east course of the Battle Creek, Mich., radio range and the west course of the Salem, Mich., VHF radio range; the Salem, Mich., VHF radio range station to the intersection of the east course of the Salem, Mich., VHF radio range and the northwest course of the Windsor, Ontario, Canada, radio range. From the intersection of the northwest course of the Romulus, Mich., radio range and the northwest course of Sarnia, Ontario, Canada, radio range to the United States-Canadian Border.

§ 600.264 *Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).* From the intersection of the southwest course of the Annette Island, Alaska, radio range and the United States-Canadian Border to the Annette Island, Alaska, radio range station.

§ 600.265 *Red civil airway No. 65 (Oceanside, Calif., to Blythe, Calif.).* From the Oceanside, Calif., non-directional radio beacon via the Julian, Calif., non-directional radio beacon to the Hayfield Lake, Calif., non-directional radio beacon.

§ 600.266 *Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).* From the Santa Barbara, Calif., radio range station to the Newhall, Calif., radio range station.

§ 600.267 *Red civil airway No. 67 (Crestview, Fla., to Dothan, Ala.).* From the Crestview, Fla., radio range station to the Dothan, Ala., radio range station, excluding the portion above 19,000 feet which lies within the Tyndall AFB danger area (Area II), between sunset and sunrise.

§ 600.268 *Red civil airway No. 68 (Midland, Tex., to Shreveport, La.).* From the Midland, Tex., radio range station via the San Angelo, Tex., radio range station; the intersection of the northeast course of the San Angelo, Tex., radio range and the south course of the Abilene, Tex., radio range to the Abilene, Tex., radio range station. From the intersection of the west course of the Fort Worth, Tex., radio range and the northwest course of the Waco, Tex., radio range via the intersection of the northwest course of the Waco, Tex., radio range and the west course of the Dallas, Tex., radio range to the Dallas, Tex., radio range station. From the Duncanville, Tex., non-directional radio beacon via the Tyler, Tex., radio range station; the Longview, Tex., Gregg County nondirectional radio beacon to the Shreveport, La., radio range station.

§ 600.269 *Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.).* From the Midland, Tex., radio range station to the intersection of the northeast course of the Midland, Tex., radio range and the southwest course of the Big Spring, Tex., radio range.

§ 600.270 *Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).* From the Midland, Tex., radio range station via the intersection of the south course of the Lubbock, Tex., radio range and the northwest course of the Big Spring, Tex., radio range to the Lubbock, Tex., radio range station.

§ 600.271 *Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).* From the intersection of the east course of the El Paso, Tex., radio range and the southwest course of the Roswell, N. Mex., radio range via the Roswell, N. Mex., radio range station; the intersection of the northeast course of the Roswell, N. Mex., radio range and the west course of the Lubbock, Tex., radio range to the Lubbock, Tex., radio range station.

§ 600.272 *Red civil airway No. 72 (Millville, N. J., to Idlewild, N. Y.).* From the intersection of the southwest course of the Millville, N. J., radio range and the south course of the New Castle, Del., radio range via the New Castle, Del., radio range station to the intersection of the north course of the New Castle, Del., radio range and the west course of the Philadelphia, Pa., radio range. From the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Willow Grove, Pa., radio range via the Willow Grove, Pa., radio range station to the intersection of the northeast course of the Willow Grove, Pa., radio range and the east course of the Allentown, Pa., radio range. From the Idlewild, N. Y., radio range station to the intersection of the southeast course of the Idlewild, N. Y., radio range and the southwest course of the Islip, N. Y., VHF radio range.

§ 600.273 *Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.)* From the intersection of the west course of the New Castle, Del., radio range and the west course of the Philadelphia, Pa., radio range via the New Castle, Del., radio range station to the intersection of the east course of the New Castle, Del., radio range and the northeast course of the Millville, N. J., radio range.

§ 600.274 *Red civil airway No. 74 (Louisville, Ky., to Cincinnati, Ohio).* From the Louisville, Ky., radio range station via the intersection of the north course of the Louisville, Ky., radio range and a line bearing 241° True from the Cincinnati, Ohio, radio range station to the Cincinnati, Ohio, radio range station.

§ 600.275 *Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).* From the Vancouver, B. C., radio range station to the intersection of the northwest course of the Bellingham, Wash., radio range and the west course of the Abbotsford, B. C., radio range; Abbotsford, B. C., radio range station to the intersection of the east course of the Abbotsford, B. C., radio range and the northeast course of

the Bellingham, Wash., radio range, excluding those portions lying outside the limits of the continental United States.

§ 600.276 *Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).* From the Williams, Calif., radio range station to the intersection of the east course of the Williams, Calif., radio range and the northeast course of the Sacramento, Calif., radio range.

§ 600.277 *Red civil airway No. 77 (Lynchburg, Va., to Millville, N. J.).* From the Lynchburg, Va., radio range station via the Richmond, Va., radio range station; Tappahannock, Va., radio range station to the Mileville, N. J., radio range station, excluding that portion below 6000 feet which lies over danger areas.

§ 600.278 *Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).* From the intersection of the south course of the Medford, Oreg., radio range and the west course of the Klamath Falls, Oreg., radio range to the Klamath Falls, Oreg., radio range station.

§ 600.279 *Red civil airway No. 79 (Port Angeles, Wash., to Everett, Wash.).* From the intersection of the west course of the Everett, Wash., radio range and the northwest course of the Seattle, Wash., radio range to the Everett, Wash., radio range station.

§ 600.280 *Red civil airway No. 80 (Lewistown, Mont., to Miles City, Mont.).* From the intersection of the southeast course of the Lewistown, Mont., radio range and the north course of the Billings, Mont., radio range to the Miles City, Mont., radio range station.

§ 600.281 *Red civil airway No. 81 (Cadillac, Mich., to Elkins, W. Va.).* From the Cadillac, Mich., nondirectional radio beacon via the Lansing, Mich., radio range station to the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Detroit, Mich., radio range. From the Columbus, Ohio, radio range station via the Parkersburg, W. Va., VHF VAR radio range station to the intersection of the southeast course of the Parkersburg, W. Va., VHF VAR radio range and the west course of the Elkins, W. Va., radio range.

§ 600.282 *Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).* From the Skwentna, Alaska, radio range station to the intersection of the southeast course of the Skwentna, Alaska, radio range and the northeast course of the Anchorage, Alaska, radio range.

§ 600.283 *Red civil airway No. 83 (Gila Bend, Ariz., to Rodeo, N. Mex.).* From the intersection of the west course of the Phoenix, Ariz., radio range and the north course of the Gila Bend, Ariz., radio range via the Gila Bend, Ariz., radio range station to the Tucson, Ariz., radio range station. From the intersection of the southeast course of the Tucson, Ariz., radio range and the west course of the Cochise, Ariz., radio range via the intersection of the southeast course of the Tucson, Ariz., radio range and the northwest course of the Douglas, Ariz., radio range; Douglas, Ariz., radio range station; the intersection of the northeast course of the Douglas, Ariz., radio range and the southwest course of the Rodeo, N. Mex., radio range to the Rodeo, N. Mex., radio range station.

§ 600.284 *Red civil airway No. 84 (Lafayette, La., to Atlanta, Ga.).* From the Lafayette, La., non-directional radio beacon via the intersection of a bearing of 113° True from the Lafayette, La., non-directional radio beacon with a bearing of 277° True from a point 20 miles south of the New Orleans, La., radio range station on the south course of the New Orleans, La., radio range to a point 20 miles south of the New Orleans, La., radio range station on the south course of the New Orleans, La., radio range. From the Meridian, Miss., radio range station via the Montgomery, Ala., Maxwell AFB, radio range station; the intersection of the east course of the Maxwell AFB radio range and the northwest course of the Columbus, Ga., radio range; Columbus, Ga., radio range station; the intersection of the north course of the Columbus, Ga., radio range and the south course of the Campbellton, Ga., radio range excluding the portion which overlaps danger areas, to the intersection of the south course of the Campbellton, Ga., radio range and the southwest course of the Atlanta, Ga., radio range.

§ 600.285 *Red civil airway No. 85 (Dayton, Ohio, to Martinsburg, Pa.).* From the Dayton, Ohio, radio range station to the Mansfield, Ohio, non-directional radio beacon. From the Akron, Ohio, radio range station via the Butler, Pa., non-directional radio beacon to the intersection of the northeast course of the Pittsburgh, Pa., radio range and the west course of the Altoona, Pa., radio range.

§ 600.286 *Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).* From the intersection of the northeast course of the Millinocket, Maine, radio range and the northwest course of the Houlton, Maine, radio range to the Houlton, Maine, radio range station, excluding that portion outside the continental limits of the United States.

§ 600.287 *Red civil airway No. 87 (Hawaiian Islands).* From the intersection of the northwest course of the Port Allen, T. H., radio range and a point 100 miles northwest of the Port Allen, T. H., radio range station via the Port Allen, T. H., radio range station to the intersection of the southeast course of the Port Allen, T. H., radio range and the southwest course of the Honolulu, T. H., radio range. From the Honolulu, T. H., radio range station via the Maui, T. H., radio range station to the intersection of the southeast course of the Maui, T. H., radio range and the North course of the Hilo, T. H., radio range. From the Hilo, T. H., radio range station to the intersection of the east course of the Hilo, T. H., radio range and a point 100 miles east of the Hilo, T. H., radio range station.

§ 600.288 *Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).* From the Albuquerque, N. Mex., radio range station via the Roswell, N. Mex., radio range station; the intersection of the southeast course of the Roswell, N. Mex., radio range and the west course of the Hobbs, N. Mex., radio range; Hobbs, N. Mex., radio range station to the intersection of the east course of the Hobbs, N. Mex., radio range and the south course of the Lubbock, Tex., radio range.

§ 600.289 *Red civil airway No. 89 (St. Joseph, Mo., to Peoria, Ill.).* From the St. Joseph, Mo., radio range station to the intersection of the east course of the St. Joseph, Mo., radio range and the northeast course of the Kansas City, Mo., radio range. From the Kirksville, Mo., radio range station via the Quincy, Ill., non-directional radio beacon to the Peoria, Ill., radio range station.

§ 600.290 *Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).* From the Camarillo, Calif., radio range station to the Burbank, Calif., radio range station.

§ 600.291 *Red civil airway No. 91 (Salt Flat, Tex., to Hobbs, N. Mex.).* From the intersection of the east course of the Salt Flat, Tex., radio range and the southwest course of the Carlsbad, N. Mex., radio range via the Carlsbad, N. Mex., radio range station to the Hobbs, N. Mex., radio range station.

§ 600.292 *Red civil airway No. 92 (New York, N. Y., to Islip, N. Y.).* From the intersection of the southwest course of the Islip, N. Y., VHF VAR radio range and the southeast course of the Newark, N. J., radio range via the Islip, N. Y., VHF VAR radio range station to the intersection of the northeast course of the Islip, N. Y., VHF VAR radio range and the southeast course of the Bridgeport, Conn., radio range.

§ 600.293 *Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.).* From the Lincoln, Nebr., radio range station to the intersection of the east course of the Lincoln, Nebr., radio range and the southeast course of the Omaha, Nebr., radio range.

§ 600.294 *Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).* From the Providence, R. I., radio range station via the Otis AFB, Falmouth, Mass., non-directional radio beacon located at Lat. 41°36'15", Long. 70°32'31", to the Hyannis, Mass., non-directional radio beacon, excluding that portion which lies more than 2 miles north of the centerline between the intersection of the east course of the Providence radio range and the northeast course of the Quonset Point, R. I. (Navy) radio range and the Otis AFB non-directional radio beacon and excluding that portion which lies more than 4 miles north of the centerline between the Otis AFB nondirectional radio beacon and the Hyannis, Mass., airport.

§ 600.295 *Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.).* From the Elmira, N. Y., radio range station to the Utica, N. Y., radio range station.

§ 600.296 *Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.).*

From the Palacios, Tex., radio range station via the Houston, Tex., radio range station; Beaumont, Tex., radio range station to the Lake Charles, La., radio range station. From the intersection of the east course of the Lake Charles, La., radio range and the southwest course of the Baton Rouge, La., radio range via the Baton Rouge, La., radio range station to the Madisonville, La., fan marker.

§ 600.297 *Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).* That airspace over United States territory from the Lakehead, Ontario, Canada, radio range station via the Sault Ste. Marie, Mich., radio range station to the Wiarton, Ontario, Canada, radio range station.

§ 600.298 *Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.).* From the Vichy, Mo., radio range station to the Belleville, Ill., Scott AFB radio range station.

§ 600.299 *Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska).* From the intersection of the northeast course of the King Salmon, Alaska, radio range and the southwest course of the Iliamna, Alaska, radio range via the Iliamna, Alaska, radio range station to the intersection of the southeast course of the Iliamna, Alaska, radio range the west course of the Homer, Alaska, radio range.

§ 600.312 *Red civil airway No. 112 (Hawaiian Islands).* From the Lanai, T. H. omnirange station to the intersection of the Lanai omnirange 337° True en route radial and the Honolulu, Oahu, T. H. omnirange 61° True en route radial.

BLUE CIVIL AIRWAYS

§ 600.601 *Blue civil airway No. 1 (Pendleton, Oreg., to Spokane, Wash.).* From the Pendleton, Oreg., radio range station, via the intersection of the east course of the Pendleton, Oreg., radio range and the southwest course of the Walla Walla, Wash., radio range and the Walla Walla, Wash., radio range station to the Spokane, Wash., radio range station.

§ 600.602 *Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.).* From the intersection of the north course of the Crestview, Fla., radio range and the southeast course of the Craig, Ala., AFB, radio range via the intersection of the southeast course of the Craig, Ala., AFB, radio range and the south course of the Birmingham, Ala., radio range; Birmingham, Ala., radio range station; the intersection of the north course of the Birmingham, Ala., radio range and the southwest course of the Chattanooga, Tenn., radio range via the Chattanooga, Tenn., radio range station to the intersection of the northeast course of the Chattanooga, Tenn., radio range and the west course of the Knoxville, Tenn., radio range. From the Elkins, W. Va., radio range station via the Pittsburgh, Pa., radio range station; the Butler, Pa., non-directional radio beacon; the intersection of the east course of the Youngstown, Ohio, radio range and the south course of the Erie, Pa., radio range to the Erie, Pa., radio range station.

§ 600.603 *Blue civil airway No. 3 (Tallahassee, Fla., to La Fayette, Ind.).* From the intersection of the northwest course of the Tallahassee, Fla., radio range and the southeast course of the Dothan, Ala., radio range via the Dothan, Ala., radio range station; the intersection of the northwest course of the Dothan, Ala., radio range and the east course of the Maxwell AFB, Montgomery, Ala., radio range, excluding that portion which lies more than 2 miles west of the northwest course of the Dothan, Ala., radio range between Lat. 31°20'00", Long. 85°34'00" and Lat. 31°34'00", Long. 85°42'00", and excluding the portion above 19,000 feet which lies within the Tyndall AFB danger area (Area II), between sunset and sunrise, the Maxwell AFB, Montgomery, Ala., radio range station; to the intersection of the north course of the Maxwell AFB, Montgomery, Ala., radio range and the east course of the Birmingham, Ala., radio range. From the Muscle Shoals, Ala., radio range station to the intersection of the northeast course of the Muscle Shoals, Ala., radio range and the southwest course of the Nashville, Tenn., radio range. From the Nashville, Tenn., radio range station via the intersection of the northwest course of the Nashville, Tenn., radio range and the south course of the Evansville, Ind., radio range; Evansville, Ind., radio range station; Terre Haute, Ind., radio range station; the intersection of the north course of the Terre Haute, Ind., radio range and the southwest course of the Lafayette, Ind., radio range; Lafayette, Ind., radio range station to the intersection of the northeast course of the Lafayette, Ind., radio range and the north course of the Indianapolis, Ind., radio range. From the intersection of the south course of the Goshen, Ind., radio range and the southwest course of the Fort Wayne, Ind., radio range via the Goshen, Ind., radio range station; the intersection of the north course of the Goshen, Ind., radio range and the southwest course of the Grand Rapids, Mich., radio range; Grand Rapids, Mich., radio range station; Cadillac, Mich., non-directional radio beacon; Traverse City, Mich., radio range station; Pellston, Mich., non directional radio beacon to the Sault Ste. Marie, Mich., radio range station.

§ 600.604 *Blue civil airway No. 4 (Nantucket, Mass., to United States-Canadian Border).* From the Nantucket, Mass., VHF radio range station via the intersection of the northwest course of the Nantucket, Mass., VHF radio range and the southeast course of the Squantum, Mass. (Navy) radio range to the Squantum, Mass. (Navy) radio range station. From the intersection of the northeast course of the Boston, Mass., radio range and the southeast course of the Concord, N. H., radio range; Concord, N. H., radio range station; Burlington, Vt., radio range station to the intersection of the northwest course of the Burlington, Vt., radio range and the United States-Canadian Border.

§ 600.605 *Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.).* From the Municipal Airport, Galveston, Tex., via the Galveston, Tex., radio range station; Houston, Tex., radio range station; the intersection of the northwest course of the Houston, Tex., radio range and the southeast course of the Bryan, Tex., radio range; Bryan, Tex., radio range station; Waco, Tex., radio range station; the intersection of the northeast course of the Waco, Tex., radio range and the south course of the Dallas, Tex., radio range; Dallas, Tex., radio range station to the intersection of the northwest course of the Dallas, Tex., radio range and the north course of the Fort Worth, Tex., radio range. From the Oklahoma City, Okla., radio range station via the intersection of the north course of the Oklahoma City, Okla., radio range and the southeast course of the Wichita, Kans., radio range; Wichita, Kans., radio range station to the intersection of the north course of the Wichita, Kans., radio range and the east course of the Hutchinson, Kans., radio range.

§ 600.606 *Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.).* From the Abilene, Tex., radio range station via the Wichita Falls, Tex., radio range station to the intersection of the northeast course of the Wichita Falls, Tex., radio range and the south course of the Oklahoma City, Okla., radio range. From the intersection of the southeast course of the Scott AFB, Belleville, Ill., radio range and a point 25 miles southeast of the Scott AFB, Belleville, Ill., radio range station via the Scott AFB Belleville, Ill., radio range station to the intersection of the northwest course of the Scott AFB, Belleville, Ill., radio range and the southwest course of the Springfield, Ill., radio range. From the Springfield, Ill., radio range station via the Peoria, Ill., radio range station to the intersection of the north course of the Peoria, Ill., radio range and the northeast course of the Burlington, Iowa, radio range. From the intersection of the west course of the Goshen, Ind., radio range and the south course of the South Bend, Ind., radio range via the South Bend, Ind., radio range station to the intersection of the north course of the South Bend, Ind., radio range and the northeast course of the Chicago, Ill., radio range. From the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Muskegon, Mich., radio range station.

§ 600.607 *Blue civil airway No. 7 (Paso Robles, Calif., to Williams, Calif.).* From the Paso Robles, Calif., VHF radio range station via the intersection of the northwest course of the Paso Robles, Calif., VHF radio range and the southeast course of the Oakland, Calif., radio range to the intersection of the southeast course of the Oakland, Calif., radio range and the northwest course of the Fresno, Calif., radio range. From the intersection of the west course of the Fresno, Calif., radio range and the south course of the Travis AFB, Fairfield, Calif., radio range via the Travis AFB, Fairfield, Calif., radio range station to the Williams, Calif., radio range station.

§ 600.608 *Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).* From the Fargo, N. Dak., radio range station, via the Grand Fork, N. Dak., radio range station and the

Pembina, N. Dak., radio range station to the intersection of the north course of the Pembina, N. Dak., radio range and the United States-Canadian Border.

§ 600.609 *Blue civil airway No. 9 (Columbia, Mo., to United States-Canadian Border).* From the Columbia, Mo., radio range station via the Kirksville, Mo., radio range station; the intersection of the northwest course of the Kirksville, Mo., radio range and the south course of the Des Moines, Iowa, radio range; Des Moines, Iowa, radio range station; the intersection of the north course of the Des Moines, Iowa, radio range and the southwest course of the La Crosse, Wis., radio range; the intersection of the southwest course of the La Crosse, Wis., radio range and the south course of the Rochester, Minn., radio range; the Rochester, Minn., radio range station to the intersection of the north course of the Rochester, Minn., radio range and the southeast course of the Minneapolis, Minn., radio range. From the Minneapolis, Minn., radio range station via the Duluth, Minn., radio range station to the intersection of the southwest course of the Lakehead, Canada, radio range and the United States-Canadian Border.

§ 600.610 *Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).* From the Fresno, Calif., radio range station via the intersection of the west course of the Fresno, Calif., radio range and the southeast course of the Oakland, Calif., radio range; Oakland, Calif., radio range station; the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Williams, Calif., radio range to the Williams, Calif., radio range station.

§ 600.611 *Blue civil airway No. 11 (Toledo, Ohio, to Niagara Falls, N. Y.).* From a point at Lat. 41°28'40", Long. 82°48'00" via a point at Lat. 41°38'20", Long. 82°48'00" to the intersection of the north course of the Wellington, Ohio, VHF radio range and the northwest course of the Cleveland, Ohio, radio range, excluding portions overlapping danger areas. From the Cleveland, Ohio, radio range station via the Erie, Pa., radio range station; the intersection of the northeast course of the Erie, Pa., radio range and the southwest course of the Buffalo, N. Y., radio range to the intersection of the southwest course of the Buffalo, N. Y., radio range and the east course of the Clear Creek, Ont., Can., radio range. From the Buffalo, N. Y., radio range station to the Niagara Falls Airport, Niagara Falls, N. Y., excluding the portion which lies outside the United States.

§ 600.612 *Blue civil airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.).* From The Dalles, Oreg., radio range station via the Yakima, Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range to the Ellensburg, Wash., radio range station.

§ 600.613 *Blue civil airway No. 13 (Houston, Tex., to Minneapolis, Minn.).* From the Houston, Tex., radio range station via the Lufkin, Tex., non-directional radio beacon; the Shreveport, La., radio range station; the intersection of the northwest course of the Shreveport, La., radio range and the south course of the Texarkana, Ark., radio range; Texarkana, Ark., radio range station; Van Buren, Ark., non-directional radio beacon; Joplin, Mo., radio range station; the intersection of the north course of the Joplin, Mo., radio range and the southeast course of the Kansas City, Mo., radio range to the Kansas City, Mo., radio range station. From the intersection of the northeast course of the Kansas City, Mo., radio range and the south course of the Des Moines, Iowa, radio range to the intersection of the south course of the Des Moines, Iowa, radio range and the northwest course of the Kirksville, Mo., radio range. From the Mason City, Iowa, non-directional radio beacon to the Stanton, Minn., non-directional radio beacon.

§ 600.614 *Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).* From the intersection of the west course of the El Centro, Calif., radio range and a bearing 165° True from the Julian, Calif., non-directional radio beacon to the Julian, Calif., non-directional radio beacon. From the Riverside, Calif., radio range station via the intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range and the Palmdale, Calif., radio range station to the intersection of the northwest course of the Palmdale, Calif., radio range and the south course of the Bakersfield, Calif., radio range. From the intersection of the northwest course of the Fresno, Calif., radio range and the south course of the Stockton, Calif., radio range via the Stockton, Calif., radio range station to the intersection of the north course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

§ 600.615 *Blue civil airway No. 15 (Huntington, W. Va., to Erie, Pa.).* From the intersection of the northwest course of the Huntington, W. Va., radio range and the south course of the Columbus, Ohio, radio range to the Columbus, Ohio, radio range station. From the intersection of the east course of the Columbus, Ohio, radio range and the southwest course of the Akron, Ohio, radio range via the Akron, Ohio, radio range station to the intersection of the northeast course of the Akron, Ohio, radio range and the southwest course of the Erie, Pa., radio range.

§ 600.616 *Blue civil airway No. 16 (Dillon, Mont., to Helena, Mont.).* From the Dillon, Mont., radio range station via the Butte, Mont., radio range station to the intersection of the north course of the Butte, Mont., radio range and the east course of the Drummond, Mont., radio range. From the intersection of the west course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range to the intersection of the southwest course of the Great Falls, Mont., radio range and the north course of the Helena, Mont., radio range.

§ 600.617 *Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).* From the intersection of the northeast course of the Bangor, Maine, radio range and the south course of the Houlton, Maine, radio range via the Houlton, Maine, radio range station; the intersection of the north course of the Houlton, Maine, radio range and the southeast course of the Presque Isle, Maine, radio range via the Presque Isle, Maine, radio range station to the Municipal Airport, Caribou, Maine, excluding that portion which lies outside the continental United States.

§ 600.618 *Blue civil airway No. 18 (Philadelphia, Pa., to United States-Canadian Border.)* From the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia), radio range via the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the Idlewild, N. Y., radio range; the Idlewild, N. Y., radio range station to the intersection of the northeast course of the Idlewild, N. Y., radio range and the east course of the New York, N. Y. (LaGuardia), radio range. From the intersection of the northwest course of the New York, N. Y. (LaGuardia), radio range and the southwest course of the Poughkeepsie, N. Y., radio range via the Poughkeepsie, N. Y., radio range station, excluding that portion which lies more than two miles west of the southwest course of the Poughkeepsie, N. Y., radio range between a point 25 miles northeast from the intersection of the northwest course of the New York, N. Y. (LaGuardia), radio range and the southwest course of the Poughkeepsie, N. Y., radio range and a point 10 miles south of the Poughkeepsie, N. Y., radio range; the Albany, N. Y., radio range station; Burlington, Vt., radio range station to the intersection of the northeast course of the Burlington, Vt., radio range and the United States-Canadian Border.

§ 600.619 *Blue civil airway No. 19 (Miami, Fla., to Orlando, Fla.).* From the Miami, Fla., radio range station via the intersection of the north course of the Miami, Fla., radio range and the southeast course of the Orlando, Fla., radio range, excluding that portion which lies more than 2 miles east of the north course of the Miami, Fla., radio range between Latitude 25°58'00" and Latitude 26°17'00", to the Orlando, Fla., radio range station.

§ 600.620 *Blue civil airway No. 20 (Atlantic City, N. J., to Allentown, Pa.).* From the Atlantic City, N. J. (Navy) radio range station via the intersection of the west course of the Atlantic City, N. J. (Navy) radio range and the southeast course of the Millville, N. J., radio range; the intersection of the southeast course of the Millville, N. J., radio range and the southeast course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station to the Allentown, Pa., radio range station.

§ 600.621 *Blue civil airway No. 21 (Louisville, Ky., to Erie Pa.).* From the intersection of the south course of the Louisville, Ky., radio range and a line

bearing 268° True from the Lexington, Ky., non-directional radio beacon via the Lexington, Ky., non-directional radio beacon; the intersection of a line bearing 82° True from the Lexington, Ky., non-directional radio beacon and the southwest course of the Huntington, W. Va., radio range to the intersection of the east course of the Louisville, Ky., radio range and the southwest course of the Huntington, W. Va., radio range. From the Charleston, W. Va., radio range station via the intersection of the north course of the Charleston, W. Va., radio range and the southwest course of the Parkersburg, W. Va., VHF radio range; Parkersburg, W. Va., VHF radio range station to the intersection of the northeast course of the Parkersburg, W. Va., VHF radio range and the west course of the Pittsburgh, Pa., radio range. From the intersection of the northwest course of the Pittsburgh, Pa., radio range and the south course of the Youngstown, Ohio, radio range via the Youngstown, Ohio, radio range station to the intersection of the north course of the Youngstown, Ohio, radio range and the southwest course of the Erie, Pa., radio range.

§ 600.622 *Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.).* From the intersection of the southwest course of the Memphis, Tenn., radio range and the southeast course of the Little Rock, Ark., radio range via the Little Rock, Ark., radio range station; Van Buren, Ark., non-directional radio beacon; Tulsa, Okla., radio range station to the intersection of the northwest course of the Tulsa, Okla., radio range and the southeast course of the Wichita, Kans., radio range.

§ 600.623 *Blue civil airway No. 23 (Detroit, Mich., to Flint, Mich.).* From the intersection of the north course of the Detroit, Mich., radio range and the east course of the Lansing, Mich., radio range to the Flint, Mich., non-directional radio beacon.

§ 600.624 *Blue civil airway No. 24 (El Centro, Calif., to Daggett, Calif.).* From the El Centro, Calif., radio range station via the intersection of the northwest course of the El Centro, Calif., radio range and the southeast course of the Indio, Calif., radio range; Indio, Calif., radio range station to the Daggett, Calif., radio range station.

§ 600.625 *Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska).* From the Hinchinbrook, Alaska, radio range station via the intersection of the northeast course of the Hinchinbrook, Alaska, radio range and the south course of the Gulkana, Alaska, radio range; Gulkana, Alaska, radio range station and the intersection of the north course of the Gulkana, Alaska, radio range and the south course of the Big Delta, Alaska, radio range to the Big Delta, Alaska, radio range station.

§ 600.626 *Blue civil airway No. 26 (Anchorage, Alaska, to Nenana, Alaska).* From the Anchorage, Alaska, radio range station via the Talkeetna, Alaska, airport; Summit, Alaska, radio range station; the intersection of the northeast course of the Summit, Alaska, radio range and the southeast course of the Nenana, Alaska, radio range via the Nenana, Alaska, radio range station to the intersection of the northwest course of the Nenana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range.

§ 600.627 *Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).* From the Kodiak, Alaska, radio range station via the intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the King Salmon radio range; King Salmon, Alaska, radio range station; Bethel, Alaska, radio range station; Nome, Alaska, radio range station to the Kotzebue, Alaska, airport.

§ 600.628 *Blue civil airway No. 28 (Charleston, S. C., to Spartanburg, S. C.)* From the Charleston, S. C., radio range station via the intersection of the northwest course of the Charleston, S. C., radio range and the southeast course of the Columbia, S. C., radio range; Columbia, S. C., radio range station; the intersection of the west course of the Columbia, S. C. radio range and the southeast course of the Spartanburg, S. C., radio range to the Spartanburg, S. C., radio range station.

§ 600.629 *Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).* From the intersection of the northeast course of the Raleigh, N. C., radio range and the southeast course of the Lynchburg, Va., radio range to the Lynchburg, Va., radio range station.

§ 600.630 *Blue civil airway No. 30 (Brownsville, Tex., to Amarillo, Tex.).* From the intersection of the southeast course of the Alice, Tex., radio range and the southwest course of the Corpus Christi, Tex., radio range via the Corpus Christi, Tex., radio range station, excluding that portion which lies more than 2 miles southeast of the southwest course of the Corpus Christi, Tex., radio range; Kelly (San Antonio, Tex.) radio range station; the intersection of the northwest course of the Kelly (San Antonio, Tex.) radio range and the southeast course of the Big Spring, Tex., radio range; Big Spring, Tex., radio range station to the intersection of the northwest course of the Big Spring, Tex., radio range and the south course of the Lubbock, Tex., radio range. From the Lubbock, Tex., radio range station via the intersection of the north course of the Lubbock, Tex., radio range and the south course of the Amarillo, Tex., radio range to the Amarillo, Tex., radio range station.

§ 600.631 *Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.).* From the intersection of the west course of the Peoria, Ill., radio range and the south course of the Moline, Ill., radio range to the Moline, Ill., radio range station. From the intersection of the southwest course of the Madison, Wis., radio range and the northwest course of the Rockford, Ill., radio range to the Madison, Wis., radio range station.

§ 600.632 *Blue civil airway No. 32 (Pendleton, Oreg., to Talkeetna, Alaska).* From the Pendelton, Oreg., radio range station via the intersection of the northwest course of the Pendleton, Oreg., radio range and the southeast course of the Yakima, Wash., radio range to the Yakima, Wash., radio range station. From the Seattle, Wash., radio range station via the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, British Columbia, radio range; the Patricia Bay, British Columbia, radio range station to the intersection of the north course of the Patricia Bay, British Columbia, radio range and the southeast course of the Comox, British Columbia, radio range, excluding the portion which lies outside the continental United States. From the intersection of the northeast course of the Kenai, Alaska, radio range and the west course of the Anchorage (Merrill), Alaska, radio range to the intersection of the northwest course of the Anchorage, Alaska, radio range and the northeast course of the Kenai, Alaska, radio range. From the Skwentna, Alaska, radio range station to the Talkeetna, Alaska, non-directional radio beacon.

§ 600.633 *Blue civil airway No. 33 (Archbold, Ohio, to Saginaw, Mich.).* From the Archbold, Ohio, non-directional radio beacon to a point at the intersection of a straight line between the Archbold, Ohio, non-directional radio beacon and the Jackson, Mich., non-directional radio beacon with the west course of the Detroit, Mich., radio range. From the Lansing, Mich., radio range station to the Saginaw, Mich., non-directional radio beacon.

§ 600.634 *Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).* From the intersection of the north course of the Terre Haute, Ind., radio range and the southeast course of the Rantoul (Chanute), Ill., AFB radio range via the Rantoul, Ill. (Chanute), AFB radio range station to the intersection of the northwest course of the Rantoul, Ill. (Chanute), AFB radio range and the southwest course of the Joliet, Ill., radio range.

§ 600.635 *Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.).* From the Camarillo, Calif., radio range station to the intersection of the northeast course of the Camarillo, Calif., radio range and the southeast course of the Bakersfield, Calif., radio range.

§ 600.636 *Blue civil airway No. 36 (Thurman, Colo., to North Platte, Nebr.).* From the intersection of the south course of the Akron, Colo., radio range and a line bearing 281° True from the Goodland, Kans., non-directional radio beacon via the Akron, Colo., radio range station to the North Platte, Nebr., radio range station.

§ 600.637 *Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).* From the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range via the Casper, Wyo., radio range station to the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range.

§600.638 *Blue civil airway No. 38 (Annette Island, Alaska, to United States-Canadian Border).* From the intersection of the south course of the Annette Island, Alaska, radio range and the United States-Canadian Border via the Annette Island, Alaska, radio range station; the Petersburg, Alaska, radio range station; the intersection of the northwest course of the Petersburg, Alaska, radio range and the southeast course of the Gustavus, Alaska, radio range; Gustavus, Alaska, radio range station; Haines, Alaska, radio range station to the intersection of the northeast course of the Haines, Alaska, radio range and the United States-Canadian Border.

§ 600.639 *Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).* From the Savannah, Ga., radio range station via the intersection of the northwest course of the Savannah, Ga., radio range and the south course of the Augusta, Ga., radio range; Augusta, Ga., radio range station; the intersection of the north course of the Augusta, Ga., radio range and the south course of the Greenville, S. C., radio range to the Greenville, S. C., radio range station. From the Tri-City, Tenn., radio range station via the Paynesville, W. Va., non-directional radio beacon; the intersection of the southeast course of the Huntington, W. Va., radio range and the south course of the Charleston, W. Va., radio range to the Charleston, W. Va., radio range station. From the intersection of the west course of the Elkins, W. Va., radio range and the southwest course of the Morgantown, W. Va., radio range via the Morgantown, W. Va., radio range station to the intersection of the northeast course of the Morgantown, W. Va., radio range and the east course of the Pittsburgh, Pa., radio range. From the intersection of the northeast course of the Altoona, Pa., radio range and the northeast course of the Pittsburgh, Pa., radio range via the intersection of the northeast course of the Altoona, Pa., radio range and the southwest course of the Elmira, N. Y., radio range to the Elmira, N. Y., radio range station.

§ 600.640 *Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).* From the Concord, N. H., radio range station via a point at 43°38′ north latitude and 72°20′ west longitude and a point at 44°12′ north latitude and 72°34′ west longitude to the Burlington, Vt., radio range station.

§ 600.641 *Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).* From the Hartford, Conn., radio range station via the intersection of the northwest course of the Hartford, Conn., radio range and the south course of the Westfield, Mass., radio range; Westfield, Mass., radio range station; the intersection of the north course of the Westfield, Mass., radio range and the southwest course of the Concord, N. H., radio range; Concord, N. H., radio range to the Portland, Maine, radio range station. From the Bangor, Maine, radio range station to the intersection of the northeast course of the Bangor, Maine, radio range and the United States-Canadian border.

§ 600.642 *Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).* From the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station; the intersection of the north course of the Battle Creek, Mich., radio range and the southeast course of the Grand Rapids, Mich., radio range; Grand Rapids, Mich., radio range station to the Saginaw, Mich., non-directional radio beacon.

§ 600.644 *Blue civil airway No. 44 (Advance, Mo., to United States-Canadian Border).* From the Advance, Mo., radio range station via the Paducah, Ky., non-directional radio beacon; Evansville, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the south course of the Goshen, Ind., radio range and the southwest course of the Fort Wayne, Ind., radio range; Fort Wayne, Ind., radio range station; the intersection of the northeast course of the Fort Wayne, Ind., radio range and the east course of the Goshen, Ind., radio range; the intersection of the north course of the Toledo, Ohio, radio range and the southwest course of the Windsor, Ontario, Canada, radio range to the intersection of the southwest course of Windsor, Ontario, Canada, radio range and the United States-Canadian Border.

§ 600.646 *Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.).* From the Memphis, Tenn., radio range station via the intersection of a line bearing 10° True from the Memphis, Tenn., radio range station and a line bearing 216° True from the Dyersburg, Tenn., non-directional radio beacon; Dyersburg, Tenn., non-directional radio beacon to the Paducah, Ky., non-directional radio beacon.

§ 600.647 *Blue civil airway No. 47 (Front Royal, Va., to Dunkirk, N. Y.).* From the intersection of the southeast course of the Front Royal, Va., radio range and the southwest course of the Arcola, Va., radio range via the Front Royal, Va., radio range station; the intersection of the northwest course of the Front Royal, Va., radio range and the northwest course of the Washington, D. C., radio range; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the south course of the Altoona, Pa., radio range; Altoona, Pa., radio range station to the intersection of the northeast course of the Altoona, Pa., radio range and the northeast course of the Pittsburgh, Pa., radio range. From the Philipsburg, Pa., radio range station via the Bradford, Pa., non-directional radio beacon to the Dunkirk, N. Y., non-directional radio beacon.

§ 600.648 *Blue civil airway No. 48 (New York, N. Y., to Poughkeepsie, N. Y.).* From the intersection of the northeast course of the Newark, N. J., radio range and the southeast course of the Stewart Field, N. Y., radio range to the intersection of the southeast course of the Stewart Field, N. Y., radio range and the south course of the Poughkeepsie, N. Y., radio range.

§ 600.649 *Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).* From the intersection of the northeast course of Salisbury, Md., VHF radio range and the southeast course of the Philadelphia, Pa., radio range via the intersection of the southeast course of Philadelphia, Pa., radio range and the southeast course of Millville, N. J., radio range; Millville, N. J., radio range station to the intersection of the northwest course of the Millville, N. J., radio range and the southwest course of the Philadelphia, Pa., radio range.

§ 600.650 *Blue civil airway No. 50 (Augusta, Maine, to the United States-Canadian Border).* From the Augusta, Maine, radio range station to the Bangor, Maine, radio range station. From the intersection of the northeast course of the Bangor, Maine, radio range and the west course of the St. John, New Brunswick, Canada, radio range to the intersection of the west course of the St. John, New Brunswick, Canada, radio range and the United States-Canadian Border.

§ 600.651 *Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).* From the intersection of the east course of the Wendover, Utah, radio range and the south course of the Lucin, Utah, radio range via the Lucin, Utah, radio range station; the intersection of the north course of the Lucin, Utah, radio range and the southwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; the intersection of the northeast course of the Burley, Idaho, radio range and the southwest course of the Pocatello, Idaho, radio range; Pocatello, Idaho, radio range station to the Dubois, Idaho, radio range station.

§ 600.652 *Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).* From the intersection of the southeast course of the Salinas, Calif., VHF radio range and the southwest course of the Fresno, Calif., radio range to the Fresno, Calif., radio range station.

§ 600.653 *Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).* From the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Hartford, Conn., radio range to the Hartford, Conn., radio range station.

§ 600.654 *Blue civil airway No. 54 (Salinas, Calif., to Hamilton Field, Calif.).* From the Salinas, Calif., VHF radio range station via the Evergreen, Calif., non-directional radio beacon to the San Francisco, Calif., radio range station. From the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Fairfield-Suisun, Calif. (AFB), radio range to a point at Latitude 38°02′45″ Longitude 122°31′40″.

§ 600.655 *Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).* From the Crestview, Fla., radio range station to the Maxwell Field, Montgomery, Ala., radio range station.

§ 600.656 *Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).* From the Weeksville, N. C.

(Coast Guard), radio range station via the intersection of the northwest course of the Weeksville, N. C. (Coast Guard), radio range and the southwest course of the Norfolk, Va., VHF radio range to the Norfolk, Va., VHF radio range station. From the intersection of the northwest course of the Norfolk, Va., radio range and the south course of the Langley Field, Va. (AFB), radio range via the Langley Field, Va. (AFB), radio range station; the intersection of the north course of the Langley Field, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range to the Andrews, Md., radio range station, excluding that portion more than 3 miles east of the south and north courses of the Langley Field, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range, and excluding that portion more than 3 miles west of the southeast course of the Andrews, Md., radio range and the north course of the Langley Field, Va. (AFB), radio range between the Andrews, Md., radio range station and a point 18 miles south of the intersection of the north course of the Langley Field, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range.

§ 600.657 *Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).* From the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range via the intersection of the northeast course of the Elko, Nev., radio range and the southwest course of the Burley, Idaho, radio range to the intersection of the southwest course of the Burley, Idaho, radio range and the north course of the Lucin, Utah, radio range.

§ 600.658 *Blue civil airway No. 58 (Sioux Falls, S. Dak., to Watertown, S. Dak.).* From the Sioux Falls, S. Dak., radio range station to the Watertown, S. Dak., radio range station.

§ 600.659 *Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.).* From the Pensacola, Fla., radio range station to the intersection of the north course of the Pensacola, Fla., radio range and the northeast course of the Mobile, Ala., radio range.

§ 600.660 *Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).* From the intersection of the northwest course of the Salinas, Calif., VHF radio range and the west course of the Moffett Field (Sunnyvale), Calif., (Navy) radio range via the Moffett Field (Sunnyvale), Calif., (Navy) radio range station to the intersection of the northeast course of the Moffett Field (Sunnyvale), Calif., (Navy) radio range and the west course of the Stockton, Calif., radio range.

§ 600.661 *Blue civil airway No. 61 (Springfield, Mo., to Kansas City, Mo.).* From the Springfield, Mo., radio range station via the intersection of the northwest course of the Springfield, Mo., radio range and the southeast course of the Kansas City, Mo., radio range to the intersection of the southeast course of the Kansas City, Mo., radio range and the north course of the Joplin, Mo., radio range.

§ 600.662 *Blue civil airway No. 62 (Ypsilanti, Mich., to Traverse City, Mich.).* From the intersection of the west course of the Detroit, Mich., radio range and the south course of the Salem, Mich., VHF radio range via the Salem, Mich., VHF radio range station; Flint, Mich., non-directional radio beacon to the Saginaw, Mich., non-directional radio beacon, the Gladwin, Mich., non-directional radio beacon to the Traverse City, Mich., radio range station.

§ 600.664 *Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).* From the Wink, Tex., radio range station to the Hobbs, N. Mex., radio range station.

§ 600.666 *Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).* From the intersection of the southeast course of the Bridgeport, Conn., radio range and the east course of the New York, N. Y. (LaGuardia), radio range via the Bridgeport, Conn., radio range station to the intersection of the northwest course of the Bridgeport, Conn., radio range and the east course of the Poughkeepsie, N. Y., radio range.

§ 600.667 *Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).* From the Yuma, Ariz., radio range station via the Blythe, Calif., radio range station; Needles, Calif., radio range station to the intersection of the north course of the Needles, Calif., radio range and the southeast course of the Las Vegas, Nev., radio range.

§ 600.668 *Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).* From Midland, Tex., radio range station to the intersection of the northwest course of the Midland, Tex., radio range and the east course of the Hobbs, N. Mex., radio range.

§ 600.669 *Blue civil airway No. 69 (St. Louis, Mo., to Des Moines, Iowa).* From the St. Louis, Mo., radio range station via the Quincy, Ill., non-directional radio beacon; Ottumwa, Iowa, non-directional radio beacon to the Des Moines, Iowa, radio range station.

§ 600.670 *Blue civil airway No. 70 (Ardmore, Okla., to Tulsa, Okla.).* From the Ardmore, Okla., non-directional radio beacon to the Tulsa, Okla., radio range station.

§ 600.671 *Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).* From the Toledo, Wash., radio range station via the Shelton, Wash., radio range station to the Seattle, Wash., radio range station.

§ 600.672 *Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).* From the Enid, Okla. (Vance AFB) radio range station to the intersection of the northeast course of the Enid, Okla. (Vance AFB) radio range and the north course of the Oklahoma City, Okla., radio range.

§ 600.673 *Blue civil airway No. 73 (Brookville, Pa., to Buffalo, N. Y.).* From the Brookville, Pa., non-directional radio beacon via the Bradford, Pa., non-directional radio beacon to the Buffalo, N. Y., radio range station.

§ 600.674 *Blue civil airway No. 74 (Carlsbad, N. Mex., to Santa Fe, N. Mex.).* From the Carlsbad, N. Mex., radio range station to the Roswell, N. Mex., radio range station. From the intersection of the south course of the Otto, N. Mex., radio range with a direct line between the Albuquerque, N. Mex., radio range station and the Roswell, N. Mex., radio range station via the Otto, N. Mex., radio range station to the Santa Fe, N. Mex., non-directional radio beacon.

§ 600.675 *Blue civil airway No. 75 (Miami, Fla., to Tampa, Fla.).* From the Miami, Fla., radio range station to the Tampa, Fla., radio range station.

§ 600.676 *Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).* From the Sinclair, Wyo., radio range station to the Casper, Wyo., radio range station.

§ 600.677 *Blue civil airway No. 77 (Promontory Point, Utah, to Corinne, Utah).* From the Promontory Point, Utah, non-directional radio beacon to the Corinne, Utah, non-directional radio beacon.

§ 600.678 *Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).* From a point located at Lat. 41°34'30", Long. 112°46'00" to the Malad City, Idaho, radio range station.

§ 600.679 *Blue civil airway No. 79 (Burlington, Iowa, to Iowa City, Iowa).* From the Burlington, Iowa radio range station to the intersection of the north course of the Burlington, Iowa, radio range and the west course of the Moline, Ill., radio range.

§ 600.681 *Blue civil airway No. 81 (Charleston, W. Va., to United States-Canadian Border).* From the intersection of the north course of the Charleston, W. Va., radio range and the southwest course of the Parkersburg, W. Va., VHF radio range via the Zanesville, Ohio, non-directional radio beacon to the Akron, Ohio, radio range station. From the intersection of the east course of the Cleveland, Ohio, radio range and the southeast course of the Sarnia, Ontario, Canada, radio range to the intersection of the southeast course of the Sarnia, Ontario, Canada, radio range with the United States-Canadian Border.

§ 600.682 *Blue civil airway No. 82 (Lebo, Kans., to Topeka, Kans.).* From the Lebo, Kans., non-directional radio beacon to the Forbes AFB radio range station, Topeka, Kans.

§ 600.684 *Blue civil airway No. 84 (Bangor, Maine, to Millinocket, Maine).* From the Bangor, Maine, radio range station to the Millinocket, Maine, radio range station.

§ 600.685 *Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).* From the Hutchinson, Kans., radio range station to the intersection of the south course of the Hutchinson, Kans., radio range and the southwest course of the Wichita, Kans., radio range.

§ 600.686 *Blue civil airway No. 86 (Goshen, Ind., to Dayton, Ohio).* From the intersection of the east course of the Goshen, Ind., radio range and the northwest course of the Fort Wayne,

Ind., radio range via the Fort Wayne, Ind., radio range station to the Dayton, Ohio, radio range station.

§ 600.687 *Blue civil airway No. 87 (Lexington, Ky., to Dayton, Ohio).* From the Lexington, Ky., non-directional radio beacon via the intersection of a line bearing 7° True from the Lexington, Ky., non-directional radio beacon and the south course of the Wright-Patterson, Ohio, AFB radio range; Wright-Patterson AFB radio range station to the intersection of the northeast course of the Wright-Patterson AFB radio range and the west course of the Columbus, Ohio radio range.

OTHER CIVIL AIRWAYS

§ 600.1001 *Dubois, Idaho, to West Yellowstone, Mont., civil airway.* From the Dubois, Idaho, intermediate field of the Civil Aeronautics Administration to the Municipal Airport, West Yellowstone, Mont.

§ 600.1004 *Winslow, Ariz., to Las Vegas, Nev., civil airway.* From the Winslow Municipal Airport, Winslow, Ariz., via the South Rim Airport, Grand Canyon, Ariz., and the Boulder City Airport, Boulder City, Nev., to the McCarran Field, Las Vegas, Nev.

SUBPART C—VOR CIVIL AIRWAYS

§ 600.6001 *VOR civil airway No. 1 (Norfolk, Va., to New York, N. Y.).* From the Norfolk, Va., VHF VAR station via the intersection of the north course of the Norfolk VHF VAR station and the Salisbury omnirange 206° True radial; Salisbury, Md., omnirange station; intersection of the Salisbury omnirange 39° True and the Atlantic City omnirange 203° True radials; Atlantic City, N. J., omnirange station; intersection of the Atlantic City omnirange 23° True radial and the south course of the Matawan VHF VAR station to the Matawan, N. J., VHF VAR station. Those portions of this airway overlapping danger areas and those portions between Atlantic City, N. J., omnirange station and Matawan, N. J., VHF VAR radio range station more than 2 miles either side of the center line are excluded.

§ 600.6002 *VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* From the Seattle, Wash., omnirange station to the Ellensburg, Wash., omnirange station. From the intersection of the Butte omnirange 002° True and the Helena omnirange 272° True radials to the Helena, Mont., omnirange station. From the Miles City, Mont., omnirange station via the Golva, N. Dak., omnirange station; Dickinson, N. Dak. omnirange station; Bismarck, N. Dak., omnirange station, including a north alternate; Jamestown, N. Dak., omnirange station, including a north alternate; Fargo, N. Dak., omnirange station, including a north alternate; Alexandria, Minn., omnirange station, including a north alternate; Minneapolis, Minn., omnirange station, including a north alternate; La Crosse, Wis., omnirange station, including a north alternate; Lone Rock, Wis., omnirange station, including a north alternate; Milwaukee, Wis., omnirange station, including a north alternate; Muskegon, Mich., omnirange station, including a north alternate; Lansing, Mich., omnirange station, including a south alternate, to the Detroit, Mich., omnirange station, including a north alternate. From the Buffalo, N. Y. omnirange station via the Rochester, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Albany, N. Y., omnirange station; Gardner, Mass., omnirange station to the Boston, Mass., omnirange station.

§ 600.6003 *VOR civil airway No. 3 (Key West, Fla., to Bangor, Maine).* From the Key West, Fla., omnirange station via the Miami, Fla., omnirange station, including an east alternate and excluding the portion which overlaps Airspace Warning Areas; the intersection of the Miami, Fla., omnirange 37° True and the West Palm Beach, Fla., omnirange 183° True radials; the West Palm Beach, Fla., omnirange station; the Vero Beach, Fla., omnirange station, including an east alternate; Daytona Beach, Fla., omnirange station, including a west alternate; Jacksonville, Fla., omnirange station, including an east alternate; Brunswick, Ga., omnirange station; Savannah, Ga., omnirange station, including an east alternate; Charleston, S. C., omnirange station, including a west alternate; Florence, S. C., omnirange station, including an east alternate; Lumberton, S. C., omnirange station to the Raleigh, N. C., omnirange station, including an east alternate. From the Baltimore, Md., omnirange station via the intersection of the Baltimore omnirange 36° True and the West Chester omnirange 241° True radials; West Chester, Pa., omnirange station; Wilton, Conn., omnirange station to the Hartford, Conn., omnirange station. From the Boston, Mass., omnirange station via the Kennebunk, Maine, omnirange station; Augusta, Maine, omnirange station to the Bangor, Maine, omnirange station.

§ 600.6004 *VOR civil airway No. 4 (Seattle, Wash., to Washington, D. C.)* From the Seattle, Wash., omnirange station via the Ellensburg, Wash., omnirange station; intersection of the Ellensburg omnirange 191° True and the Yakima omnirange 304° True radials; Yakima Wash., omnirange station, excluding those portions which overlap danger areas; Pendleton, Oreg; omnirange station; Baker, Oreg., omnirange station; Ontario, Oreg., omnirange station; Boise, Idaho, omnirange station; intersection of the Boise omnirange 129° True and the Gooding omnirange 288° True radials; Gooding, Idaho, omnirange station; Burley, Idaho, omnirange station; Malad City, Idaho, omnirange station; Rock Springs, Wyo., omnirange station; Cherokee, Wyo., omnirange station, including a north alternate; Rock River, Wyo., omnirange station including a north alternate; Laramie, Wyo., omnirange station; Denver, Colo., omnirange station; Thurman, Colo., omnirange station; Goodland, Kans., omnirange station, including a north alternate; Hill City, Kans., omnirange station, including a north alternate; Russell, Kans., omnirange station; Salina, Kans., omnirange station, including a north alternate from Hill City omnirange station to Salina omnirange station; Topeka, Kans., omnirange station, including a south alternate; intersection of the Topeka omnirange 78° True and the Kansas City omnirange 261° True radials; Kansas City, Mo., omnirange station; Columbia, Mo., omnirange station, including a south alternate and also a north alternate via the intersection of the Kansas City omnirange 76° True and the Columbia omnirange 291° True radials, excluding those portions which overlap danger areas; St. Louis, Mo., omnirange station, including a north alternate; Evansville, Ind., omnirange station, including a south alternate; the intersection of the Evansville omnirange 80° True and the Louisville omnirange 269° True radials; Louisville, Ky., omnirange station, including a north alternate from Evansville omnirange station to Louisville omnirange station, to the Lexington, Ky., omnirange station. From the Elkins, W. Va., omnirange station via the Front Royal, Va., omnirange station to the Herndon, Va., omnirange station.

§ 600.6005 *VOR civil airway No. 5 (Jacksonville, Fla., to Cleveland, Ohio).* From the Jacksonville, Fla., omnirange station via the Alma, Ga., omnirange station, including a west alternate, to the Macon, Ga., omnirange station, including an east alternate. From the Nashville, Tenn., omnirange station via the Bowling Green, Ky., omnirange station, including an east alternate; the intersection of the Bowling Green omnirange 43° True and the Louisville omnirange 189° True radials; Louisville, Ky., omnirange station, including an east alternate from Bowling Green omnirange station to Louisville omnirange station; Cincinnati, Ohio, omnirange station, including an east alternate; the intersection of the Cincinnati omnirange 45° True and the Columbus omnirange 246° True en route radials; Columbus, Ohio, omnirange station; Mansfield, Ohio, omnirange station to Cleveland, Ohio, omnirange station.

§ 600.6006 *VOR civil airway No. 6 (Oakland, Calif., to New York, N. Y.).* From the intersection of the Oakland omnirange 217° True and the Salinas omnirange 319° True radials (Half Moon Bay intersection) via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of Sacramento omnirange 40° True and the Reno omnirange 263° True radials; Reno, Nev., omnirange station; Lovelock, Nev., omnirange station; Battle Mt., Nev., omnirange station to the Wells, Nev., omnirange station. From the Ogden, Utah, omnirange station via the Fort Bridger, Wyo., omnirange station; Rock Springs, Wyo., omnirange station, including a north alternate via the intersection of the Fort Bridger omnirange 64° True and the Rock Springs omnirange 284° True radials; Cherokee, Wyo., omnirange station, including a north alternate; Rock River, Wyo., omnirange station, including a north alternate; Cheyenne, Wyo., omnirange station, including a north alternate; Sidney, Nebr., omnirange station, including a north alternate; North Platte, Nebr., omnirange

station, including a north alternate; Grand Island, Nebr., omnirange station, including a north alternate; Omaha, Nebr., omnirange station; Des Moines, Iowa, omnirange station, including a south alternate; Iowa City, Iowa, omnirange station, including a north alternate and a south alternate via the intersection of the Des Moines 112° True and the Iowa City omnirange 252° True radials; Moline, Ill., omnirange station, including a south alternate, and also a north alternate from the Des Moines omnirange station to the Moline omnirange station via the intersection of the Des Moines omnirange 71° True and the Moline omnirange 296° True radials; Naperville, Ill., omnirange station, including a north alternate; Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station, including a south alternate; Toledo, Ohio, omnirange station, including a north alternate; Cleveland, Ohio, omnirange station, excluding danger areas; Youngstown, Ohio, omnirange station, including a north alternate; Philipsburg, Pa., omnirange station, including a north alternate via the intersection of the Youngstown omnirange 87° True and the Philipsburg omnirange 303° True radials; Selinsgrove, Pa., omnirange station; Allentown, Pa., omnirange station to the Caldwell, N. J., omnirange station.

§ 600.6007 *VOR civil airway No. 7 (Miami, Fla., to Milwaukee, Wis.).* From the Miami, Fla., omnirange station via the Fort Myers, Fla., omnirange station, including a west alternate; Tampa, Fla., omnirange station; the intersection of the Tampa omnirange 13° True and the Cross City omnirange 154° True radials; Cross City, Fla., omnirange station; Tallahassee, Fla., omnirange station, including a west alternate, to the Marianna, Fla., omnirange station. From the Evansville, Ind., omnirange station via the Terre Haute, Ind., omnirange station, including a west alternate; La Fayette, Ind., omnirange station, including a west alternate; Chicago Heights, Ill., omnirange station, including an east and a west alternate; the intersection of the Chicago Heights omnirange 342° True and the Milwaukee omnirange 179° True radials to the Milwaukee, Wis., omnirange station.

§ 600.6008 *VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.).* From the Long Beach, Calif., omnirange station via the Ontario, Calif., omnirange station; Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station to the Morman Mesa, Nev., omnirange station. From the Denver, Colo., omnirange station via the Akron, Colo., omnirange station, including a north alternate; Imperial, Nebr., omnirange station, including a south alternate; Lexington, Nebr., omnirange station, including a south alternate; Grand Island, Nebr., omnirange station, including a south alternate; Omaha, Nebr., omnirange station; Des Moines, Iowa, omnirange station, including a south alternate; Iowa City, Iowa, omnirange station, including a north alternate and also a south alternate via the intersection of the Des Moines omnirange 112° True and the Iowa City omnirange 252° True radials; Moline, Ill., omnirange station, including a south alternate and also a north alternate via the intersection of the Des Moines 71° True and the Moline omnirange 296° True radials from the Des Moines omnirange station to the Moline omnirange station; Naperville, Ill., omnirange station, including a north alternate; South Bend, Ind., omnirange station; Goshen, Ind., omnirange station; Findlay, Ohio, omnirange station; Mansfield, Ohio, omnirange station, including a north alternate; the intersection of the Mansfield omnirange 100° True and the Pittsburgh omnirange 291° True radials; Pittsburgh, Pa., omnirange station; Martinsburg, W. Va., omnirange station to the Herndon, Va., omnirange station.

§ 600.6009 *VOR civil airway No. 9 (New Orleans, La., to Naperville, Ill.).* From the New Orleans, La., omnirange station via the McComb, Miss., omnirange station, including a west alternate; Jackson, Miss., omnirange station, including a west alternate; Greenwood, Miss., omnirange station, including a west alternate; Memphis, Tenn., omnirange station, including an east alternate; Malden, Mo., omnirange station, including a west alternate; Farmington, Mo., omnirange station, including a west alternate; St. Louis, Mo., omnirange station, including a west alternate; Springfield, Ill., omnirange station, including a west alternate; Pontiac, Ill., omnirange station, including an east alternate, to Naperville, Ill., omnirange station, including an east alternate.

§ 600.6010 *VOR civil airway No. 10 (Pueblo, Colo., to New York, N. Y.).* From the Pueblo, Colo., omnirange station via the Lamar, Colo., omnirange station, including a north alternate; Garden City, Kans., omnirange station, including a north alternate; Dodge City, Kans., omnirange station; Hutchinson City, Kans., omnirange station, including a south alternate; Emporia, Kans., omnirange station, including a north alternate; Kansas City, Mo., omnirange station, including a north alternate, excluding the portion which overlaps danger areas; Kirksville, Mo., omnirange station, including a north alternate via the intersection of the Kansas City omnirange 35° True and the Kirksville omnirange 257° True radials, and a south alternate via the intersection of the Kansas City omnirange 76° True and the Kirksville omnirange 227° True radials; Burlington, Iowa, omnirange station, including a south alternate; Bradford, Ill., omnirange station, including a north alternate; Naperville, Ill., omnirange station, including a south alternate; intersection of the Naperville omnirange 69° True and the South Bend omnirange 287° True radials; South Bend, Ind., omnirange station; Litchfield, Mich., omnirange station, including a north alternate; Detroit, Mich., omnirange station, including a north alternate; Erie, Pa., omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Allentown, Pa., omnirange station to the Matawan, N. J., VHF VAR station via the Allentown omnirange 110° True radial.

§ 600.6011 *VOR civil airway No. 11 (Houston, Tex., to Detroit, Mich.).* From the Houston, Tex., omnirange station via the Lufkin, Tex., omnirange station to the Shreveport, La., omnirange station. From the Pine Bluff, Ark., omnirange station via the Memphis, Tenn., omnirange station, including an east alternate; the intersection of the Memphis omnirange 360° True and the Dyersburg omnirange 220° True radials; Dyersburg, Tenn., omnirange station; Paducah, Ky., omnirange station; Evansville, Ind., omnirange station; Scotland, Ind., omnirange station; Indianapolis, Ind., omnirange station; the intersection of the Indianapolis omnirange 21° True and the Fort Wayne omnirange 226° True radials; Fort Wayne, Ind., omnirange station to the Detroit, Mich., omnirange station.

§ 600.6012 *VOR civil airway No. 12 (Daggett, Calif., to Philadelphia, Pa.).* From the Daggett, Calif., omnirange station via the Needles, Calif., omnirange station; Prescott, Ariz., omnirange station; Winslow, Ariz., omnirange station; Zuni, N. Mex., omnirange station; Acomita, N. Mex., omnirange station; Albuquerque, N. Mex., omnirange station; Otto, N. Mex., omnirange station, including a south alternate; Anton Chico, N. Mex., omnirange station; Tucumcari, N. Mex., omnirange station, including a north alternate; Amarillo, Tex., omnirange station, including a north alternate; Gage, Okla., omnirange station, including a north alternate; Anthony, Kans., omnirange station, including a north alternate; Wichita, Kans., omnirange station, including a north alternate; Emporia, Kans., omnirange station, including a north alternate via the intersection of the Wichita omnirange 38° True and the Emporia omnirange 259° True radials; Kansas City, Mo., omnirange station, including a north alternate, excluding the portion which overlaps danger areas; Columbia, Mo., omnirange station, including a south alternate and also north alternate via the intersection of the Kansas City omnirange 76° True and the Columbia omnirange 291° True radials; St. Louis, Mo., omnirange station, including a north alternate; Vandalia, Ill., omnirange station, including a north alternate; Terre Haute, Ind., omnirange station, including a north alternate; Indianapolis, Ind., omnirange station; Dayton, Ohio, omnirange station, including a north alternate; Columbus, Ohio, omnirange station, including a north alternate; Pittsburgh, Pa., omnirange station, including a south alternate; Harrisburg, Pa., omnirange station to the West Chester, Pa., omnirange station, including a north alternate via the intersection of the Harrisburg omnirange 81° True and the West Chester omnirange 304° True radials.

§ 600.6013 *VOR civil airway No. 13 (Houston, Tex., to Duluth, Minn.).* From the Houston, Tex., omnirange station via the Lufkin, Tex., omnirange station; Shreveport, La., omnirange station to the Texarkana, Ark., omnirange

station. From the Fort Smith, Ark., omnirange station via the Neosho, Mo., omnirange station; Butler, Mo., omnirange station, including a west alternate; Kansas City, Mo., omnirange station, including an east alternate; Lamoni, Iowa, omnirange station, including an east alternate; Des Moines, Iowa, omnirange station, including an east and a west alternate; Mason City, Iowa, omnirange station, including an east and a west alternate; Minneapolis, Minn., omnirange station, including a west alternate; Grantsburg, Wis., omnirange station to the Duluth, Minn., omnirange station.

§ 600.6014 *VOR civil airway No. 14 (Roswell, N. Mex., to Boston, Mass.).* From the Roswell, N. Mex., omnirange station via the Lubbock, Tex., omnirange station, including a north alternate; Childress, Tex., omnirange station; Hobart, Okla., omnirange station; Oklahoma City, Okla., omnirange station; Tulsa, Okla., omnirange station, including a north alternate; Neosho, Mo., omnirange station; Springfield, Mo., omnirange station, including a north and a south alternate; Vichy, Mo., omnirange station, including a north alternate; St. Louis, Mo., omnirange station, including a north alternate; Vandalia, Ill., omnirange station, including a north alternate; Terre Haute, Ind., omnirange station, including a north alternate; Indianapolis, Ind., omnirange station; Findlay, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Erie, Pa., omnirange station, including a north alternate; Buffalo, N. Y., omnirange station; Rochester, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Albany, N. Y., omnirange station; Gardner, Mass., omnirange station to the Boston, Mass., omnirange station.

§ 600.6015 *VOR civil airway No. 15 (Galveston, Tex., to Minot, N. Dak.).* From the Galveston, Tex., omnirange station via the Houston, Tex., omnirange station; College Station, Tex., omnirange station; Waco, Tex., omnirange station, including an east alternate; Dallas, Tex., omnirange station, including an east alternate via the intersection of the Waco omnirange 036° True and the Dallas omnirange 178° True radials; Ardmore, Okla., omnirange station to the Tulsa, Okla., omnirange station, including an east alternate. From the Kansas City, Mo., omnirange station via the St. Joseph, Mo., omnirange station, including an east alternate; Omaha, Nebr., omnirange station, including an east alternate; Sioux City, Iowa, omnirange station, including an east alternate; Sioux Falls, S. Dak., omnirange station, including an east alternate; Huron, S. Dak., omnirange station, including a west alternate; Aberdeen, S. Dak., omnirange station, including a west alternate; Bismarck, N. Dak., omnirange station including a west alternate, to the Minot, N. Dak., omnirange station.

§ 600.6016 *VOR civil airway No. 16 (Los Angeles, Calif., to Nashville, Tenn.).* That airspace over the United States territory from the Ontario, Calif., omnirange station via the intersection of the Ontario omnirange 91° True and the Blythe omnirange 288° True radials; Blythe, Calif., omnirange station to the Hassayampa, Ariz., omnirange station to the Phoenix, Ariz., omnirange station. From the Tucson, Ariz., omnirange station via the Cochise, Ariz., omnirange station; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station, including a north alternate; Salt Flat, Tex., omnirange station; Wink, Tex., omnirange station, including a north alternate; Midland, Tex., omnirange station, including a north alternate; Big Spring, Tex., omnirange station; Abilene, Tex., omnirange station, including a south alternate; Mineral Wells, Tex., omnirange station, including a north alternate; Fort Worth, Tex., omnirange station; Dallas, Tex., omnirange station, including a north and a south alternate; Sulphur Spring, Tex., omnirange station, including a north alternate; Texarkana, Ark., omnirange station, including a north alternate; Pine Bluff, Ark., omnirange station, including a south alternate; Memphis, Tenn., omnirange station, including a south alternate; Jackson, Tenn., omnirange station, including a south alternate; Graham, Tenn., omnirange station, including a south alternate, to the Nashville, Tenn., omnirange station.

§ 600.6017 *VOR civil airway No. 17 (Laredo, Tex., to Goodland, Kans.).* That airspace over United States territory from the Laredo, Tex., omnirange station via Cotulla, Tex., omnirange station; San Antonio, Tex., omnirange station; Austin, Tex., omnirange station; Waco, Tex., omnirange station, including an east alternate; Ft. Worth, Tex., omnirange station; Ardmore, Okla., omnirange station; Oklahoma City, Okla., omnirange station, including an east alternate; Gage, Okla., omnirange station, Garden City, Kans., omnirange station to the Goodland, Kans., omnirange station, including a west alternate.

§ 600.6018 *VOR civil airway No. 18 (Dallas, Tex., to Tuscaloosa, Ala.).* From the Dallas, Tex., omnirange station via the Quitman, Tex., omnirange station; Shreveport, Tex., omnirange station; Monroe, La., omnirange station; Jackson, Miss., omnirange station, including a south alternate; Meridian, Miss., omnirange station, including a south alternate to the Tuscaloosa, Ala., omnirange station, including a north alternate.

§ 600.6019 *VOR civil airway No. 19 (El Paso, Tex., to Sheridan, Wyo.).* That airspace over United States territory from the El Paso, Tex., omnirange station via the intersection of the El Paso omnirange 271° True and the Truth or Consequences omnirange 162° True radials; Truth or Consequences, N. Mex., omnirange station; the intersection of the Truth or Consequences, N. Mex., omnirange 21° True and the Albuquerque, N. Mex., omnirange 169° True radials; Albuquerque, N. Mex., omnirange station; the intersection of the Albuquerque omnirange 23° True and the Santa Fe omnirange 253° True radials; Santa Fe, N. Mex., omnirange station; Las Vegas, N. Mex., omnirange station; Raton, N. Mex., omnirange station, including an east alternate, to the Pueblo, Colo., omnirange station. From the Denver, Colo., omnirange station via the Cheyenne, Wyo., omnirange station, including an east alternate; Douglas, Wyo., omnirange station, including an east alternate; Casper, Wyo., omnirange station, including an east alternate; Crazy Woman, Wyo., omnirange station, including an east alternate to the Sheridan, Wyo., omnirange station, including an east alternate.

§ 600.6020 *VOR civil airway No. 20 (Laredo, Tex., to Montgomery, Ala.).* That airspace over United States territory from Laredo, Tex., omnirange station via the Corpus Christi, Tex., omnirange station; Palacios, Tex., omnirange station; Houston, Tex., omnirange station; Beaumont, Tex., omnirange station; Lake Charles, La., omnirange station; Lafayette, La., omnirange station; New Orleans, La., omnirange station; intersection of the New Orleans omnirange 066° True and the Mobile omnirange 242° True radials; Mobile, Ala., omnirange station; Evergreen, Ala., omnirange station to the Montgomery, Ala., omnirange station.

§ 600.6021 *VOR civil airway No. 21 (Long Beach, Calif., to United States-Canadian Border).* From the Long Beach, Calif., omnirange station via the Ontario, Calif., omnirange station; Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Morman Mesa, Nev., omnirange station; Milford, Utah, omnirange station; Delta, Utah, omnirange station; intersection of the Delta omnirange 023° True and Salt Lake City omnirange 179° True radials; Salt Lake City, Utah, omnirange station; Ogden, Utah, omnirange station; Malad City, Idaho, omnirange station; Pocatello, Idaho, omnirange station; intersection of the Pocatello omnirange 33° True and the Dubois omnirange 170° True radials; Dubois, Idaho, omnirange station; Dillon, Mont., omnirange station; Whitehall, Mont., omnirange station; Helena, Mont., omnirange station; intersection of the Helena omnirange 004° True and the Great Falls omnirange 222° True radials; Great Falls, Mont., omnirange station; Cut Bank, Mont., omnirange station to the United States-Canadian Border via the Cut Bank omnirange 347° True radial.

§ 600.6022 *VOR civil airway No. 22 (New Orleans, La., to Tallahassee, Fla.).* From the New Orleans, La., omnirange station via the intersection of the New Orleans omnirange 081° True and the Mobile omnirange 200° True radials; Mobile, Ala., omnirange station; intersection of the Mobile 070° True and the Crestview omnirange 274° True radials; Crestview, Fla., omnirange station; Marianna, Fla., omnirange station to the Tallahassee, Fla., omnirange station, excluding that portion above 19,000 feet which lies within the Tyndall AFB danger area (Area II) between sunset and sunrise.

§ 600.6023 *VOR civil airway No. 23 (San Diego, Calif., to Bellingham, Wash.).* From the San Diego, Calif., omnirange station via the intersection of the San Diego omnirange 337° True and the Long Beach omnirange 133° True radials to the Long Beach, Calif., omnirange station. From the Bakersfield,

Calif., omnirange station via the Fresno, Calif., omnirange station; Modesto, Calif., omnirange station; Sacramento, Calif., omnirange station; Red Bluff, Calif., omnirange station; Fort Jones, Calif., omnirange station; Medford, Oreg., omnirange station; Eugene, Oreg., omnirange station; Portland (Manor), Oreg., omnirange station, including a west alternate via the intersection of the Eugene omnirange 341° True and the Newburg omnirange 204° True radials, the Newburg, Oreg., omnirange station, and the intersection of the Newburg omnirange 020° True and the Portland (Manor) omnirange 247° True radials; intersection of the Portland (Manor) omnirange 353° True and the Seattle omnirange 197° True radials, excluding that portion which overlaps the Fort Lewis danger area; Seattle, Wash, omnirange station; intersection of the Seattle omnirange 359° True and the Bellingham omnirange 169° True radials to the Bellingham, Wash., omnirange station.

§ 600.6024 *VOR civil airway No. 24 (Jamestown, N. Dak., to Redwood Falls, Minn.).* From the Jamestown, N. Dak., omnirange station via the Aberdeen, S. Dak., omnirange station; Watertown, S. Dak., omnirange station, including a north alternate, to the Redwood Falls, Minn., omnirange station, including a north alternate.

§ 600.6025 *VOR civil airway No. 25 (Oakland, Calif., to Ellenburg, Wash.).* From the Oakland, Calif., omnirange station via the Ukiah, Calif., omnirange station to the Red Bluff, Calif., omnirange station. From the Yakima, Wash., omnirange station via the intersection of the Yakima omnirange 304° True and the Ellensburg omnirange 191° True radials to the Ellensburg, Wash., omnirange station, excluding those portions which overlap danger areas.

§ 600.6026 *VOR civil airway No. 26 (Rapid City, S. Dak., to Minneapolis, Minn.).* From the Rapid City, S. Dak., omnirange station via the Philip, S. Dak., omnirange station, including a north alternate; Pierre, S. Dak., omnirange station, including a south alternate; Huron, S. Dak., omnirange station, including a south alternate; Redwood Falls, Minn., omnirange station, including a south alternate, to the Minneapolis, Minn., omnirange station, including a south alternate.

§ 600.6027 *VOR civil airway No. 27 (Santa Barbara, Calif., to Medford, Oreg.).* From the Santa Barbara, Calif., omnirange station via the Paso Robles, Calif., omnirange station including a west alternate via the intersection of the Santa Barbara omnirange 304° True and the Paso Robles omnirange 169° True radials; intersection of the Paso Robles omnirange 335° True and the Salinas omnirange 134° True radials; Salinas, Calif., omnirange station; San Francisco, Calif., omnirange station including an east alternate from the Paso Robles, Calif., omnirange station to the San Francisco, Calif., omnirange station via the intersection of the Paso Robles omnirange 335° True and the San Francisco omnirange 141° True radials; intersection of the San Francisco omnirange 304° True and the Ukiah omnirange 162° True radials; Ukiah, Calif., omnirange station, including an east alternate from the San Francisco, Calif., omnirange station to the Ukiah, Calif., omnirange station via the Oakland, Calif., omnirange station and the intersection of the Oakland omnirange 305° True and the Ukiah omnirange 162° True radials, and also a west alternate from the Salinas, Calif., omnirange station to the Ukiah, Calif., omnirange station via the intersection of the Salinas omnirange 319° True and the Ukiah omnirange 162° True radials; Fortuna, Calif., omnirange station; Crescent City, Calif., omnirange station to the Medford, Oreg., omnirange station.

§ 600.6028 *VOR civil airway No. 28 (Oakland, Calif., to Modesto, Calif.).* From the Oakland, Calif., omnirange station to the Modesto, Calif., omnirange station.

§ 600.6029 *VOR civil airway No. 29 (Philadelphia, Pa., to United States-Canadian Border).* From the West Chester, Pa., omnirange station via the Allentown, Pa., omnirange station; Scranton, Pa., omnirange station; Binghampton, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Watertown, N. Y., omnirange station; the intersection of the Watertown omnirange 33° True and the Massena omnirange 241° True radials; Massena, N. Y., omnirange station to the United States-Canadian Border via the Massena omnirange 38° True radial.

§ 600.6030 *VOR civil airway No. 30 (Milwaukee, Wis., to New York, N. Y.).* From the Milwaukee, Wis., omnirange station via the Litchfield, Mich., omnirange station; the intersection of the Litchfield omnirange 115° True and the Toledo omnirange 301° True radials; Toledo, Ohio, omnirange station; the intersection of the Toledo omnirange 119° True radial and the west course of the Wellington, Ohio, VHF VAR station; Wellington, Ohio, VHF VAR station; the intersection of the east course of the Wellington, Ohio, VHF VAR station and the Youngstown omnirange 250° True radial; Youngstown, Ohio, omnirange station; Philipsburg, Pa., omnirange station, including a north alternate via the Youngstown omnirange 87° True and the Philipsburg omnirange 303° True radials; Selinsgrove, Pa., omnirange station; Allentown, Pa., omnirange station to the Caldwell, N. J., omnirange station.

§ 600.6031 *VOR civil airway No. 31 (Baltimore, Md., to Syracuse, N. Y.).* From the Baltimore, Md., omnirange station via the Harrisburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; the intersection of the Selinsgrove omnirange 11° True and the Elmira omnirange 168° True radials; Elmira, N. Y., omnirange station to the Syracuse, N. Y., omnirange station.

§ 600.6032 *VOR civil airway No. 32 (Wells, Nev., to Fort Bridger, Wyo.).* From the Wells, Nev., omnirange station via to the Wendover, Utah, omnirange station; Salt Lake City, Utah, omnirange station to the Fort Bridger, Wyo., omnirange station.

§ 600.6033 *VOR civil airway No. 33 (Baltimore, Md., to Buffalo, N. Y.).* From the Baltimore, Md., omnirange station via the Harrisburg, Pa., omnirange station; Philipsburg, Pa., omnirange station; intersection of the Philipsburg omnirange 333° True and the Buffalo omnirange 178° True radials to the Buffalo, N. Y., omnirange station.

§ 600.6034 *VOR civil airway No. 34 (Rochester, N. Y., to New York, N. Y.).* From the Rochester, N. Y., omnirange station via the Binghamton, N. Y., omnirange station; Scranton, Pa., omnirange station to the intersection of the Scranton omnirange 117° True and the Allentown-Poughkeepsie direct radials.

§ 600.6035 *VOR civil airway No. 35 (Pittsburgh, Pa., to Syracuse, N. Y.).* From the Pittsburgh, Pa., omnirange station via the Philipsburg, Pa., omnirange station; Elmira, N. Y., omnirange station to the Syracuse, N. Y., omnirange station.

§ 600.6036 *VOR civil airway No. 36 (Buffalo, N. Y., to New York, N. Y.).* From the Buffalo, N. Y., omnirange station via the Elmira, N. Y., omnirange station; Scranton, Pa., omnirange station to the intersection of the Scranton omnirange 117° True radial and the Allentown-Poughkeepsie direct radials.

§ 600.6037 *VOR civil airway No. 37 (Elkins, W. Va., to Erie, Pa.).* From the Elkins, W. Va., omnirange station via the Morgantown, W. Va., omnirange station; Pittsburgh, Pa., omnirange station to the Erie, Pa., omnirange station.

§ 600.6038 *VOR civil airway No. 38 (Chicago Heights, Ill., to Columbus, Ohio).* From the Chicago Heights, Ill., omnirange station via the Fort Wayne, Ind., omnirange station, including a south alternate; Findlay, Ohio, omnirange station, including a south alternate, to the Columbus, Ohio, omnirange station, including a south alternate.

§ 600.6039 *VOR civil airway No. 39 (Gordonsville, Va., to Boston, Mass.).* From the Gordonsville, Va., omnirange station via the Herndon, Va., omnirange station to the intersection of the Herndon omnirange 45° True and the Baltimore omnirange 281° True radials. From the intersection of the Baltimore, Md., omnirange 15° True and the Allentown, Pa., omnirange 228° True radials via the Allentown, Pa., omnirange station to the Poughkeepsie, N. Y., omnirange station. From the Gardner, Mass., omnirange station to the Boston, Mass., omnirange station.

§ 600.6040 *VOR civil airway No. 40 (Flint, Mich., to Pittsburgh, Pa.).* From the intersection of the Lansing, Mich., omnirange 71° True and the Detroit, Mich., omnirange 343° True radials via the Detroit, Mich., omnirange station; the intersection of the Detroit omnirange 143° True radial and the west course of the Wellington, Ohio, VHF VAR station; Wellington, Ohio, VHF VAR station; the intersection of the Cleveland omnirange 139° True radial and the east course of the Wellington, Ohio, VHF VAR station; intersection of the Cleveland 139° True and the Pitts-

burgh 291° True radials to the Pittsburgh, Pa., omnirange station.

§ 600.6041 *VOR civil airway No. 41 (Pittsburgh, Pa., to Youngstown, Ohio).* From the Pittsburgh, Pa., omnirange station via the intersection of the Pittsburgh omnirange 320° True and the Youngstown omnirange 180° True radials to the Youngstown, Ohio, omnirange station.

§ 600.6042 *VOR civil airway No. 42 (Detroit, Mich., to Pittsburgh, Pa.).* From the Detroit, Mich., omnirange station via the intersection of the Detroit omnirange 096° True and the Cleveland 321° True radials; Cleveland, Ohio, omnirange station; the intersection of the Cleveland omnirange 116° True and the Pittsburgh, Pa., 320° True radials to the Pittsburgh, Pa., omnirange station.

§ 600.6043 *VOR civil airway No. 43 (Columbus, Ohio, to Erie, Pa.).* From the Columbus, Ohio, omnirange station via the Youngstown, Ohio, omnirange station to the Erie, Pa., omnirange station.

§ 600.6044 *VOR civil airway No. 44 (Martinsburg, W. Va., to Baltimore, Md.).* From the Martinsburg, W. Va., omnirange station to the Baltimore, Md., omnirange station.

§ 600.6045 *VOR civil airway No. 45 (Columbus, Ohio, to Lansing, Mich.).* From the Columbus, Ohio, omnirange station via the Toledo, Ohio, omnirange station to the Lansing, Mich., omnirange station.

§ 600.6046 *VOR civil airway No. 46 (Cleveland, Ohio, to Pittsburgh, Pa.).* From the Cleveland, Ohio, omnirange station via the intersection of the Cleveland omnirange 139° True and the Pittsburgh, Pa., omnirange 291° True radials to the Pittsburgh, Pa., omnirange station.

§ 600.6047 *VOR civil airway No. 47 (Louisville, Ky., to Detroit, Mich.).* From the Louisville, Ky., omnirange station via the intersection of the Louisville omnirange 356° True and the Cincinnati omnirange 241° True radials; Cincinnati, Ohio, omnirange station; Dayton, Ohio, omnirange station, including a west alternate; Findlay, Ohio, omnirange station, including a west alternate; Toledo, Ohio, omnirange station to the Detroit, Mich., omnirange station, including a west alternate.

§ 600.6048 *VOR civil airway No. 48 (Burlington, Iowa, to Chicago Heights, Ill.).* From the Burlington, Iowa, omnirange station via the intersection of the Burlington omnirange 93° True and the Pontiac omnirange 258° True radials; Pontiac, Ill., omnirange station; the intersection of the Pontiac omnirange 56° True and the Chicago Heights omnirange 228° True radials to the Chicago Heights, Ill., omnirange station, including a south alternate from Pontiac omnirange station to Chicago Heights omnirange station.

§ 600.6049 *VOR civil airway No. 49 (Dillon, Mont., to Drummond, Mont.).* From the Dillon, Mont., omnirange station via the Butte, Mont., omnirange station to the intersection of the Butte omnirange 002° True and the Helena omnirange 272° True radials.

§ 600.6050 *VOR civil airway No. 50 (Kirksville, Mo., to Peoria, Ill.).* From the Kirksville, Mo., omnirange station via the Quincy, Ill., omnirange station, including a south alternate, to the intersection of the Pontiac omnirange 258° True and the Bradford omnirange 188° True radials.

§ 600.6051 *VOR civil airway No. 51 (Louisville, Ky., to Indianapolis, Ind.).* From the Louisville, Ky., omnirange station via the intersection of the Louisville omnirange 356° True and the Indianapolis 137° True radials to the Indianapolis, Ind., omnirange station.

§ 600.6052 *VOR civil airway No. 52 (Des Moines, Iowa, to St. Louis, Mo.).* From the Des Moines, Iowa, omnirange station via the Ottumwa, Iowa, omnirange station, including a south alternate via the intersection of the Des Moines omnirange 133° True and the Ottumwa omnirange 271° True radials; Quincy, Ill., omnirange station, including a north alternate, to the St. Louis, Mo., omnirange station, including a north alternate.

§ 600.6053 *VOR civil airway No. 53 (Louisville, Ky., to Madison, Wis.).* From the Louisville, Ky., omnirange station via the intersection of the Louisville omnirange 333° True and the Indianapolis omnirange 170° True radials; Indianapolis, Ind., omnirange station, including a west alternate from Louisville omnirange station to Indianapolis, omnirange station; Lafayette, Ind., omnirange station, including a west alternate; Chicago Heights, Ill., omnirange station, including an east and a west alternate; Naperville, Ill., omnirange station; the intersection of the Naperville omnirange 278° True and the Janesville omnirange 175° True radials; Janesville, Wis., omnirange station to the intersection of the Janesville omnirange 331° True and the Lone Rock-Milwaukee direct radials.

§ 600.6054 *VOR civil airway No. 54 (Texarkana, Ark., to Muscle Shoals, Ala.).* From the Texarkana, Ark., omnirange station via the Little Rock, Ark., omnirange station, including a north alternate; Memphis, Tenn., omnirange station, including a north alternate, to the Muscle Shoals, Ala., omnirange station.

§ 600.6055 *VOR civil airway No. 55 (Dayton, Ohio, to Muskegon, Mich.).* From the Dayton, Ohio, omnirange station via the Fort Wayne, Ind., omnirange station, including a west alternate; Goshen, Ind., omnirange station; South Bend, Ind., omnirange station to the Muskegon, Mich., omnirange station.

§ 600.6056 *VOR civil airway No. 56 (Tallahassee, Fla., to Florence, S. C.).* From the Tallahassee, Fla., omnirange station via the Albany, Ga., omnirange station to the Macon, Ga., omnirange station. From the Augusta, Ga., omnirange station via the Columbia, S. C., omnirange station; the intersection of the Columbia omnirange 90° True and the Florence, S. C., 226° True radials to the Florence, S. C., omnirange station, excluding that portion which overlaps the Savannah River Airspace Reservation.

§ 600.6057 *VOR civil airway No. 57 (Muscle Shoals, Ala., to Graham, Tenn.).* From the Muscle Shoals, Ala., omnirange station to the Graham, Tenn., omnirange station.

§ 600.6058 *VOR civil airway No. 58 (Pittsburgh, Pa., to Hartford, Conn.).* From the Pittsburgh, Pa., omnirange station via the Philipsburg, Pa., omnirange station; intersection of the Philipsburg omnirange 71° True and the Scranton omnirange 256° True radials; Scranton, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station to the Hartford, Conn., omnirange station.

§ 600.6059 *VOR civil airway No. 59 (Evansville, Ind., to Bradford, Ill.).* From the Evansville, Ind., omnirange station to the Vandalia, Ill., omnirange station, including an east alternate. From the Springfield, Ill., omnirange station via the intersection of the Springfield omnirange 357° True and the Bradford omnirange 188° True radials to the Bradford, Ill., omnirange station.

§ 600.6060 *VOR civil airway No. 60 (Albuquerque, N. Mex., to Tucumcari, N. Mex.).* From the Albuquerque, N. Mex., omnirange station via the Otto, N. Mex., omnirange station, including a south alternate; Las Vegas, N. Mex., omnirange station to the Tucumcari, N. Mex., omnirange station.

§ 600.6061 *VOR civil airway No. 61 (Wichita Falls, Tex., to Lawton, Okla.).* From the Wichita Falls, Tex., omnirange station to the Lawton, Okla., omnirange station.

§ 600.6062 *VOR civil airway No. 62 (Santa Fe, N. Mex., to Anton Chico, N. Mex.).* From the Santa Fe, N. Mex., omnirange station to the Anton Chico, N. Mex., omnirange station.

§ 600.6063 *VOR civil airway No. 63 (Quincy, Ill., to Milwaukee, Wis.).* From the Quincy, Ill., omnirange station via the Burlington, Iowa, omnirange station; Moline, Ill., omnirange station; Janesville, Wis., omnirange station, including a west alternate, to the Milwaukee, Wis., omnirange station.

§ 600.6064 *VOR civil airway No 64 (Ontario, Calif., to Blythe, Calif.).* From the Ontario, Calif., omnirange station via the intersection of the Ontario omnirange 115° True and the Thermal omnirange 271° True radials; Thermal, Calif., omnirange station to the Blythe, Calif., omnirange station.

§ 600.6065 *VOR civil airway No. 65 (Columbia, Mo., to Des Moines, Iowa).* From the Columbia, Mo., omnirange station via the Kirksville, Mo., omnirange station, including an east alternate, to the Des Moines, Iowa, omnirange station, including an east alternate.

§ 600.6066 *VOR civil airway No. 66 (San Diego, Calif., to Midland, Tex.).* From the San Diego, Calif., omnirange station via the intersection of the San Diego 108° True and the Yuma, Ariz., omnirange 267° True radials; Yuma,

Ariz., omnirange station; intersection of the Yuma omnirange 87° True and the Gila Bend omnirange 261° True radials; Gila Bend, Ariz., omnirange station; Tucson, Ariz., omnirange station; the intersection of the Tucson omnirange 91° True and the Douglas omnirange 299° True radials; Douglas, Ariz., omnirange station; the intersection of the Douglas 63° True and the Columbus, N. Mex., omnirange 277° True radials; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station, including a north alternate; Hudspeth, Tex., omnirange station; Culberson, Tex., omnirange station; the intersection of the Culberson omnirange 90° True and the Midland omnirange 234° True radials to the Midland, Tex., omnirange station.

§ 600.6067 *VOR civil airway No. 67 (Mason City, Iowa, to Rochester, Minn.).* From the Mason City, Iowa, omnirange station to the Rochester, Minn., omnirange station, including an east alternate.

§ 600.6068 *VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.).* From the Albuquerque, N. Mex., omnirange station via the Corona, N. Mex., omnirange station, including a north alternate via the intersection of the Albuquerque omnirange 103° True and the Corona omnirange 328° True radials; Roswell, N. Mex., omnirange station, including a north alternate; Hobbs, N. Mex., omnirange station; Midland, Tex., omnirange station, including a south alternate; San Angelo, Tex., omnirange station, including a south alternate; Junction, Tex., omnirange station; San Antonio, Tex., omnirange station; intersection of the San Antonio omnirange 167° True and the Corpus Christi omnirange 316° True radials; Corpus Christi, Tex., omnirange station; intersection of the Corpus Christi 238° True and the Brownsville 338° True radials to the Brownsville, Tex., omnirange station, excluding the portion lying outside the United States.

§ 600.6069 *VOR civil airway No. 69 (Walnut Ridge, Ark., to St. Louis, Mo.).* From the Walnut Ridge, Ark., omnirange station via the Farmington, Mo., omnirange station to the St. Louis, Mo., omnirange station, including a west alternate.

§ 600.6070 *VOR civil airway No. 70 (Palacios, Tex., to Lake Charles, La.).* From the Palacios, Tex., omnirange station via the Galveston, Tex., omnirange station to the Lake Charles, La., omnirange station.

§ 600.6071 *VOR civil airway No. 71 (Pine Bluff, Ark., to Kansas City, Mo.).* From the Pine Bluff, Ark., omnirange station via the intersection of the Pine Bluff omnirange 007° True and the Little Rock omnirange 141° True radials to the Little Rock, Ark., omnirange station. From the Flippin, Ark., omnirange station via the Springfield, Mo., omnirange station; Butler, Mo., omnirange station, including an east alternate, to the Kansas City, Mo., omnirange station, including an east alternate.

§ 600.6072 *VOR civil airway No. 72 (Bradford, Pa., to Binghamton, N. Y.).* From the intersection of the Elmira, N. Y., omnirange 254° True and the Buffalo, N. Y., omnirange 178° True radials via the Elmira, N. Y., omnirange station to the Binghamton, N. Y., omnirange station.

§ 600.6073 *VOR civil airway No. 73 (Tulsa, Okla., to Salina, Kans.).* From the Tulsa, Okla., omnirange station via the Wichita, Kans., omnirange station, including an east alternate; Hutchinson, Kans., omnirange station; the intersection of the Hutchinson omnirange 25° True and the Salina omnirange 184° True radials to the Salina Kans., omnirange station.

§ 600.6074 *VOR civil airway No. 74 (Ponca City, Okla., to Little Rock, Ark.).* From the Ponca City, Okla., omnirange station via the Tulsa, Okla., omnirange station, including a south alternate; Ft. Smith, Ark., omnirange station; intersection of the Ft. Smith omnirange 098° True and the Little Rock 302° True radials to the Little Rock, Ark., omnirange station.

§ 600.6075 *VOR civil airway No. 75 (Morgantown, W. Va., to Petersburg, W. Va.).* From the Morgantown, W. Va., omnirange station via the Morgantown omnirange 134° True radial to its point of intersection with the Elkins, W. Va., omnirange 83° True radial.

§ 600.6076 *VOR civil airway No. 76 (Lubbock, Tex., to San Angelo, Tex.).* From the Lubbock, Tex., omnirange station via the intersection of the Lubbock omnirange 180° True and the Big Spring, Tex., omnirange 331° True radials; the Big Spring, Tex., omnirange station to the San Angelo, Tex., omnirange station, including a north alternate.

§ 600.6077 *VOR civil airway No. 77 (San Angelo, Tex., to Wichita, Kans.).* From the San Angelo, Tex., omnirange station via the intersection of the San Angelo omnirange 72° True and the Abilene omnirange 181° True radials; Abilene, Tex., omnirange station; Wichita Falls, Tex., omnirange station, including an east alternate; Oklahoma City, Okla., omnirange station, including an east alternate; Ponca City, Okla., omnirange station to the Wichita, Kans., omnirange station.

§ 600.6078 *VOR civil airway No. 78 (Huron, S. Dak., to Watertown, S. Dak.).* From the Huron, S. Dak., omnirange station to the Watertown, S. Dak., omnirange station, including a south alternate.

§ 600.6079 *VOR civil airway No. 79 (Culberson, Tex., to Lubbock, Tex.).* From the Culberson, Tex., omnirange station via the intersection of the Culberson omnirange 90° True and the Wink omnirange 235° True radials; Wink, Tex., omnirange station; Hobbs, N. Mex., omnirange station; the intersection of the Hobbs omnirange 86° True and the Lubbock omnirange 199° True radials to the Lubbock, Tex., omnirange station.

§ 600.6080 *VOR civil airway No. 80 (Sioux Falls, S. Dak., to Redwood Falls, Minn.).* From the Sioux Falls, S. Dak., omnirange station to the Redwood Falls, Minn., omnirange station, including a south alternate.

§ 600.6081 *VOR civil airway No. 81 (Midland, Tex., to Amarillo, Tex.).* From the Midland, Tex., omnirange station via the Lubbock, Tex., omnirange station to the Amarillo, Tex., omnirange station, including an east alternate.

§ 600.6082 *VOR civil airway No. 82 (Minneapolis, Minn., to La Crosse, Wis.).* From the Minneapolis, Minn., omnirange station via the Rochester, Minn., omnirange station, including a south alternate, to the La Crosse, Wis., omnirange station, including a south alternate.

§ 600.6083 *VOR civil airway No. 83 (Carlsbad, N. Mex., to Santa Fe, N. Mex.).* From the Carlsbad, N. Mex., omnirange station via the Roswell, N. Mex., omnirange station; Corona, N. Mex., omnirange station, including an east alternate; Otto, N. Mex., omnirange station to the Santa Fe, N. Mex., omnirange station.

§ 600.6084 *VOR civil airway No. 84 (Lansing, Mich., to Flint, Mich.).* From the Lansing, Mich., omnirange station to the intersection of the Lansing omnirange 71° True and the Detroit omnirange 343° True radials.

§ 600.6085 *VOR civil airway No. 85 (Rock River, Wyo., to Casper, Wyo.).* From the Rock River, Wyo., omnirange station to the Casper, Wyo., omnirange station, including an east alternate.

§ 600.6086 *VOR civil airway No. 86 (Butte, Mont., to Whitehall, Mont.).* From the Butte, Mont., omnirange station to the Whitehall, Mont., omnirange station.

§ 600.6087 *VOR civil airway No. 87 (Gila Bend, Ariz., to Hassayampa, Ariz.).* From the Gila Bend, Ariz., omnirange station to the Hassayampa, Ariz., omnirange station.

§ 600.6088 *VOR civil airway No. 88 (Dayton, Ohio, to Mansfield, Ohio).* From the Dayton, Ohio., omnirange station to the Mansfield, Ohio, omnirange station, including a north alternate.

§ 600.6089 *VOR civil airway No. 89 (Cheyenne, Wyo., to Rapid City, S. Dak.).* From the Cheyenne, Wyo., omnirange station via the Chadron, Nebr., omnirange station, including an east alternate, to the Rapid City, S. Dak., omnirange station, including a west alternate.

§ 600.6090 *VOR civil airway No. 90 (Lansing, Mich., to Detroit, Mich.).* From the Lansing, Mich., omnirange station via the intersection of the Lansing omnirange 99° True and the Detroit, Mich., omnirange 343° True radials to the Detroit, Mich., omnirange station.

§ 600.6091 *VOR civil airway No. 91 (Wilton, Conn., to Plattsburg, N. Y.).* From the Wilton, Conn., omnirange station via the Poughkeepsie, N. Y., omnirange station; Albany, N. Y., omnirange station to the Plattsburg, N. Y., omnirange station.

§ 600.6092 *VOR civil airway No. 92 (Toledo, Ohio, to Mansfield, Ohio).*

From the Toledo, Ohio, omnirange station to the Mansfield, Ohio, omnirange station.

§ 600.6093 *VOR civil airway No. 93 (Baltimore, Md., to Lancaster, Pa.).* From the Baltimore, Md., omnirange station to the intersection of the Baltimore omnirange 15° True and the Allentown omnirange 228° True radials.

§ 600.6094 *VOR civil airway No. 94 (Salt Flat, Tex., to Hobbs, N. Mex.).* From the Salt Flat, Tex., omnirange station via the Carlsbad, N. Mex., omnirange station to the Hobbs, N. Mex., omnirange station.

§ 600.6095 *VOR civil airway No. 95 (Phoenix, Ariz., to Winslow, Ariz.).* From the Phoenix Ariz., omnirange station to the Winslow, Ariz., omnirange station.

§ 600.6096 *VOR civil airway No. 96 (Fort Wayne, Ind., to Toledo, Ohio.).* From the Fort Wayne, Ind., omnirange station to the Toledo, Ohio, omnirange station.

§ 600.6097 *VOR civil airway No. 97 (Charleston, S. C., to Minneapolis, Minn.).* From the Charleston, S. C., omnirange station via the Columbia, S. C., omnirange station to the Spartanburg, S. C., omnirange station. From the Knoxville, Tenn., omnirange station via the Lexington, Ky., omnirange station; Cincinnati, Ohio, omnirange station; Indianapolis, Ind., omnirange station, including an east and a west alternate; intersection of the Indianapolis omnirange 342° True and the Chicago Heights omnirange 140° True radials; Chicago Heights, Ill., omnirange station; intersection of the Chicago Heights omnirange 342° True and the Janesville omnirange 112° True radials; Janesville, Wis., omnirange station; Lone Rock, Wis., omnirange station, including a west alternate; La Crosse, Wis., omnirange station to the Minneapolis, Minn., omnirange station.

§ 600.6098 *VOR civil airway No. 98 (San Francisco, Calif., to Bakersfield, Calif.).* From the San Francisco, Calif., omnirange station via the Coalinga, Calif., omnirange station to the Bakersfield, Calif., omnirange station.

§ 600.6099 *VOR civil airway No. 99 (Lafayette, La., to Baton Rouge, La.).* From the Lafayette, La., omnirange station to the Baton Rouge, La., omnirange station.

§ 600.6100 *VOR civil airway No. 100 (San Francisco, Calif., to Fresno, Calif.).* From the San Francisco, Calif., omnirange station to the Fresno, Calif., omnirange station.

§ 600.6101 *VOR civil airway No. 101 (Ogden, Utah, to Burley, Idaho).* From the Ogden, Utah, omnirange station to the Burley, Idaho, omnirange station.

§ 600. 6102 *VOR civil airway No. 102 (Lubbock, Tex., to Wichita Falls, Tex.).* From the Lubbock, Tex., omnirange station via the Guthrie, Tex., omnirange station to the Wichita Falls, Tex., omnirange station.

§ 600.6103 *VOR civil airway No. 103 (Pendleton, Oreg., to Spokane, Wash.).* From the Pendleton, Oreg., omnirange station to the Spokane, Wash., omnirange station.

§ 600.6104 *VOR civil airway No. 104 (United States-Canadian Border to Plattsburg, N. Y.).* From the United States-Canadian Border via the Massena, omnirange 318° True radial to the Massena, N. Y., omnirange station; to the Plattsburg, N. Y., omnirange station.

§ 600.6105 *VOR civil airway No. 105 (Phoenix, Ariz., to Prescott, Ariz.).* From the Phoenix, Ariz., omnirange station to the Prescott, Ariz., omnirange station.

§ 600.6106 *VOR civil airway No. 106 (Selinsgrove, Pa., to Scranton, Pa.).* From the Selinsgrove, Pa., omnirange station to the Scranton, Pa., omnirange station.

§ 600.6107 *VOR civil airway No. 107 (Santa Barbara, Calif., to Bakersfield, Calif.).* From the Santa Barbara, Calif., omnirange station to the Bakersfield, Calif., omnirange station.

§ 600.6108 *VOR civil airway No. 108 (Bangor, Maine, to Princeton, Maine).* From the Bangor, Maine, omnirange station to the Princeton, Maine, omnirange station.

§ 600.6109 *VOR civil airway No. 109 (Paso Robles, Calif., to Fresno, Calif.).* From the Paso Robles, Calif., omnirange station via the Coalinga, Calif., omnirange station to the Fresno, Calif., omnirange station.

§ 600.6110 *VOR civil airway No. 110 (San Francisco, Calif., to Modesto, Calif.).* From the point of intersection of the San Francisco omnirange 218° True and the Salinas omnirange 319° True radials (Saratoga Intersection) via the San Francisco, Calif., omnirange station; intersection of the San Francisco omnirange 038° True and the Modesto omnirange 273° True radials (Altamont Intersection) to the Modesto, Calif., omnirange station.

§ 600.6111 *VOR civil airway No. 111 (Salinas, Calif., to Los Banos, Calif.).* From the Salinas, Calif., omnirange station to the intersection of the San Francisco omnirange 111° True and the Salinas omnirange 062° True radials (Los Banos Intersection).

§ 600.6112. *VOR civil airway No. 112 (Portland, Oreg., to Pendleton, Oreg.).* From the Portland (Manor), Oreg., omnirange station via the The Dalles, Oreg., omnirange station; intersection of the The Dalles omnirange 096° True and the Pendleton omnirange 254° True radials to the Pendleton, Oreg., omnirange station.

§ 600.6113 *VOR civil airway No. 113 (Modesto, Calif., to Reno, Nev.).* From the Modesto, Calif., omnirange station to the Reno, Nev., omnirange station.

§ 600.6114 *VOR civil airway No. 114 (Dalhart, Tex., to New Orleans, La.).* From the Dalhart, Tex., omnirange station via the Amarillo, Tex., omnirange station; Childress, Tex., omnirange station; Wichita Falls, Tex., omnirange station; Dallas Tex., omnirange station; Gregg County, Tex., omnirange station; Shreveport, La., omnirange station; intersection of the Shreveport omnirange 169° True and the Alexandria omnirange 312° True radials; Alexandria, La., omnirange station; Baton Rouge, La., omnirange station to the New Orleans, La., omnirange station.

§ 600.6115 *VOR civil airway No. 115 (Crestview, Fla., to Montgomery, Ala.).* From the Crestview, Fla., omnirange station to the Montgomery, Ala., omnirange station.

§ 600.6116 *VOR civil airway No. 116 (Austin, Tex., to Houston, Tex.).* From the Austin, Tex., omnirange station to the Houston, Tex., omnirange station.

§ 600.6117 *VOR civil airway No. 117.* [Unassigned].

§ 600.6118 *VOR civil airway No. 118 (Laramie, Wyo., to Cheyenne, Wyo.).* From the Laramie, Wyo., omnirange station to the Cheyenne, Wyo., omnirange station.

PART 601—DESIGNATION OF CONTROL AREAS, CONTROL ZONES, AND REPORTING POINTS

SUBPART A—INTRODUCTION

GENERAL

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601.1 Basis and purpose.
601.2 Explanation of terms.

CONTROL AREAS

601.9 Extent of control areas.
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SUBPART B—COLORED CIVIL AIRWAY CONTROL AREAS

GREEN CIVIL AIRWAYS

601.11 Green civil airway No. 1 control areas (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).
601.12 Green civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).
601.13 Green civil airway No. 3 control areas (San Francisco, Calif., to New York, N. Y.).
601.14 Green civil airway No. 4 control areas (Los Angeles, Calif., to Philadelphia, Pa.).
601.15 Green civil airway No. 5 control areas (Los Angeles, Calif., to Boston, Mass.).
601.16 Green civil airway No. 6 control areas (Laredo, Tex., to Norfolk, Va.).
601.17 Green civil airway No. 7 control areas (Nome, Alaska, to Fairbanks, Alaska).
601.18 Green civil airway No. 8 control areas (Cold Bay, Alaska, to Northway, Alaska).
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AMBER CIVIL AIRWAYS

601.101 Amber civil airway No. 1 control areas (United States-Mexican Border to Nome, Alaska).
601.102 Amber civil airway No. 2 control areas (Long Beach, Calif., to Point Barrow, Alaska).
601.103 Amber civil airway No. 3 control areas (El Paso, Tex., to Great Falls, Mont.)
601.104 Amber civil airway No. 4 control areas (Brownsville, Tex., to Minot, N. Dak.).

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601.105 Amber civil airway No. 5 control areas (Grand Isle, La., to Milwaukee, Wis.).
601.106 Amber civil airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border).
601.107 Amber civil airway No. 7 control areas (Key West, Fla., to United States-Canadian Border).
601.108 Amber civil airway No. 8 control areas (Los Angeles, Calif., to The Dalles, Oreg.).
601.109 Amber civil airway No. 9 control areas (Charleston, S. C., to New York, N. Y.).
601.110 Amber civil airway No. 10 control areas (Hawaiian Islands).
601.111 Amber civil airway No. 11 control areas (Hawaiian Islands).
601.112 Amber civil airway No. 12, control areas (Hawaiian Islands).

RED CIVIL AIRWAYS

601.201 Red civil airway No. 1 control areas (Portland, Oreg., to Goodland, Kans.).
601.202 Red civil airway No. 2 control areas (Butte, Mont., to Rapid City, S. Dak.).
601.203 Red civil airway No. 3 control areas (Philipsburg, Pa., to Hartford, Conn.).
601.204 Red civil airway No. 4 control areas Albuquerque, N. Mex., to Tucumcari, N. Mex.).
601.205 Red civil airway No. 5 control areas (Sioux Falls, S. Dak., to St. Paul, Minn.).
601.206 Red civil airway No. 6 control areas (Las Vegas, Nev., to Omaha, Nebr.).
601.207 Red civil airway No. 7 control areas (Atlanta, Ga., to Greensboro, N. C.).
601.208 Red civil airway No. 8 control areas (Dayton, Ohio, to Williamsport, Pa.).
601.209 Red civil airway No. 9 control areas (San Diego, Calif., to Winslow, Ariz.).
601.210 Red civil airway No. 10 control areas (Pueblo, Colo., to Charleston, S. C.).
601.211 Red civil airway No. 11 control areas (Enid, Okla., to Boston, Mass.).
601.212 Red civil airway No. 12 control areas (Kansas City, Mo., to Williamsport, Pa.).
601.213 Red civil airway No. 13 control areas (Butler, Pa., to Boston, Mass.).
601.214 Red civil airway No. 14 control areas (Lone Rock, Wis., to Bowling Green, Ky.).
601.215 Red civil airway No. 15 control areas (Reno, Nev., to Phoenix, Ariz.).
601.216 Red civil airway No. 16 control areas (Tallahassee, Fla., to Florence, S. C.).
601.217 Red civil airway No. 17 control areas (St. Louis, Mo., to Baltimore, Md.).
601.218 Red civil airway No. 18 control areas (Indianapolis, Ind., to Washington, D. C.).
601.219 Red civil airway No. 19 control areas (Detroit, Mich., to Norfolk, Va.).
601.220 Red civil airway No. 20 control areas (Lansing, Mich., to Washington, D. C.).
601.221 Red civil airway No. 21 control areas (Pittsburgh, Pa., to Boston, Mass.).
601.222 Red civil airway No. 22 control areas (Mount Clemens, Mich., to Albany, N. Y.).
601.223 Red civil airway No. 23 control area (United States-Canadian Border to New York, N. Y.).
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601.224 Red civil airway No. 24 control areas (Amarillo, Tex., to Oklahoma City, Okla.).
601.225 Red civil airway No. 25 control areas (Tallahassee, Fla., to Miami, Fla.).
601.226 Red civil airway No. 26 control areas (Syracuse, N. Y., to Allentown, Pa.).
601.227 Red civil airway No. 27 control areas (Atlanta, Ga., to Detroit, Mich.).
601.228 Red civil airway No. 28 control areas (Rockford, Ill., to Detroit, Mich.).
601.229 Red civil airway No. 29 control areas (Rochester, N. Y., to Baltimore, Md.).
601.230 Red civil airway No. 30 control areas (Shreveport, La., to Jacksonville, Fla.).
601.231 Red civil airway No. 31 control areas (Cheyenne, Wyo., to Minneapolis, Minn.).
601.232 Red civil airway No. 32 control areas (Laredo, Tex., to Houston, Tex.).
601.233 Red civil airway No. 33 control areas (Richmond, Va., to Boston, Mass.).
601.234 Red civil airway No. 34 control areas (Charleston, W. Va., to Elizabeth City, N. C.).
601.235 Red civil airway No. 35 control areas (Pueblo, Colo., to St. Joseph, Mo.).
601.236 Red civil airway No. 36 control areas (Rochester, Minn., to La Crosse, Wis.).
601.237 Red civil airway No. 37 control areas (Tyler, Tex., to Gordonsville, Va.).
601.238 Red civil airway No. 38 control areas (Big Spring, Tex., to San Antonio, Tex.).
601.239 Red civil airway No. 39 control areas (Bethel, Alaska, to Fairbanks Alaska).
601.240 Red civil airway No. 40 control areas (Kodiak, Alaska, to Anchorage, Alaska).
601.241 Red civil airway No. 41 control areas (Yakutat, Alaska, to Gustavus, Alaska).
601.242 Red civil airway No. 42 control areas (Milwaukee, Wis., to Lafayette, Ind.).
601.243 Red civil airway No. 43 control areas (Chicago, Ill., to Lafayette, Ind.).
601.244 Red civil airway No. 44 control areas (Bellingham, Wash., to United States-Canadian Border).
601.245 Red civil airway No. 45 control areas (Blackstone, Va., to Allentown, Pa.
601.246 Red civil airway No. 46 control areas (Jamestown, N. Dak., to Rochester, Minn.).
601.247 Red civil airway No. 47 control areas (Tampa, Fla., to Daytona Beach, Fla.).
601.248 Red civil airway No. 48 control areas (Missoula, Mont., to Livingston, Mont.).
601.249 Red civil airway No. 49 control areas (Elko, Nev., to Fort Bridger, Wyo.).
601.250 Red civil airway No. 50 control areas (Galena, Alaska, to Fairbanks, Alaska).
601.251 Red civil airway No. 51 control areas (Erie, Pa., to Elmira, N. Y.).
601.252 Red civil airway No. 52 control areas (Memphis, Tenn., to Birmingham, Ala.).
601.253 Red civil airway No. 53 control areas (Joplin, Mo., to Springfield, Mo.).
601.254 Red civil airway No. 54 control areas (Burley, Idaho, to Salt Lake City, Utah).
Sec.
601.255 Red civil airway No. 55 control areas (Burlington, Iowa, to Columbus, Ohio).
601.256 Red civil airway No. 56 control areas Red Bluff, Calif., to Whitmore, Calif.).
601.257 Red civil airway No. 57 control areas (Moline, Ill., to Youngstown, Ohio).
601.258 Red civil airway No. 58 control areas (Salinas, Calif., to Hollister, Calif.).
601.259 Red civil airway No. 59 control areas (Garden City, Kans., to Oklahoma City, Okla.).
601.260 Red civil airway No. 60 control areas (Oakland, Calif., to Stockton, Calif.).
601.261 Red civil airway No. 61 control areas (Butler, Pa., to Washington, D. C.).
601.262 Red civil airway No. 62 control areas (Pittsburgh, Pa., to Altoona, Pa.).
601.263 Red civil airway No. 63 control areas (Battle Creek, Mich., to the United States-Canadian Border).
601.264 Red civil airway No. 64 control areas (United States-Canadian Border to Annette Island, Alaska).
601.265 Red civil airway No. 65 control areas Oceanside, Calif., to Blythe, Calif.).
601.266 Red civil airway No. 66 control areas (Santa Barbara, Calif., to Los Angeles, Calif.).
601.267 Red civil airway No. 67 control areas (Crestview, Fla., to Dothan, Ala.).
601.268 Red civil airway No. 68 control areas (Midland, Tex., to Shreveport, La.).
601.269 Red civil airway No. 69 control areas (Midland, Tex., to Big Spring, Tex.).
601.270 Red civil airway No. 70 control areas (Midland, Tex., to Lubbock, Tex.).
601.271 Red civil airway No. 71 control areas (El Paso, Tex., to Lubbock, Tex.).
601.272 Red civil airway No. 72 control areas (Millville, N. J., to Idlewild, N. Y.).
601.273 Red civil airway No. 73 control areas (Baltimore, Md., to Millville, N. J.).
601.274 Red civil airway No. 74 control areas (Louisville, Ky., to Cincinnati, Ohio).
601.275 Red civil airway No. 75 control areas (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).
601.276 Red civil airway No. 76 control areas (Williams, Calif., to Auburn, Calif.).
601.277 Red civil airway No. 77 control areas (Lynchburg, Va., to Millville, N. J.).
601.278 Red civil airway No. 78 control areas (Medford, Oreg., to Klamath Falls, Oreg.).
601.279 Red civil airway No. 79 control areas (Port Angeles, Wash., to Everett, Wash.).
601.280 Red civil airway No. 80 control areas (Lewistown, Mont., to Miles City, Mont.).
601.281 Red civil airway No. 81 control areas (Cadillac, Mich., to Elkins, W. Va.).
601.282 Red civil airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska).
601.283 Red civil airway No. 83 control areas (Gila Bend, Ariz., to Rodeo, N. Mex.).
601.284 Red civil airway No. 84 control areas (Lafayette, La., to Atlanta, Ga.).

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601.285 Red civil airway No. 85 control areas (Dayton, Ohio, to Martinsburg, Pa.).
601.286 Red civil airway No. 86 control areas (Millinocket, Maine, to Houlton, Maine).
601.287 Red civil airway No. 87 control areas (Hawaiian Islands).
601.288 Red civil airway No. 88 control areas (Albuquerque, N. Mex., to Hobbs, N. Mex.).
601.289 Red civil airway No. 89 control areas (St. Joseph, Mo., to Peoria, Ill.).
601.290 Red civil airway No. 90 control areas (Oxnard, Calif., to Burbank, Calif.).
601.291 Red civil airway No. 91 control areas (Salt Flat, Tex., to Hobbs, N. Mex.).
601.292 Red civil airway No. 92 control areas (New York, N. Y., to Islip, N. Y.).
601.293 Red civil airway No. 93 control areas (Lincoln, Nebr., to Omaha, Nebr.).
601.294 Red civil airway No. 94 control areas (Providence, R. I., to Hyannis, Mass.).
601.295 Red civil airway No. 95 control areas (Elmira, N. Y., to Utica, N. Y.).
601.296 Red civil airway No. 96 control areas (Palacios, Tex., to Baton Rouge, La.).
601.297 Red civil airway No. 97 control areas (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).
601.298 Red civil airway No. 98 control areas (Vichy, Mo., to Belleville, Ill.).
601.299 Red civil airway No. 99 control areas (Iliamna, Alaska, to Homer, Alaska.).
601.312 Red civil airway No. 112 control areas (Hawaiian Islands).

BLUE CIVIL AIRWAYS

601.601 Blue civil airway No. 1 control areas (Pendleton, Oreg., to Spokane, Wash.).
601.602 Blue civil airway No. 2 control areas (Montgomery, Ala., to Erie, Pa.).
601.603 Blue civil airway No. 3 control areas (Tallahassee, Fla., to Sault Ste. Marie, Mich.).
601.604 Blue civil airway No. 4 control areas (Nantucket, Mass., to United States-Canadian Border).
601.605 Blue civil airway No. 5 control areas (Galveston, Tex., to Wichita, Kans.).
601.606 Blue civil airway No. 6 control areas (Abilene, Tex., to Muskegon, Mich.).
601.607 Blue civil airway No. 7 control areas (Paso Robles, Calif., to Williams, Calif.).
601.608 Blue civil airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border).
601.609 Blue civil airway No. 9 control areas (Columbia, Mo., to United States-Canadian Border).
601.610 Blue civil airway No. 10 control areas (Fresno, Calif., to Williams, Calif.).
601.611 Blue civil airway No. 11 control areas (Toledo, Ohio, to Niagara Falls, N. Y.).
601.612 Blue civil airway No. 12 control areas (The Dalles, Oreg., to Ellensburg, Wash.).
601.613 Blue civil airway No. 13 control areas (Houston, Tex., to Minneapolis, Minn.).
601.614 Blue civil airway No. 14 control areas (El Centro, Calif., to Sacramento, Calif.).
601.615 Blue civil airway No. 15 control areas (Huntington, W. Va., to Erie, Pa.).
601.616 Blue civil airway No. 16 control areas Dillon, Mont., to Helena, Mont.).
601.617 Blue civil airway No. 17 control areas (Bangor, Maine, to Presque Isle, Maine).
601.618 Blue civil airway No. 18 control areas (Philadelphia, Pa., to United States-Canadian Border).
601.619 Blue civil airway No. 19 control areas (Miami, Fla., to Orlando, Fla.).
601.620 Blue civil airway No. 20 control areas (Atlantic City, N. J., to Allentown, Pa.).
601.621 Blue civil airway No. 21 control areas (Louisville, Ky., to Erie, Pa.).
601.622 Blue civil airway No. 22 control areas (Memphis, Tenn., to Wichita, Kans.).
601.623 Blue civil airway No. 23 control areas (Detroit, Mich., to Flint, Mich.).
601.624 Blue civil airway No. 24 control areas (El Centro, Calif., to Daggett, Calif.).
601.625 Blue civil airway No. 25 control areas (Cordova, Alaska, to Big Delta, Alaska).
601.626 Blue civil airway No. 26 control areas (Anchorage, Alaska, to Nenana, Alaska).
601.627 Blue civil airway No. 27 control areas (Kodiak, Alaska, to Kotzebue, Alaska).
601.628 Blue civil airway No. 28 control areas (Charleston, S. C., to Spartanburg, S. C.).
601.629 Blue civil airway No. 29 control areas (Raleigh, N. C., to Lynchburg, Va.).
601.630 Blue civil airway No. 30 control areas (Brownsville, Tex., to Amarillo, Tex.).
601.631 Blue civil airway No. 31 control areas (Burlington, Iowa, to Madison, Wis.).
601.632 Blue civil airway No. 32 control areas (Pendleton, Oreg., to Talkeetna, Alaska).
601.633 Blue civil airway No. 33 control areas (Archbold, Ohio, to Saginaw, Mich.).
601.634 Blue civil airway No. 34 control areas (Terre Haute, Ind., to Peoria, Ill.).
601.635 Blue civil airway No. 35 control areas (Oxnard, Calif., to Bakersfield, Calif.).
601.636 Blue civil airway No. 36 control areas (Thurman, Colo., to North Platte, Nebr.).
601.637 Blue civil airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.).
601.638 Blue civil airway No. 38 control areas (Annette Island, Alaska, to United States-Canadian Border).
601.639 Blue civil airway No. 39 control areas (Savannah, Ga., to Elmira, N. Y.).
601.640 Blue civil airway No. 40 control areas (Concord, N. H., to Burlington, Vt.).
601.641 Blue civil airway No. 41 control areas (Hartford, Conn., to United States-Canadian Border).
601.642 Blue civil airway No. 42 control areas (Goshen, Ind., to Saginaw, Mich.).
601.644 Blue civil airway No. 44 control areas (Advance, Mo., to United States-Canadian Border).
601.646 Blue civil airway No. 46 control areas (Memphis, Tenn., to Paducah, Ky.).
601.647 Blue civil airway No. 47 control areas (Front Royal, Va., to Dunkirk, N. Y.).
601.648 Blue civil airway No. 48 control areas (New York, N. Y., to Poughkeepsie, N. Y.).
601.649 Blue civil airway No. 49 control areas (Atlantic City, N. J., to Philadelphia, Pa.).
601.650 Blue civil airway No. 50 control areas (Augusta, Maine, to United States-Canadian Border).
601.651 Blue civil airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho).
601.652 Blue civil airway No. 52 control areas (Paso Robles, Calif., to Fresno, Calif.).
601.653 Blue civil airway No. 53 control areas (Providence, R. I., to Hartford, Conn.).
601.654 Blue civil airway No. 54 control areas (Salinas, Calif., to Hamilton Field, Calif.).
601.655 Blue civil airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.).
601.656 Blue civil airway No. 56 control areas (Elizabeth City, N. C., to Washington, D. C.).
601.657 Blue civil airway No. 57 control areas (Elko, Nev., to Burley, Idaho).
601.658 Blue civil airway No. 58 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.).
601.659 Blue civil airway No. 59 control areas (Pensacola, Fla., to Goodway, Ala.).
601.660 Blue civil airway No. 60 control areas (Sunnyvale, Calif., to Stockton, Calif.).
601.661 Blue civil airway No. 61 control areas (Springfield, Mo., to Kansas City, Mo.).
601.662 Blue civil airway No. 62 control areas (Ypsilanti, Mich., to Traverse City, Mich.).
601.664 Blue civil airway No. 64 control areas (Wink, Tex., to Hobbs, N. Mex.).
601.666 Blue civil airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N. Y.).
601.667 Blue civil airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.).
601.668 Blue civil airway No. 68 control areas (Midland, Tex., to Hobbs, N. Mex.).
601.669 Blue civil airway No. 69 control areas (St. Louis, Mo., to Des Moines, Iowa).
601.670 Blue civil airway No. 70 control areas (Ardmore, Okla., to Tulsa, Okla.).
601.671 Blue civil airway No. 71 control areas (Toledo, Wash., to Seattle, Wash.).
601.672 Blue civil airway No. 72 control areas (Enid, Okla., to Wichita, Kans.).
601.673 Blue civil airway No. 73 control areas (Brookville, Pa., to Buffalo, N. Y.).
601.674 Blue civil airway No. 74 control areas (Carlsbad, N. Mex., to Santa Fe, N. Mex).
601.675 Blue civil airway No. 75 control areas (Miami, Fla., to Tampa, Fla.).
601.676 Blue civil airway No. 76 control areas (Sinclair, Wyo., to Casper, Wyo.).
601.677 Blue civil airway No. 77 control areas (Promontory Point, Utah, to Corinne, Utah).
601.678 Blue civil airway No. 78 control areas (Spring Bay, Utah, to Malad City, Idaho).
601.679 Blue civil airway No. 79 control areas (Burlington, Iowa, to Iowa City, Iowa).

Sec.
601.681 Blue civil airway No. 81 (Charleston, W. Va., to United States-Canadian Border).
601.682 Blue civil airway No. 82 control areas (Lebo, Kans, to Topeka, Kans.).
601.684 Blue civil airway No. 84 control areas (Bangor, Maine, to Millinocket, Maine).
601.685 Blue civil airway No. 85 control areas (Hutchinson, Kans., to Wichita, Kans.).
601.686 Blue civil airway No. 86 control areas (Goshen, Ind., to Dayton, Ohio).
601.687 Blue civil airway No. 87 control areas (Lexington, Ky., to Dayton, Ohio).

SUBPART C—CONTROL AREA EXTENSIONS

601.1001 Control area extension (Moses Lake, Wash.).
601.1002 Control area extension (Austin, Tex.).
601.1003 Control area extension (Beaumont, Tex.).
601.1004 Control area extension (Brownsville, Tex.).
601.1005 Control area extension (Jacksonville, Fla.).
601.1006 Control area extension (Lake Charles, La.).
601.1007 Control area extension (Laredo, Tex.).
601.1008 Control area extension (Savannah, Ga.).
601.1009 Control area extension (Augusta, Ga.).
601.1010 Control area extension (Charlotte, N. C.).
601.1011 Control area extension (Daytona Beach, Fla.).
601.1012 Control area extension (Florence, S. C.).
601.1013 Control area extension (Fort Myers, Fla.).
601.1014 Control area extension (Greenville, S. C.).
601.1015 Control area extension (Greenwood, Miss.).
601.1016 Control area extension (Jackson, Tenn.).
601.1017 Control area extension (Reading, Pa.).
601.1018 Control area extension (Meridian, Miss.).
601.1019 Control area extension (Nashville, Tenn.).
601.1020 Control area extension (Smithville, Tenn.).
601.1021 Control area extension (Belleville, Ill).
601.1022 Control area extension (West Palm Beach, Fla.).
601.1023 Control area extension (Akron, Colo.).
601.1024 Control area extension (Burlington, Iowa).
601.1025 Control area extension (New Orleans, La.).
601.1026 Control area extension (Grand Island, Nebr.).
601.1027 Control area extension (Kansas City, Mo.).
601.1028 Control area extension (Monroe, La.).
601.1029 Control area extension (Corpus Christi, Tex.).
601.1030 Control area extension (Victorville, Calif.).
601.1031 Control area extension (North Platte, Nebr.).
601.1032 Control area extension (Scottsbluff, Nebr.).
601.1033 Control area extension (St. Joseph, Mo.).
601.1034 Control area extension (Springfield, Mo.).
601.1035 Control area extension (Little Rock, Ark.).
601.1036 Control area extension (Vichy, Mo.).
601.1037 Control area extension (Pensacola, Fla.).
601.1038 Control area extension (Great Falls, Mont.).
601.1039 Control area extension (Portland, Oreg.).
601.1040 Control area extension (Medford, Oreg.).
601.1041 Control area extension (Boise, Idaho).
601.1042 Control area extension (Columbus, Ohio).
601.1043 Control area extension (Bowling Green, Ky.).
601.1044 Control area extension (Ypsilanti, Mich.).
601.1045 Control area extension (Presque Isle, Maine).
601.1046 Control area extension (Montpelier, Vt.).
601.1047 Control area extension (Bangor, Maine).
601.1048 Control area extension (Red Bluff, Calif.).
601.1049 Control area extension (Utica, N. Y.).
601.1050 Control area extension (Bakersfield, Calif.).
601.1051 Control area extension (Portland, Maine).
601.1052 Control area extension (Atlanta, Ga.).
601.1053 Control area extension (Houston, Tex.).
601.1054 Control area extension (Sinclair, Wyo.).
601.1055 Control area extension (Elmira, N. Y.).
601.1056 Control area extension (Buffalo, N. Y.).
601.1057 Control area extension (Binghamton, N. Y.).
601.1058 Control area extension (Martinsburg, W. Va.).
601.1059 Control area extension (Lynchburg, Va.).
601.1060 Control area extension (Elkins, W. Va.).
601.1061 Control area extension (Mt. Clemens, Mich.).
601.1062 Control area extension (Raleigh, N. C.).
601.1063 Control area extension (Roanoke, Va.).
601.1064 Control area extension (Chicopee Falls, Mass.).
601.1065 Control area extension (Biloxi, Miss.).
601.1066 Control area extension (New York, N. Y.).
601.1067 Control area extension (Dayton, Ohio).
601.1068 Control area extension (Riverside, Calif.).
601.1069 Control area extension (Santa Barbara, Calif.).
601.1070 Control area extension (Oceanside, Calif.).
601.1071 Control area extension (Burbank, Calif.).
601.1072 Control area extension (Sumter, S. C.).
601.1073 Control area extension (Fresno, Calif.).
601.1074 Control area extension (Los Angeles, Calif.).
601.1075 Control area extension (Ada, Okla.).
601.1076 Control area extension (Phoenix, Ariz.).
601.1077 Control area extension (Elko, Nev.).
601.1078 Control area extension (Reno, Nev.).
601.1079 Control area extension (Rock Springs, Wyo.).
601.1080 Control area extension (Louisville, Ky.).
601.1081 Control area extension (Windsor Locks, Conn.).
601.1082 Control area extension (Montgomery, Ala.).
601.1083 Control area extension (Bartlesville, Okla.).
601.1084 Control area extension (Quincy, Ill.).
601.1085 Control area extension (Edwards Air Force Base, Calif.).
601.1086 Control area extension (Memphis, Tenn.).
601.1087 Control area extension (Akron, Ohio).
601.1088 Control area extension (Alexandria, Minn.).
601.1089 Control area extension (Cincinnati, Ohio).
601.1090 Control area extension (Columbus, Ohio).
601.1091 Control area extension (Detroit, Mich.).
601.1092 Control area extension (Dickinson, N. Dak.).
601.1093 Control area extension (Fargo, N. Dak.).
601.1094 Control area extension (Flint, Mich.).
601.1095 Control area extension (Fort Wayne, Ind.).
601.1096 Control area extension (Glenview, Ill.).
601.1097 Control area extension (Grand Forks, N. Dak.).
601.1098 Control area extension (Casper, Wyo.).
601.1099 Control area extension (Indianapolis, Ind.).
601.1100 Control area extension (Lone Rock, Wis.).
601.1101 Control area extension (Madison, Wis.).
601.1102 Control area extension (Minneapolis, Minn.).
601.1103 Control area extension (Minot, N. Dak.).
601.1104 Control area extension (Rockford, Ill.).
601.1105 Control area extension (Muskegon, Mich.).
601.1106 Control are extension (Whidbey Island, Wash.).
601.1107 Control area extension (Topeka, Kans.).
601.1108 Control area extension (Salina, Kans.).
601.1109 Control area extension (Goodland, Kans.).
601.1110 Control area extension (Hobbs, N. Mex.).
601.1111 Control area extension (San Diego, Calif.).
601.1112 Control area extension (Fort Dix, N. J.).
601.1113 Control area extension (San Francisco, Calif.).
601.1114 Control area Extension (Chanute, Kans.).
601.1115 Control area extension (Dodge City, Kans.).
601.1116 Control area extension (Hutchinson, Kans.).
601.1117 Control area extension (Lincoln, Nebr.).
601.1118 Control area extension (Grand Junction, Colo.).
601.1119 Control area extension (St. Louis, Mo.).
601.1120 Control area extension (Iowa City, Iowa.).
601.1121 Control area extension (White Plains, N. Y.).
601.1122 Control area extension (Tri-City, Tenn.).
601.1123 Control area extension (Birmingham, Ala.).
601.1124 Control area extension (Eugene, Oreg.).
601.1125 Control area extension (Tallahassee, Fla.).

Sec.
601.1126 Control area extension (Knoxville, Tenn.).
601.1127 Control area extension (Colorado Springs, Colo.).
601.1128 Control area extension (Jackson, Miss.).
601.1129 Control area extension (Washington, D. C.).
601.1130 Control area extension (Spokane, Wash.).
601.1131 Control area extension (Ottumwa, Iowa).
601.1132 Control area extension (Willmar, Minn.).
601.1133 Control area extension (Seattle, Wash.).
601.1134 Control area extension (Columbus, Ga.).
601.1135 Control area extension (Marianna, Fla.).
601.1136 Control area extension (San Juan, P. R.).
601.1137 Control area extension (Key West, Fla.).
601.1138 Control area extension (Orlando, Fla.).
601.1139 Control area extension (Lexington, Ky.).
601.1140 Control area extension (Youngstown, Ohio).
601.1141 Control area extension (Boston, Mass.).
601.1142 Control area extension (Boston, Mass.).
601.1143 Control area extension (Nantucket, Mass.).
601.1144 Control area extension (Nantucket, Mass.).
601.1145 Control area extension (Nantucket, Mass.).
601.1146 Control area extension (New York, N. Y.).
601.1147 Control area extension (New York, N. Y.).
601.1148 Control area extension (Millville, N. J.).
601.1149 Control area extension (Norfolk, Va.).
601.1150 Control area extension (Wilmington, N. C.).
601.1151 Control area extension (Wilmington, N. C.).
601.1152 Control area extension (Charleston, S. C.).
601.1153 Control area extension (Jacksonville, Fla.).
601.1154 Control area extension (Bismarck, N. Dak.).
601.1155 Control area extension (Omaha, Nebr.).
601.1156 Control area extension (Albany, Ga.).
601.1157 Control area extension (Chicago, Ill.).
601.1158 Control area extension (Cleveland, Ohio).
601.1159 Control area extension (Moline, Ill.).
601.1160 Control area extension (South Bend, Ind.).
601.1161 Control area extension (Chicago, Ill.).
601.1162 Control area extension (Danville, Va.).
601.1163 Control area extension (Vero Beach, Fla.).
601.1164 Control area extension (Quonset Point, R. I.).
601.1165 Control area extension (Oakland, Calif.).
601.1166 Control area extension (Mobile, Ala.).
601.1167 Control area extension (Winston-Salem, N. C.).
601.1168 Control area extension (Ponca City, Okla.).
601.1169 Control area extension (Idlewild, N. Y.).
601.1170 Control area extension (Campbellton, Ga.).

Sec.
601.1171 Control area extension (El Paso, Tex.).
601.1172 Control area extension (Rantoul, Ill.).
601.1173 Control area extension (San Francisco, Calif.).
601.1174 Control area extension (Santa Ana, Calif.).
601.1175 Control area extension (Charleston, S. C.).
601.1176 Control area extension (Santa Barbara, Calif.) (Santa Barbara-Honolulu rhumb line route).
601.1177 Control area extension (Long Beach, Calif.) (Long Beach-Honolulu route).
601.1178 Control area extension (Honolulu, T. H.).
601.1179 Control area extension (Hilo, T. H.).
601.1180 Control area extension (San Antonio, Tex.).
601.1181 Control area extension (Elizabeth City, N. C.).
601.1182 Control area extension (Enid, Okla.).
601.1183 Control area extension (Wake Island).
601.1184 Control area extension (Douglas, Ariz.).
601.1185 Control area extension (Cochise, Ariz.).
601.1186 Control area extension (Tucson, Ariz.).
601.1187 Control area extension (Jackson, Mich.).
601.1188 Control area extension (Milwaukee, Wis.).
601.1189 Control area extension (Daggett, Calif.).
601.1190 Control area extension (Fairfield, Calif.).
601.1191 Control area extension (Thermal, Calif.).
601.1192 Control area extension (Merced, Calif.).
601.1193 Control area extension (Monterey, Calif.).
601.1194 Control area extension (Sacramento, Calif.).
601.1195 Control area extension (Silver Lake, Calif.).
601.1196 Control area extension (Yuma, Ariz.).
601.1197 Control area extension (Dubois, Idaho).
601.1198 Control area extension (Idaho Falls, Idaho).
601.1199 Control area extension (Greensboro, N. C.).
601.1200 Control area extension (Columbia, S. C.).
601.1201 Control area extension (Saginaw, Mich.).
601.1202 Control area extension (Tucumcari, N. Mex.).
601.1203 Control area extension (Acomita, N. Mex.).
601.1204 Control area extension (Zuni, N. Mex.).
601.1205 Control area extension (Albuquerque, N. Mex.).
601.1206 Control area extension (Midland, Tex.).
601.1207 Control area extension (Carlsbad, N. Mex.).
601.1208 Control area extension (Salt Flat, Tex.).
601.1209 Control area extension (Columbus, N. Mex.).
601.1210 Control area extension (Rodeo, N. Mex.).
601.1211 Control area extension (Dallas, Tex.).
601.1212 Control area extension (Craig AFB, Selma, Ala.).
601.1213 Control area extension (Chatsworth, Calif.).

Sec.
601.1214 Control area extension (Brownsville, Tex.).
601.1215 Control area extension (Galveston, Tex.).
601.1216 Control area extension (New Orleans, La.).
601.1217 Control area extension (New Orleans, La.).
601.1218 Control area extension (New Orleans, La.).
601.1219 Control area extension (Pensacola, Fla.).
601.1220 Control area extension (Johnstown, Pa.).
601.1221 Control area extension (Dothan, Ala.).
601.1222 Control area extension (Pine Bluff, Ark.).
601.1223 Control area extension (Allentown, Pa.).
601.1224 Control area extension (Philipsburg, Pa.).
601.1225 Control area extension (Erie, Pa.).
601.1226 Control area extension (Tampa, Fla.).
601.1227 Control area extension (Lovelock, Nev.).
601.1228 Control area extension (Tampa, Fla.).
601.1229 Control area extension (Tampa, Fla.).
601.1230 Control area extension (Miami, Fla.).
601.1231 Control area extension (Miami, Fla.).
601.1232 Control area extension (Miami, Fla.).
601.1233 Control area extension (Key West, Fla.).
601.1234 Control area extension (Key West, Fla.).
601.1235 Control area extension (West Palm Beach, Fla.).
601.1236 Control area extension (Seattle, (Clear Lake), Wash.).
601.1237 Control area extension (Waco, Tex.).
601.1238 Control area extension (Amarillo, Tex.).
601.1239 Control area extension (Lubbock, Tex.).
601.1240 Control area extension (Tyler, Tex.).
601.1241 Control area extension (Tulsa, Okla.).
601.1242 Control area extension (Stockton, Calif.).
601.1243 Control area extension (La Crosse, Wis.).
601.1244 Control area extension (Terre Haute, Ind.).
601.1245 Control area extension (Port Allen, Kauai, T. H.).
601.1246 Control area extension (Evansville, Ind.).
601.1247 Central area extension (Toledo, Ohio).
601.1248 Control area extension (Grantsburg, Wis.).
601.1249 Control area extension (Aberdeen, S. Dak.).
601.1250 Control area extension (Jamestown, N. Dak.).
601.1251 Control area extension (Mansfield, Ohio).
601.1252 Control area extension (Janesville, Wis.).
601.1253 Control area extension (Bradford, Ill.).
601.1254 Control area extension (Pontiac, Ill.).
601.1255 Control area extension (Findlay, Ohio).
601.1256 Control area extension (Pittsburgh, Pa.).
601.1257 Control area extension (Goshen, Ind.).
601.1258 Control area extension (Lafayette, Ind.).
601.1259 Control area extension (Huron, S. Dak.).

Sec.
601.1260 Control area extension (Redwood Falls, Minn.).
601.1261 Control area extension (Lansing, Mich.).
601.1262 Control area extension (Mason City, Iowa).
601.1263 Control area extension (Rochester, Minn.).
601.1264 Control area extension (Dyersburg, Tenn.).
601.1265 Control area extension (Golva, N. Dak.).
601.1266 Control area extension (Litchfield, Mich.).
601.1267 Control area extension (Springfield, Ill.).
601.1268 Control area extension (Sioux Falls, S. Dak.).
601.1269 Control area extension (Watertown, S. Dak.).
601.1270 Control area extension (Harrisburg, Pa.).
601.1271 Control area extension (Front Royal, Va.).
601.1272 Control area extension (Baltimore, Md.).
601.1273 Control area extension (Syracuse, N. Y.).
601.1274 Control area extension (Niagara Falls, N. Y.).
601.1275 Control area extension (Fairbanks, Alaska).
601.1276 Control area extension (Cheyenne, Wyo.).
601.1277 Control area extension (Denver, Colo.).
601.1278 Control area extension (Des Moines, Iowa).
601.1279 Control area extension (Rapid City, S. Dak.).
601.1280 Control area extension (Sheridan, Wyo.).
601.1281 Control area extension (Pueblo, Colo.).
601.1282 Control area extension (Wichita, Kans.).
601.1283 Control area extension (Toledo, Wash.).
601.1284 Control area extension (Oklahoma City, Okla.).
601.1285 Control area extension (Shreveport, La.).
601.1286 Control area extension (Fort Worth, Tex.).
601.1287 Control area extension (Houghton, Mich.).
601.1288 Control area extension (Sault Ste. Marie, Mich.).
601.1289 Control area extension (Valparaiso, Fla.).
601.1290 Control area extension (Joplin, Mo.).
601.1291 Control area extension (Garden City, Kans.).
601.1292 Control area extension (Manakin, Va.).
601.1293 Control area extension (Fort Smith, Ark.).
601.1294 Control area extension (Everett, Wash.).
601.1295 Control area extension (Falmouth, Mass.).
601.1296 Control area extension (Nantucket, Mass.).
601.1297 Control area extension (Paducah, Ky.).
601.1298 Control area extension (Promontory Point, Utah).
601.1299 Control area extension (Valdosta, Ga.).
601.1300 Control area extension (Prescott, Ariz.).
601.1301 Control area extension (Winslow, Ariz.).
601.1302 Control area extension (Lawton, Okla.).
601.1303 Control area extension (Albany, N. Y.).
601.1304 Control area extension (Poughkeepsie, N. Y.).
601.1305 Control area extension (Wilton, Conn.).
601.1306 Control area extension (Mountain Home, Idaho).
601.1307 Control area extension (Minchumina, Alaska).
601.1308 Control area extension (Gustavus, Alaska).
601.1309 Control area extension (Kodiak, Alaska).
601.1310 Control area extension (Anchorage, Alaska) (Anchorage-Sandspit route).
601.1311 Control area extension (Oscoda, Mich.).
601.1312 Control area extension (Zanesville, Ohio).
601.1313 Control area extension (Sioux City, Iowa).
601.1314 Control area extension (Kirksville, Mo.).
601.1315 Control area extension (Emporia, Kans.).
601.1316 Control area extension (La Junta, Colo.).
601.1317 Control area extension (Tuscaloosa, Ala.).
601.1318 Control area extension (Muscle Shoals, Ala.).
601.1319 Control area extension (Key West, Fla.).

SUBPART D—CONTROL ZONES

601.1981 Scope of control zones.
601.1982 Designation of control zones.
601.1983 Three mile radius zones.
601.1984 Five mile radius zones.

ADDITIONAL CONTROL ZONES

601.2001 Albany, N. Y., control zone.
601.2002 Augusta, Maine, control zone.
601.2003 Baltimore, Md., control zone.
601.2004 Bangor, Maine, control zone.
601.2005 Boston, Mass., control zone.
601.2006 Buffalo, N. Y., control zone.
601.2007 Burlington, Vt., control zone.
601.2008 Concord, N. H., control zone.
601.2009 Erie, Pa., control zone.
601.2010 Harrisburg, Pa., control zone.
601.2011 Hartford, Conn., control zone.
601.2012 Millinocket, Maine, control zone.
601.2013 Newark, N. J., control zone.
601.2014 Norfolk, Va., control zone.
601.2015 Philadelphia, Pa., control zone.
601.2016 Wheeling, W. Va., control zone.
601.2017 Pittsburgh, Pa., control zone.
601.2018 Portland, Maine, control zone.
601.2019 Providence, R. I., control zone.
601.2020 Richmond, Va., control zone.
601.2021 Rochester, N. Y., control zone.
601.2022 Washington, D. C., control zone.
601.2023 Albuquerque, N. Mex., control zone.
601.2024 Amarillo, Tex., control zone.
601.2025 Big Spring, Tex., control zone.
601.2026 Brownsville, Tex., control zone.
601.2027 Dallas, Tex., control zone.
601.2028 El Paso, Tex., control zone.
601.2029 Fort Worth, Tex., control zone.
601.2030 Galveston, Tex., control zone.
601.2031 Houston, Tex., control zone.
601.2032 Laredo, Tex., control zone.
601.2033 Little Rock, Ark., control zone.
601.2034 Monroe, La., control zone.
601.2035 New Orleans, La., control zone.
601.2036 Ponca City, Okla., control zone.
601.2037 San Angelo, Tex., control zone.
601.2038 Shreveport, La., control zone.
601.2039 Tulsa, Okla., control zone.
601.2040 Smyrna, Tenn., control zone.
601.2041 Akron, Colo., control zone.
601.2042 Burlington, Iowa, control zone.
601.2043 Casper, Wyo., control zone.
601.2044 Cheyenne, Wyo., control zone.
601.2045 Colorado Springs, Colo., control zone.
601.2046 Columbia, Mo., control zone.
601.2047 Denver, Colo., control zone.
601.2048 Des Moines, Iowa, control zone.
601.2049 Fort Bridger, Wyo., control zone.
601.2050 Garden City, Kans., control zone.
601.2051 Grand Island, Nebr., control zone.
601.2052 Quincy, Ill., control zone.
601.2053 Huron, S. Dak., control zone.
601.2054 Hutchinson, Kans., control zone.
601.2055 Joplin, Mo., control zone.
601.2056 Kansas City, Mo., control zone.
601.2057 Kirksville, Mo., control zone.
601.2058 La Junta, Colo., control zone.
601.2059 Laramie, Wyo., control zone.
601.2060 Peliston, Mich., control zone.
601.2061 Lincoln, Nebr., control zone.
601.2062 Mason City, Iowa, control zone.
601.2063 North Platte, Nebr., control zone.
601.2064 Omaha, Nebr., control zone.
601.2065 Pierre, S. Dak., control zone.
601.2066 Pueblo, Colo., control zone.
601.2067 Rapid City, S. Dak., control zone.
601.2068 Rock Springs, Wyo., control zone.
601.2069 St. Joseph, Mo., control zone.
601.2070 St. Louis, Mo., control zone.
601.2071 Scottsbluff, Nebr., control zone.
601.2072 Sheridan, Wyo., control zone.
601.2073 Rawlings, Wyo., control zone.
601.2074 Sioux City, Iowa, control zone.
601.2075 Springfield, Mo., control zone.
601.2076 Topeka, Kans., control zone.
601.2077 Trinidad, Colo., control zone.
601.2078 Vichy, Mo., control zone.
601.2079 Watertown, S. Dak., control zone.
601.2080 Wichita, Kans., control zone.
601.2081 Coeur d'Alene, Idaho, control zone.
601.2082 Akron, Ohio, control zone.
601.2083 Alexandria, Minn., control zone.
601.2084 Battle Creek, Mich., control zone.
601.2085 Bismarck, N. Dak., control zone.
601.2086 Chicago, Ill., control zone.
601.2087 Cincinnati, Ohio, control zone.
601.2088 Dodge City, Kans., control zone.
601.2089 Cleveland, Ohio, control zone.
601.2090 Columbus, Ohio, control zone.
601.2091 Dayton, Ohio, control zone.
601.2092 Detroit, Mich., control zone.
601.2093 Dickinson, N. Dak., control zone.
601.2094 Duluth, Minn., control zone.
601.2095 Belleville, Ill., control zone.
601.2096 Evansville, Ind., control zone.
601.2097 Fargo, N. Dak., control zone.
601.2098 Flint, Mich., control zone.
601.2099 Fort Wayne, Ind., control zone.
601.2100 Glenview, Ill., control zone.
601.2101 Goshen, Ind., control zone.
601.2102 Grand Forks, N. Dak., control zone.
601.2103 Grand Rapids, Mich., control zone.
601.2104 Huntington, W. Va., control zone.
601.2105 Indianapolis, Ind., control zone.
601.2106 Jamestown, N. Dak., control zone.
601.2107 Joliet, Ill., control zone.
601.2108 Lansing, Mich., control zone.
601.2109 La Fayette, Ind., control zone.
601.2110 Lone Rock, Wis., control zone.
601.2111 Louisville, Ky., control zone.
601.2112 Madison, Wis., control zone.
601.2113 Milwaukee, Wis., control zone.
601.2114 Minneapolis, Minn., control zone.
601.2115 Minot, N. Dak., control zone.
601.2116 Moline, Ill., control zone.
601.2117 Muskegon, Mich., control zone.
601.2118 Langley AFB, Va., control zone.
601.2119 Peoria, Ill., control zone.
601.2120 Rochester, Minn., control zone.
601.2121 Rockford, Ill., control zone.
601.2122 Detroit, Mich., control zone.
601.2123 South Bend, Ind., control zone.
601.2124 Roswell, N. Mex., control zone.
601.2125 Terre Haute, Ind., control zone.
601.2126 Toledo, Ohio, control zone.
601.2127 Youngstown, Ohio, control zone.
601.2128 Wilmington, N. C., control zone.
601.2129 Bowling Green, Ky., control zone.
601.2130 Atlanta, Ga., control zone.
601.2131 Augusta, Ga., control zone.
601.2132 Biloxi, Miss., control zone.
601.2133 Birmingham, Ala., control zone.
601.2134 Charleston, S. C., control zone.
601.2135 Charlotte, N. C., control zone.
601.2136 Chattanooga, Tenn., control zone.
601.2137 Columbia, S. C., control zone.
601.2138 Crestview, Fla., control zone.
601.2139 Cross City, Fla., control zone.
601.2140 Daytona Beach, Fla., control zone.

Sec.
601.2141 Dothan, Ala., control zone.
601.2142 Florence, S. C., control zone.
601.2143 Fort Myers, Fla., control zone.
601.2144 Greensboro, N. C., control zone.
601.2145 Greenville, S. C., control zone.
601.2146 Greenwood, Miss., control zone.
601.2147 Jack's Creek, Tenn., control zone.
601.2148 Jackson, Miss., control zone.
601.2149 Jacksonville, Fla., control zone.
601.2150 Key West, Fla., control zone.
601.2151 Knoxville, Tenn., control zone.
601.2152 Macon, Ga., control zone.
601.2153 Melbourne, Fla., control zone.
601.2154 Memphis, Tenn., control zone.
601.2155 Meridian, Miss., control zone.
601.2156 Miami, Fla., control zone.
601.2157 Mobile, Ala., control zone.
601.2158 Mobile, Ala., control zone.
601.2159 Montgomery, Ala., control zone.
601.2160 Muscle Shoals, Ala., control zone.
601.2161 Nashville, Tenn., control zone.
601.2162 Orlando, Fla., control zone.
601.2163 Pensacola, Fla., control zone.
601.2164 Raleigh, N. C., control zone.
601.2165 Savannah, Ga., control zone.
601.2166 Spartanburg, S. C., control zone.
601.2167 Tallahassee, Fla., control zone.
601.2168 Tampa, Fla., control zone.
601.2169 Tri-City, Tenn., control zone.
601.2170 West Palm Beach, Fla., control zone.
601.2171 Winston-Salem, N. C., control zone.
601.2172 Alma, Ga., control zone.
601.2173 Bakersfield, Calif., control zone.
601.2174 Burbank, Calif., control zone.
601.2175 El Centro, Calif., control zone.
601.2176 Fresno, Calif., control zone.
601.2177 Las Vegas, Nev., control zone.
601.2178 Long Beach, Calif., control zone.
601.2179 Los Angeles, Calif., control zone.
601.2180 Oakland, Calif., control zone.
601.2181 Ogden, Utah, control zone.
601.2182 Palmdale, Calif., control zone.
601.2183 Grand Junction, Colo., control zone.
601.2184 Prescott, Ariz., control zone.
601.2185 Sacramento, Calif., control zone.
601.2186 San Diego, Calif., control zone.
601.2187 San Francisco, Calif., control zone.
601.2188 Salt Lake City, Utah, control zone.
601.2189 Olathe, Kans., control zone.
601.2190 Atlantic City, N. J., control zone.
601.2191 Zanesville, Ohio, control zone.
601.2192 Ontario, Calif., control zone.
601.2193 Kahului, Maui, T. H., control zone.
601.2194 Hilo, Hawaii, T. H., control zone.
601.2195 Windsor Locks, Conn., control zone.
601.2196 Wilmington, Del., control zone.
601.2197 Morgantown, W. Va., control zone.
601.2198 Montpelier, Vt., control zone.
601.2199 Syracuse, N. Y., control zone.
601.2200 Allentown, Pa., control zone.
601.2201 Williamsport, Pa., control zone.
601.2202 Philadelphia, Pa., control zone.
601.2203 Martinsburg, W. Va., control zone.
601.2204 Presque Isle, Maine, control zone.
601.2205 Chincoteague, Va., control zone.
601.2206 New York, N. Y., control zone.
601.2207 White Plains, N. Y., control zone.
601.2208 Stockton, Calif., control zone.
601.2209 Tucson, Ariz., control zone.
601.2210 Santa Barbara, Calif., control zone.
601.2211 Edwards Air Force Base, Calif., control zone.
601.2212 Sumter, S. C., control zone.
601.2213 Salina, Kans., control zone.
601.2214 Goodland, Kans., control zone.
601.2215 San Juan, P. R., control zone.
601.2216 Seattle, Wash., control zone.
601.2217 Aberdeen, S. Dak., control zone.
601.2218 Sioux Falls, S. Dak., control zone.
601.2219 Iowa City, Iowa, control zone.
601.2220 Lubbock, Tex., control zone.
601.2221 La Crosse, Wis., control zone.
601.2222 Austin, Tex., control zone.
601.2223 Charleston, W. Va., control zone.
601.2224 Anderson, S. C., control zone.
601.2225 Mansfield, Ohio, control zone.
601.2226 Springfield, Ill., control zone.
601.2227 Dover, Del., control zone.
601.2228 Fairbanks, Alaska, control zone.
601.2229 Fairfield, Calif., control zone.
601.2230 Brunswick, Ga., control zone.
601.2231 Vero Beach, Fla., control zone.
601.2232 Norfolk, Va., control zone.
601.2233 Quonset Point, R. I., control zone.
601.2234 Miami, Fla., control zone.
601.2235 Truth or Consequences, N. Mex., control zone.
601.2236 Whidbey Island, Wash., control zone.
601.2237 Dyersburg, Tenn., control zone.
601.2238 New York, N. Y., control zone.
601.2239 Cordova, Alaska, control zone.
601.2240 Milton, Fla., control zone.
601.2241 Macon, Ga., control zone.
601.2242 Lexington, Ky., control zone.
601.2243 Hempstead, N. Y., control zone.
601.2244 Quantico, Va., control zone.
601.2245 Chanute, Kans., control zone.
601.2246 Oklahoma City, Okla., control zone.
601.2247 Abilene, Tex., control zone.
601.2248 San Antonio, Tex., control zone.
601.2249 Corpus Christi, Tex., control zone.
601.2250 Tyler, Tex., control zone.
601.2251 Albany, Ga., control zone.
601.2252 El Toro, Calif., control zone.
601.2253 Kenai, Alaska, control zone.
601.2254 Falmouth, Mass., control zone.
601.2255 Aquadilla, P. R., control zone.
601.2256 Parkersburg, W. Va., control zone.
601.2257 Rantoul, Ill., control zone.
601.2258 Wichita Falls, Tex., control zone.
601.2259 Kodiak, Alaska, control zone.
601.2260 Fort Smith, Ark., control zone.
601.2261 Yakataga, Alaska, control zone.
601.2262 Honolulu, T. H., control zone.
601.2263 Lafayette, La., control zone.
601.2264 Dunkirk, N. Y., control zone.
601.2265 Wright-Patterson AFB, Ohio, control zone.
601.2266 Springfield, Ohio, control zone.
601.2267 Baltimore, Md., control zone.
601.2268 Ottumwa, Iowa, control zone.
601.2269 Fort Dix, N. J., control zone.
601.2270 Enid, Okla., control zone.
601.2271 Saginaw, Mich., control zone.
601.2272 Wake Island control zone.
601.2273 Cincinnati, Ohio, control zone.
601.2274 Craig AFB, Selma, Ala., control zone.
601.2275 Pensacola, Fla., control zone.
601.2276 Westover, Mass., control zone.
601.2277 Carlsbad, N. Mex., control zone.
601.2278 New Bedford, Mass., control zone.
601.2279 Anchorage, Alaska, control zone.
601.2280 Hobbs, N. Mex., control zone.
601.2281 Tacoma, Wash., control zone.
601.2282 Mt. Clemens, Mich., control zone.
601.2283 Atlanta, Ga., control zone.
601.2284 Traverse City, Mich., control zone.
601.2285 Victorville, Calif., control zone.
601.2286 Columbus, Ga., control zone.
601.2287 San Antonio, Tex., control zone.
601.2288 Longview, Tex., control zone.
601.2289 Houghton, Mich., control zone.
601.2290 Grand Marais, Mich., control zone.
601.2291 Sault Ste. Marie, Mich., control zone.
601.2292 Oceana, Va., control zone.
601.2293 Chicago, Ill., control zone.
601.2294 St. Paul, Minn., control zone.
601.2295 Andrews, Md., control zone.
601.2296 Valparaiso, Fla., control zone.
601.2297 Jackson, Mich., control zone.
601.2298 Omaha, Nebr., control zone.
601.2299 Limestone, Maine, control zone.
601.2300 Upolu Point, Hawaii, T. H., control zone.
601.2301 Waco, Tex., control zone.
601.2302 Willow Grove, Pa., control zone.
601.2303 Great Falls, Mont., control zone.
601.2304 Fort Knox, Ky., control zone.
601.2305 Lawton, Okla., control zone.
601.2306 Paducah, Ky., control zone.
601.2307 Brunswick, Maine, control zone.
601.2308 Valdosta, Ga., control zone.
601.2309 Valdosta, Ga., control zone.
601.2310 Oscoda, Mich., control zone.
601.2311 San Antonio, Tex., control zone.
601.2312 Columbus, Ind., control zone.
601.2313 Pittsburgh, Pa., control zone.
601.2314 Bryan, Tex., control zone.
601.2315 San Bernardino, Calif., control zone.
601.2316 Marianna, Fla., control zone.
601.2317 Tuscaloosa, Ala., control zone.
601.2318 Myrtle Beach, S. C., control zone.

SUBPART E—COLORED CIVIL AIRWAY REPORTING POINTS

DESIGNATION OF REPORTING POINTS

601.4001 Designation of reporting points.

GREEN CIVIL AIRWAYS

601.4011 Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).
601.4012 Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
601.4013 Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).
601.4014 Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
601.4015 Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).
601.4016 Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).
601.4017 Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
601.4018 Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).
601.4019 Green civil airway No. 9 (Hawaiian Islands).

AMBER CIVIL AIRWAYS

601.4101 Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).
601.4102 Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska).
601.4103 Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
601.4104 Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).
601.4105 Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).
601.4106 Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
601.4107 Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border).
601.4108 Amber civil airway No. 8 (Los Angeles, Calif., to The Dalles, Oreg.).
601.4109 Amber civil airway No. 9 (Charleston, S. C., to New York, N. Y.).
601.4110 Amber civil airway No. 10 (Hawaiian Islands).
601.4111 Amber civil airway No. 11 (Hawaiian Islands).
601.4112 Amber civil airway No. 12 (Hawaiian Islands).

RED CIVIL AIRWAYS

601.4201 Red civil airway No. 1 (Portland, Oreg., to Goodland, Kans.).
601.4202 Red civil airway No. 2 (Butte, Mont., to Rapid City, S. Dak.).
601.4203 Red civil airway No. 3 (Phillipsburg, Pa., to Hartford, Conn.).
601.4204 Red civil airway No. 4 (Albuquerque, N. Mex., to Tucumcari, N. Mex.).
601.4205 Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
601.4206 Red civil airway No. 6 (Las Vegas, Nev., to Omaha, Nebr.).
601.4207 Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).
601.4208 Red civil airway No. 8 (Dayton, Ohio, to Williamsport, Pa.).
601.4209 Red civil airway No. 9 (San Diego, Calif., to Winslow, Ariz.).

Sec.
601.4210 Red civil airway No. 10 (Pueblo, Colo., to Charleston, S. C.).
601.4211 Red civil airway No. 11 (Enid, Okla., to Boston, Mass.).
601.4212 Red civil airway No. 12 (Kansas City, Mo., to Williamsport, Pa.).
601.4213 Red civil airway No. 13 (Butler, Pa., to Boston, Mass.).
601.4214 Red civil airway No. 14 (Lone Rock, Wis., to Bowling Green, Ky.).
601.4215 Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).
601.4216 Red civil airway No. 16 (Tallahassee, Fla., to Florence, S. C.).
601.4217 Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.).
601.4218 Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).
601.4219 Red civil airway No. 19 (Detroit, Mich., to Norfolk, Va.).
601.4220 Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).
601.4221 Red civil airway No. 21 (Pittsburgh, Pa., to Boston, Mass.).
601.4222 Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.).
601.4223 Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).
601.4224 Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
601.4225 Red civil airway No. 25 (Tallahassee, Fla., to Miami, Fla.).
601.4226 Red civil airway No. 26 (Syracuse, N. Y., to Allentown, Pa.).
601.4227 Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.).
601.4228 Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).
601.4229 Red civil airway No. 29 (Rochester, N. Y., to Baltimore, Md.).
601.4230 Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).
601.4231 Red civil airway No. 31. (Cheyenne, Wyo., to Minneapolis, Minn.).
601.4232 Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).
601.4233 Red civil airway No. 33 (Richmond, Va., to Boston, Mass.).
601.4234 Red civil airway No. 34 (Charleston, W. Va., to Elizabeth City, N. C.).
601.4235 Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).
601.4236 Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).
601.4237 Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).
601.4238 Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).
601.4239 Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).
601.4240 Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).
601.4241 Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).
601.4242 Red civil airway No. 42 (Milwaukee, Wis., to LaFayette, Ind.).
601.4243 Red civil airway No. 43 (Chicago, Ill., to LaFayette, Ind.).
601.4244 Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border).
601.4245 Red civil airway No. 45 (Blackstone, Va., to Allentown, Pa.).
601.4246 Red civil airway No. 46 (Jamestown, N. Dak., to Rochester, Minn.).
601.4247 Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).
601.4248 Red civil airway No. 48 (Missoula, Mont., to Livingston, Mont.).
601.4249 Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
601.4250 Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).

Sec.
601.4251 Red civil airway No. 51 (Erie, Pa., to Elmira, N. Y.).
601.4252 Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).
601.4253 Red civil airway No. 53 (Joplin, Mo., to Springfield, Mo.).
601.4254 Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).
601.4255 Red civil airway No. 55 (Burlington, Iowa, to Columbus, Ohio).
601.4256 Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).
601.4257 Red civil airway No. 57 (Moline, Ill., to Youngstown, Ohio).
601.4258 Red civil airway No. 58 (Salinas, Calif., to Hollister, Calif.).
601.4259 Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).
601.4260 Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).
601.4261 Red civil airway No. 61 (Butler, Pa., to Washington, D. C.).
601.4262 Red civil airway No. 62 (Pittsburgh, Pa., to Altoona, Pa.).
601.4263 Red civil airway No. 63 (Battle Creek, Mich., to United States-Canadian Border).
601.4264 Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).
601.4265 Red civil airway No. 65 (Oceanside, Calif., to Blythe, Calif.).
601.4266 Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).
601.4267 Red civil airway No. 67 (Crestview, Fla., to Dothan, Ala.).
601.4268 Red civil airway No. 68 (Midland, Tex., to Shreveport, La.).
601.4269 Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.).
601.4270 Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).
601.4271 Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).
601.4272 Red civil airway No. 72 (Millville, N. J., to Idlewild, N. Y.).
601.4273 Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).
601.4274 Red civil airway No. 74 (Louisville, Ky., to Cincinnati, Ohio).
601.4275 Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).
601.4276 Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).
601.4277 Red civil airway No. 77 (Lynchburg, Va., to Millville, N. J.).
601.4278 Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).
601.4279 Red civil airway No. 79 (Port Angeles, Wash., to Everett, Wash.).
601.4280 Red civil airway No. 80 (Lewistown, Mont., to Miles City, Mont.).
601.4281 Red civil airway No. 81 (Cadillac, Mich., to Elkins, W. Va.).
601.4282 Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).
601.4283 Red civil airway No. 83 (Gila Bend, Ariz., to Rodeo, N. Mex.).
601.4284 Red civil airway No. 84 (Lafayette, La., to Atlanta, Ga.).
601.4285 Red civil airway No. 85 (Dayton, Ohio, to Martinsburg, Pa.).
601.4286 Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).
601.4287 Red civil airway No. 87 (Hawaiian Islands).
601.4288 Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).
601.4289 Red civil airway No. 89 (St. Joseph, Mo., to Peoria, Ill.).
601.4290 Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).
601.4291 Red civil airway No. 91 (Salt Flat, Tex., to Hobbs, N. Mex.).

Sec.
601.4292 Red civil airway No. 92 (New York, N. Y., to Islip, N. Y.).
601.4293 Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.).
601.4294 Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).
601.4295 Red civil airway No. 95 (Elmira, N. Y. to Utica, N. Y.).
601.4296 Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.).
601.4297 Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).
601.4298 Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.).
601.4299 Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska).
601.4312 Red civil airway No. 112 (Hawaiian Islands).

BLUE CIVIL AIRWAYS

601.4601 Blue civil airway No. 1 (Pendleton, Oreg., to Spokane, Wash.).
601.4602 Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.).
601.4603 Blue civil airway No. 3 (Tallahassee, Fla., to Sault Ste. Marie, Mich.).
601.4604 Blue civil airway No. 4 (Nantucket, Mass., to United States-Canadian Border).
601.4605 Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.).
601.4606 Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich).
601.4607 Blue civil airway No. 7 (Paso Robles, Calif., to Williams, Calif.).
601.4608 Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).
601.4609 Blue civil airway No. 9 (Columbia, Mo., to United States-Canadian Border).
601.4610 Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).
601.4611 Blue civil airway No. 11 (Toledo, Ohio, to Niagara Falls, N. Y.).
601.4612 Blue civil airway No. 12 (The Dallas, Oreg., to Ellensburg, Wash.).
601.4613 Blue civil airway No. 13 (Houston, Tex., to Minneapolis, Minn.).
601.4614 Blue civil airway No. 14 (El Centro, Calif, to Sacramento, Calif.).
601.4615 Blue civil airway No. 15 (Huntington, W. Va., to Erie, Pa.).
601.4616 Blue civil airway No. 16 (Dillon, Mont., to Helena, Mont.).
601.4617 Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).
601.4618 Blue civil airway No. 18 (Philadelphia, Pa., to United States-Canadian Border).
601.4619 Blue civil airway No. 19 (Miami, Fla., to Orlando, Fla.).
601.4620 Blue civil airway No. 20 (Atlantic City, N. J., to Allentown, Pa.).
601.4621 Blue civil airway No. 21 (Louisville, Ky., to Erie, Pa.).
601.4622 Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.).
601.4623 Blue civil airway No. 23 (Detroit, Mich., to Flint, Mich.).
601.4624 Blue civil airway No. 24 (El Centro, Calif., to Daggett, Calif.).
601.4625 Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska).
601.4626 Blue civil airway No. 26 (Anchorage, Alaska, to Nenana, Alaska).
601.4627 Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
601.4628 Blue civil airway No. 28 (Charleston, S. C., to Spartanburg, S. C.).
601.4629 Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).
601.4630 Blue civil airway No. 30 (Brownsville, Tex., to Amarillo, Tex.).

Sec.
601.4631 Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.).
601.4632 Blue civil airway No. 32 (Pendleton, Oreg., to Talkeetna, Alaska).
601.4633 Blue civil airway No. 33 (Archbold, Ohio, to Saginaw, Mich.).
601.4634 Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).
601.4635 Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.).
601.4636 Blue civil airway No. 36 (Thurman, Colo., to North Platte, Nebr.).
601.4637 Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).
601.4638 Blue civil airway No. 38 (Annette Island, Alaska, to United States-Canadian Border).
601.4639 Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).
601.4640 Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).
601.4641 Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).
601.4642 Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).
601.4644 Blue civil airway No. 44 (Advance, Mo., to United States-Canadian Border).
601.4646 Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.).
601.4647 Blue civil airway No. 47 (Front Royal, Va., to Dunkirk, N. Y.).
601.4648 Blue civil airway No. 48 (New York, N. Y., to Poughkeepsie, N. Y.).
601.4649 Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).
601.4650 Blue civil airway No. 50 (Augusta, Maine, to United States-Canadian Border).
601.4651 Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).
601.4652 Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).
601.4653 Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).
601.4654 Blue civil airway No. 54 (Salinas, Calif., to Hamilton Field, Calif.).
601.4655 Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).
601.4656 Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).
601.4657 Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).
601.4658 Blue civil airway No. 58 (Sioux Falls, S. Dak., to Watertown, S. Dak.).
601.4659 Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.).
601.4660 Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).
601.4661 Blue civil airway No. 61 (Springfield, Mo., to Kansas City, Mo.).
601.4662 Blue civil airway No. 62 (Ypsilanti, Mich., to Traverse City, Mich.).
601.4664 Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).
601.4666 Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).
601.4667 Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).
601.4668 Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).
601.4669 Blue civil airway No. 69 (St. Louis, Mo., to Des Moines, Iowa).
601.4670 Blue civil airway No. 70 (Ardmore, Okla., to Tulsa, Okla.).
601.4671 Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).
601.4672 Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).
601.4673 Blue civil airway No. 73 (Brookville, Pa., to Buffalo, N. Y.).
601.4674 Blue civil airway No. 74 (Carlsbad, N. Mex., to Santa Fe, N. Mex.).
601.4675 Blue civil airway No. 75 (Miami, Fla., to Tampa, Fla.).
Sec.
601.4676 Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).
601.4677 Blue civil airway No. 77 (Promontory Point, Utah, to Corinne, Utah).
601.4678 Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).
601.4679 Blue civil airway No. 79 (Burlington, Iowa, to Iowa City, Iowa).
601.4681 Blue civil airway No. 81 (Charleston, W. Va., to United States-Canadian Border).
601.4682 Blue civil airway No. 82 (Lebo, Kans., to Topeka, Kans.).
601.4684 Blue civil airway No. 84 (Bangor, Maine, to Millinocket, Maine).
601.4685 Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).
601.4686 Blue civil airway No. 86 (Goshen, Ind., to Dayton, Ohio).
601.4687 Blue civil airway No. 87 (Lexington, Ky., to Dayton, Ohio).

OTHER REPORTING POINTS

601.5001 Other reporting points.

SUBPART F—VOR CIVIL AIRWAY CONTROL AREAS

601.6001 VOR civil airway No. 1 control areas (Norfolk, Va., to New York, N. Y.).
601.6002 VOR civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).
601.6003 VOR civil airway No. 3 control areas (Key West, Fla., to Bangor, Maine).
601.6004 VOR civil airway No. 4 control areas (Seattle, Wash., to Washington, D. C.).
601.6005 VOR civil airway No. 5 control areas (Jacksonville, Fla., to Cleveland, Ohio).
601.6006 VOR civil airway No. 6 control areas (Oakland, Calif., to New York, N. Y.).
601.6007 VOR civil airway No. 7 control areas (Miami, Fla., to Milwaukee, Wis.).
601.6008 VOR civil airway No. 8 control areas (Long Beach, Calif., to Washington, D. C.).
601.6009 VOR civil airway No. 9 control areas (New Orleans, La., to Naperville, Ill.).
601.6010 VOR civil airway No. 10 control areas (Pueblo, Colo., to New York, N. Y.).
601.6011 VOR civil airway No. 11 control areas (Houston, Tex., to Detroit, Mich.).
601.6012 VOR civil airway No. 12 control areas (Daggett, Calif., to Philadelphia, Pa.).
601.6013 VOR civil airway No. 13 control areas (Houston, Tex., to Duluth, Minn.).
601.6014 VOR civil airway No. 14 control areas (Roswell, N. Mex., to Boston, Mass.).
601.6015 VOR civil airway No. 15 control areas (Galveston, Tex., to Minot, N. Dak.).
601.6016 VOR civil airway No. 16 control areas (Los Angeles, Calif., to Nashville, Tenn.).
601.6017 VOR civil airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.).
601.6018 VOR civil airway No. 18 control areas (Dallas, Tex., to Tuscaloosa, Ala.).
601.6019 VOR civil airway No. 19 control areas (El Paso, Tex., to Sheridan, Wyo.).
601.6020 VOR civil airway No. 20 control areas (Laredo, Tex., to Montgomery, Ala.).
Sec.
601.6021 VOR civil airway No. 21 control areas (Long Beach, Calif., to United States-Canadian Border).
601.6022 VOR civil airway No. 22 control areas (New Orleans, La., to Tallahassee, Fla.).
601.6023 VOR civil airway No. 23 control areas (San Diego, Calif., to Bellington, Wash.).
601.6024 VOR civil airway No. 24 control areas (Jamestown, N. Dak., to Redwood Falls, Minn.).
601.6025 VOR civil airway No. 25 control areas (Oakland, Calif., to Ellensburg, Wash.).
601.6026 VOR civil airway No. 26 control areas (Rapid City, S. Dak., to Minneapolis, Minn.).
601.6027 VOR civil airway No. 27 control areas (Santa Barbara, Calif., to Medford, Oreg.).
601.6028 VOR civil airway No. 28 control areas (Oakland, Calif., to Modesto, Calif.).
601.6029 VOR civil airway No. 29 control areas (Philadelphia, Pa., to United States-Canadian Border).
601.6030 VOR civil airway No. 30 control areas (Milwaukee, Wis., to New York, N. Y.).
601.6031 VOR civil airway No. 31 control areas (Baltimore, Md., to Syracuse, N. Y.).
601.6032 VOR civil airway No. 32 control areas (Wells, Nev., to Fort Bridger, Wyo.).
601.6033 VOR civil airway No. 33 control areas (Baltimore, Md., to Buffalo, N. Y.).
601.6034 VOR civil airway No. 34 control areas (Rochester, N. Y., to New York, N. Y.).
601.6035 VOR civil airway No. 35 control areas (Pittsburgh, Pa., to Syracuse, N. Y.).
601.6036 VOR civil airway No. 36 control areas (Buffalo, N. Y., to New York, N. Y.).
601.6037 VOR civil airway No. 37 control areas (Elkins, W. Va., to Erie, Pa.).
601.6038 VOR civil airway No. 38 control areas (Chicago Heights, Ill., to Columbus, Ohio).
601.6039 VOR civil airway No. 39 control areas (Gordonsville, Va., to Boston, Mass.).
601.6040 VOR civil airway No. 40 control areas (Flint, Mich., to Pittsburgh, Pa.).
601.6041 VOR civil airway No. 41 control areas (Pittsburgh, Pa., to Youngstown, Ohio).
601.6042 VOR civil airway No. 42 control areas (Detroit, Mich., to Pittsburgh, Pa.).
601.6043 VOR civil airway No. 43 control areas (Columbus, Ohio, to Erie, Pa.).
601.6044 VOR civil airway No. 44 control areas (Martinsburg, W. Va., to Baltimore, Md.).
601.6045 VOR civil airway No. 45 control areas (Columbus, Ohio, to Lansing, Mich.).
601.6046 VOR civil airway No. 46 control areas (Cleveland, Ohio, to Pittsburgh, Pa.).
601.6047 VOR civil airway No. 47 control areas (Louisville, Ky., to Detroit, Mich.).
601.6048 VOR civil airway No. 48 control areas (Burlington, Iowa, to Chicago Heights, Ill.).
601.6049 VOR civil airway No. 49 control areas (Dillon, Mont., to Drummond, Mont.).
601.6050 VOR civil airway No. 50 control areas (Kirksville, Mo., to Peoria, Ill.).

Sec.
601.6051 VOR civil airway No. 51 control areas (Louisville, Ky., to Indianapolis, Ind.).
601.6052 VOR civil airway No. 52 control areas (Des Moines, Iowa, to St. Louis, Mo.).
601.6053 VOR civil airway No. 53 control areas (Louisville, Ky., to Madison, Wis.).
601.6054 VOR civil airway No. 54 control areas (Texarkana, Ark., to Muscle Shoals, Ala.).
601.6055 VOR civil airway No. 55 control areas (Dayton, Ohio, to Muskegon, Mich.).
601.6056 VOR civil airway No. 56 control areas (Tallahassee, Fla., to Florence, S. C.).
601.6057 VOR civil airway No. 57 control areas (Muscle Shoals, Ala., to Graham, Tenn.).
601.6058 VOR civil airway No. 58 control areas (Pittsburgh, Pa., to Hartford, Conn.).
601.6059 VOR civil airway No. 59 control areas (Evansville, Ind., to Bradford, Ill.).
601.6060 VOR civil airway No. 60 control areas (Albuquerque, N. Mex., to Tucumcari, N. Mex.).
601.6061 VOR civil airway No. 61 control areas (Wichita Falls, Tex., to Lawton, Okla.).
601.6062 VOR civil airway No. 62 control areas (Santa Fe, N. Mex., to Anton Chico, N. Mex.).
601.6063 VOR civil airway No. 63 control areas (Quincy, Ill., to Milwaukee, Wis.).
601.6064 VOR civil airway No. 64 control areas (Ontario, Calif., to Blythe, Calif.).
601.6065 VOR civil airway No. 65 control areas (Columbia, Mo., to Des Moines, Iowa).
601.6066 VOR civil airway No. 66 control areas (San Diego, Calif., to Midland, Tex.).
601.6067 VOR civil airway No. 67 control areas (Mason City, Iowa, to Rochester, Minn.).
601.6068 VOR civil airway No. 68 control areas (Albuquerque, N. Mex., to Brownsville, Tex.).
601.6069 VOR civil airway No. 69 control areas (Walnut Ridge, Ark., to St. Louis, Mo.).
601.6070 VOR civil airway No. 70 control areas (Palacios, Tex., to Lake Charles, La.).
601.6071 VOR civil airway No. 71 control areas (Pine Bluff, Ark., to Kansas City, Mo.).
601.6072 VOR civil airway No. 72 control areas (Bradford, Pa., to Binghamton, N. Y.).
601.6073 VOR civil airway No. 73 control areas (Tulsa, Okla., to Salina, Kans.).
601.6074 VOR civil airway No. 74 control areas (Ponca City, Okla., to Little Rock, Ark.).
601.6075 VOR civil airway No. 75 control areas (Morgantown, W. Va., to Petersburg, W. Va.).
601.6076 VOR civil airway No. 76 control areas (Lubbock, Tex., to San Angelo, Tex.).
601.6077 VOR civil airway No. 77 control areas (San Angelo, Tex., to Wichita, Kans.).
601.6078 VOR civil airway No. 78 control areas (Huron, S. Dak., to Watertown, S. Dak.).
601.6079 VOR civil airway No. 79 control areas (Culberson, Tex., to Lubbock, Tex.).
601.6080 VOR civil airway No. 80 control areas (Sioux Falls, S. Dak., to Redwood Falls, Minn.).
Sec.
601.6081 VOR civil airway No. 81 control areas (Midland, Tex., to Amarillo, Tex.).
601.6082 VOR civil airway No. 82 control areas (Minneapolis, Minn., to La Crosse, Wis.).
601.6083 VOR civil airway No. 83 control areas (Carlsbad, N. Mex., to Santa Fe, N. Mex.).
601.6084 VOR civil airway No. 84 control areas (Lansing, Mich., to Flint, Mich.).
601.6085 VOR civil airway No. 85 control areas (Rock River, Wyo., to Casper, Wyo.).
601.6086 VOR civil airway No. 86 control areas (Butte, Mont., to Whitehall, Mont.).
601.6087 VOR civil airway No. 87 control areas (Gila Bend, Ariz., to Hassayampa, Ariz.).
601.6088 VOR civil airway No. 88 control areas (Dayton, Ohio, to Mansfield, Ohio).
601.6089 VOR civil airway No. 89 control areas (Cheyenne, Wyo., to Rapid City, S. Dak.).
601.6090 VOR civil airway No. 90 control areas (Lansing, Mich., to Detroit, Mich.).
601.6091 VOR civil airway No. 91 control areas (Wilton, Conn., to Plattsburg, N. Y.).
601.6092 VOR civil airway No. 92 control areas (Toledo, Ohio, to Mansfield, Ohio).
601.6093 VOR civil airway No. 93 control areas (Baltimore, Md., to Lancaster, Pa.).
601.6094 VOR civil airway No. 94 control areas (Salt Flat, Tex., to Hobbs, N. Mex.).
601.6095 VOR civil airway No. 95 control areas (Phoenix, Ariz., to Winslow, Ariz.).
601.6096 VOR civil airway No. 96 control areas (Fort Wayne, Ind., to Toledo, Ohio).
601.6097 VOR civil airway No. 97 control areas (Charleston, S. C., to Minneapolis, Minn.).
601.6098 VOR civil airway No. 98 control areas (San Francisco, Calif., to Bakersfield, Calif.).
601.6099 VOR civil airway No. 99 control areas (Lafayette, La., to Baton Rouge, La.).
601.6100 VOR civil airway No. 100 control areas (San Francisco, Calif., to Fresno, Calif.).
601.6101 VOR civil airway No. 101 control areas (Ogden, Utah, to Burley, Idaho).
601.6102 VOR civil airway No. 102 control areas (Lubbock, Tex., to Wichita Falls, Tex.).
601.6103 VOR civil airway No. 103 control areas (Pendleton, Oreg., to Spokane, Wash.).
601.6104 VOR civil airway No. 104 control areas (United States-Canadian Border to Plattsburg, N. Y.).
601.6105 VOR civil airway No. 105 control areas (Phoenix, Ariz., to Prescott, Ariz.).
601.6106 VOR civil airway No. 106 control areas (Selinsgrove, Pa., to Scranton, Pa.).
601.6107 VOR civil airway No. 107 control areas (Santa Barbara, Calif., to Bakersfield, Calif.).
601.6108 VOR civil airway No. 108 control areas (Bangor, Maine, to Princeton, Maine).
601.6109 VOR civil airway No. 109 control areas (Paso Robles, Calif., to Fresno, Calif.).
601.6110 VOR civil airway No. 110 control areas (San Francisco, Calif., to Modesto, Calif.).
Sec.
601.6111 VOR civil airway No. 111 control areas (Salinas, Calif., to Los Banos, Calif.).
601.6112 VOR civil airway No. 112 control areas (Portland, Oreg., to Pendleton, Oreg.).
601.6113 VOR civil airway No. 113 control areas (Modesto, Calif., to Reno, Nev.).
601.6114 VOR civil airway No. 114 control areas (Delhart, Tex., to New Orleans, La.).
601.6115 VOR civil airway No. 115 control areas. (Crestview, Fla., to Montgomery, Ala.).
601.6116 VOR civil airway No. 116 control areas (Austin, Tex., to Houston, Tex.).
601.6117 VOR civil airway No. 117 control areas.
601.6118 VOR civil airway No. 118 control areas (Laramie, Wyo., to Cheyenne, Wyo.).

SUBPART G—VOR CIVIL AIRWAY REPORTING POINTS

601.7001 VOR reporting points.

AUTHORITY: §§ 601.1 to 601.7001 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551.

SUBPART A—INTRODUCTION, GENERAL

§ 601.1 *Basis and purpose.* The basis of this part is found in sections 205 and 601 of the Civil Aeronautics Act of 1938, as amended, and in §§ 60.73 and 60.74 of this title. The purpose of this part is to designate control areas, control zones, and reporting points in order to provide for the safety of aircraft operating in interstate, overseas, and foreign air commerce.

§ 601.2 *Explanation of terms.* As used in this part:

(a) "Control area" shall mean an airspace of defined dimensions extending upward from an altitude of 700 feet above the surface within which air traffic control is exercised.

(b) "Control zone" shall mean an airspace of defined dimensions extending upward from the surface to include one or more airports and within which rules additional to those governing flight in control areas apply for the protection of air traffic.

(c) "Reporting point" shall mean a geographic location in relation to which the position of an aircraft shall be reported.

CONTROL AREAS

§ 601.9 *Extent of control areas.* Whenever a point prescribed in designating a control area coincides with a point specified in designating the center line of a civil airway, such control area shall include all of the area within a 5-mile radius of such point, unless otherwise provided in Subpart B, Subpart C, and Subpart F. In addition, such control area shall include all of the airspace between the main and alternate VOR civil airways unless otherwise specified.

§ 601.10 *Designation of control areas.* The portions of the civil airways and control area extensions described in Subpart B, Subpart C, and Subpart F are designated as control areas.

SUBPART B—COLORED CIVIL AIRWAY CONTROL AREAS

GREEN CIVIL AIRWAYS

§ 601.11 *Green civil airway No. 1 control areas (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).* All of Green civil airway No. 1.

§ 601.12 *Green civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).* All of Green civil airway No. 2.

§ 601.13 *Green civil airway No. 3 control areas (San Francisco, Calif., to New York, N. Y.).* All of Green civil airway No. 3.

§ 601.14 *Green civil airway No. 4 control areas (Los Angeles, Calif., to Philadelphia, Pa.).* All of Green civil airway No. 4.

§ 601.15 *Green civil airway No. 5 control areas (Los Angeles, Calif., to Boston, Mass.).* All of Green civil airway No. 5.

§ 601.16 *Green civil airway No. 6 control areas (Laredo, Tex., to Norfolk, Va.).* All of Green civil airway No. 6.

§ 601.17 *Green civil airway No. 7 control areas (Nome, Alaska, to Fairbanks, Alaska).* All of Green civil airway No. 7.

§ 601.18 *Green civil airway No. 8 control areas (Cold Bay, Alaska, to Northway, Alaska).* From a line extended at right angles across such airway through a point 50 miles southwest of the King Salmon, Alaska, radio range station to the Northway, Alaska, radio range station.

§ 601.19 *Green civil airway No. 9 control areas (Hawaiian Islands).* All of Green civil airway No. 9 including all that area within 5 miles either side of the direct en route radials from the intersection of the south course of the Port Allen, Kauai, T. H., radio range and the 246° True en route radial of the Honolulu, Oahu, T. H., omnirange station via the Honolulu omnirange 246° True en route radial to the Honolulu omnirange station; from the Honolulu, Oahu, T. H., omnirange station to the intersection of the Honolulu omnirange 61° True en route radial and the Maui, T. H., omnirange 351° True en route radial via the Honolulu omnirange 61° True en route radial.

AMBER CIVIL AIRWAYS

§ 601.101 *Amber civil airway No. 1 control areas (United States-Mexican Border to Nome, Alaska).* All of Amber civil airway No. 1.

§ 601.102 *Amber civil airway No. 2 control areas (Long Beach, Calif., to Point Barrow, Alaska).* All those portions of Amber civil airway No. 2 within the limits of the continental United States. From the intersection of the northwest course of the Snag, Yukon Territory, radio range station and the United States-Canadian Border to a line extended at right angles through a point 25 miles northwest of the Fairbanks, Alaska, radio range station.

§ 601.103 *Amber civil airway No. 3 control areas (El Paso, Tex., to Great Falls, Mont.).* All of Amber civil airway No. 3.

§ 601.104 *Amber civil airway No. 4 control areas (Brownsville, Tex., to Minot, N. Dak.).* All of Amber civil airway No. 4.

§ 601.105 *Amber civil airway No. 5 control areas (Grand Isle, La., to Milwaukee, Wis.).* All of Amber civil airway No. 5.

§ 601.106 *Amber civil airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border).* All of Amber civil airway No. 6.

§ 601.107 *Amber civil airway No. 7 control areas (Key West, Fla., to United States-Canadian Border).* All of Amber civil airway No. 7.

§ 601.108 *Amber civil airway No. 8 control areas (Los Angeles, Calif., to The Dalles, Oreg.).* All of Amber civil airway No. 8.

§ 601.109 *Amber civil airway No. 9 control areas (Charleston, S. C., to New York, N. Y.).* All of Amber civil airway No. 9.

§ 601.110 *Amber civil airway No. 10 control areas (Hawaiian Islands).* All of Amber civil airway No. 10 including all that area within 5 miles either side of the direct en route radials from the intersection of the west course of the Hilo, Hawaii, T. H., radio range and the Honolulu omnirange 179° True en route radial to the Honolulu, Oahu, T. H., omnirange station via the Honolulu 179° True en route radial, excluding the portion above 10,000 feet.

§ 601.111 *Amber civil airway No. 11 control areas (Hawaiian Islands).* All of Amber civil airway No. 11 including all that area within 5 miles either side of the direct en route radials from the intersection of the Maui omnirange 191° True en route radial and the Lanai omnirange 111° True en route radial via the Maui 191° True en route radial to the Maui, T. H., omnirange station, excluding the portion which overlaps the Kahoolawe danger area; from the Maui, T. H., omnirange station to the intersection of the Maui omnirange 351° True en route radial and the Honolulu omnirange 61° True en route radial via the Maui omnirange 351° True en route radial.

§ 601.112 *Amber civil airway No. 12 control areas (Hawaiian Islands).* All of Amber civil airway No. 12 including all that area within 5 miles either side of the direct en route radials from the intersection of the Hilo, T. H., omnirange 173° True en route radial and a point 36 miles south of the Hilo omnirange to the Hilo, T. H., omnirange station via the Hilo omnirange 173° True en route radial; from the Hilo, T. H., omnirange station to the intersection of the Hilo omnirange 06° True en route radial and the Upolu omnirange 96° True en route radial via the Hilo omnirange 06° True en route radial.

RED CIVIL AIRWAYS

§ 601.201 *Red civil airway No. 1 control areas (Portland, Oreg., to Goodland, Kans.).* All of Red civil airway No. 1.

§ 601.202 *Red civil airway No. 2 control areas (Butte, Mont., to Rapid City, S. Dak.).* All of Red civil airway No. 2.

§ 601.203 *Red civil airway No. 3 control areas (Philipsburg, Pa., to Hartford, Conn.).* All of Red civil airway No. 3.

§ 601.204 *Red civil airway No. 4 control areas (Albuquerque, N. Mex., to Tucumcari, N. Mex.).* All of Red civil airway No. 4.

§ 601.205 *Red civil airway No. 5 control areas (Sioux Falls, S. Dak., to St. Paul, Minn.).* All of Red civil airway No. 5.

§ 601.206 *Red civil airway No. 6 control areas (Las Vegas, Nev., to Omaha, Nebr.).* All of Red civil airway No. 6.

§ 601.207 *Red civil airway No. 7 control areas (Atlanta, Ga., to Greensboro, N. C.).* All of Red civil airway No. 7.

§ 601.208 *Red civil airway No. 8 control areas (Dayton, Ohio, to Williamsport, Pa.).* All of Red civil airway No. 8.

§ 601.209 *Red civil airway No. 9 control areas (San Diego, Calif., to Winslow, Ariz.).* All of Red Civil airway No. 9.

§ 601.210 *Red civil airway No. 10 control areas (Pueblo, Colo., to Charleston, S. C.).* All of Red civil airway No. 10.

§ 601.211 *Red civil airway No. 11 control areas (Enid, Okla., to Boston, Mass.).* All of Red civil airway No. 11.

§ 601.212 *Red civil airway No. 12 control areas (Kansas City, Mo., to Williamsport, Pa.).* All of Red civil airway No. 12.

§ 601.213 *Red civil airway No. 13 control areas (Butler, Pa., to Boston, Mass.).* All of Red civil airway No. 13.

§ 601.214 *Red civil airway No. 14 control areas (Lone Rock, Wis., to Bowling Green, Ky.).* All of Red civil airway No. 14.

§ 601.215 *Red civil airway No. 15 control areas (Reno, Nev., to Phoenix, Ariz.).* From the Las Vegas, Nev., radio range station to the Phoenix, Ariz., radio range station.

§ 601.216 *Red civil airway No. 16 control areas (Tallahassee, Fla., to Florence, S. C.).* All of Red civil airway No. 16.

§ 601.217 *Red civil airway No. 17 control areas (St. Louis, Mo., to Baltimore, Md.).* All of Red civil airway No. 17.

§ 601.218 *Red civil airway No. 18 control areas (Indianapolis, Ind., to Washington, D. C.).* All of Red civil airway No. 18.

§ 601.219 *Red civil airway No. 19 control areas (Detroit, Mich., to Norfolk, Va.).* All of Red civil airway No. 19.

§ 601.220 *Red civil airway No. 20 control areas (Lansing, Mich., to Washington, D. C.).* All of Red civil airway No. 20.

§ 601.221 *Red civil airway No. 21 control areas (Pittsburgh, Pa., to Boston, Mass.).* All of Red civil airway No. 21.

§ 601.222 *Red civil airway No. 22 control areas (Mount Clemens, Mich., to Albany, N. Y.).* All of Red civil airway No. 22.

§ 601.223 *Red civil airway No. 23 control areas (United States-Canadian Bor-*

der to New York, N. Y.). All of Red civil airway No. 23.

§ 601.224 *Red civil airway No. 24 control areas (Amarillo, Tex., to Oklahoma City, Okla.).* All of Red civil airway No. 24.

§ 601.225 *Red civil airway No. 25 control areas (Tallahassee, Fla., to Miami, Fla.).* All of Red civil airway No. 25.

§ 601.226 *Red civil airway No. 26 control areas (Syracuse, N. Y., to Allentown, Pa.).* All of Red civil airway No. 26.

§ 601.227 *Red civil airway No. 27 control areas (Atlanta, Ga., to Detroit, Mich.).* All of Red civil airway No. 27.

§ 601.228 *Red civil airway No. 28 control areas (Rockford, Ill., to Detroit, Mich.).* All of Red civil airway No. 28.

§ 601.229 *Red civil airway No. 29 control areas (Rochester, N. Y., to Baltimore, Md.).* All of Red civil airway No. 29.

§ 601.230 *Red civil airway No. 30 control areas (Shreveport, La., to Jacksonville, Fla.).* All of Red civil airway No. 30.

§ 601.231 *Red civil airway No. 31 control areas (Cheyenne, Wyo., to Minneapolis, Minn.).* All of Red civil airway No. 31.

§ 601.232 *Red civil airway No. 32 control areas (Laredo, Tex., to Houston, Tex.).* All of Red civil airway No. 32.

§ 601.233 *Red civil airway No. 33 control areas (Richmond, Va., to Boston, Mass.).* All of Red civil airway No. 33.

§ 601.234 *Red civil airway No. 34 control areas (Charleston, W. Va., to Elizabeth City, N. C.).* All of Red civil airway No. 34.

§ 601.235 *Red civil airway No. 35 control areas (Pueblo, Colo., to St. Joseph, Mo.).* All of Red civil airway No. 35.

§ 601.236 *Red civil airway No. 36 control areas (Rochester, Minn., to La Crosse, Wis.).* All of Red civil airway No. 36.

§ 601.237 *Red civil airway No. 37 control areas (Tyler, Tex., to Gordonsville, Va.).* All of Red civil airway No. 37.

§ 601.238 *Red civil airway No. 38 control areas (Big Spring, Tex., to San Antonio, Tex.).* All of Red civil airway No. 38.

§ 601.239 *Red civil airway No. 39 control areas (Bethel, Alaska, to Fairbanks, Alaska).* From a line extended at right angles across such airway through a point 25 miles southwest of the McGrath, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 601.240 *Red civil airway No. 40 control areas (Kodiak, Alaska, to Anchorage, Alaska).* All of Red civil airway No. 40.

§ 601.241 *Red civil airway No. 41 control areas (Yakutat, Alaska, to Gustavus, Alaska).* All of Red civil airway No. 41.

§ 601.242 *Red civil airway No. 42 control areas (Milwaukee, Wis., to La Fayette, Ind.)* All of Red civil airway No. 42.

§ 601.243 *Red civil airway No. 43 control areas (Chicago, Ill., to La Fayette, Ind.).* All of Red civil airway No. 43.

§ 601.244 *Red civil airway No. 44 control areas (Bellingham, Wash., to United States-Canadian Border).* All of Red civil airway No. 44.

§ 601.245 *Red civil airway No. 45 control areas (Blackstone, Va., to Allentown, Pa.).* All of Red civil airway No. 45.

§ 601.246 *Red civil airway No. 46 control areas (Jamestown, N. Dak., to Rochester, Minn.).* All of Red civil airway No. 46.

§ 601.247 *Red civil airway No. 47 control areas (Tampa, Fla., to Daytona Beach, Fla.).* All of Red civil airway No. 47.

§ 601.248 *Red civil airway No. 48 control areas (Missoula, Mont., to Livingston, Mont.).* All of Red civil airway No. 48.

§ 601.249 *Red civil airway No. 49 control areas (Elko, Nev., to Fort Bridger, Wyo.).* All of Red civil airway No. 49.

§ 601.250 *Red civil airway No. 50 control areas (Galena, Alaska, to Fairbanks, Alaska).* All of Red civil airway No. 50.

§ 601.251 *Red civil airway No. 51 control areas (Erie, Pa., to Elmira, N. Y.).* All of Red civil airway No. 51.

§ 601.252 *Red civil airway No. 52 control areas (Memphis, Tenn., to Birmingham, Ala.).* All of Red civil airway No. 52.

§ 601.253 *Red civil airway No. 53 control areas (Joplin, Mo., to Springfield, Mo.).* All of Red civil airway No. 53.

§ 601.254 *Red civil airway No. 54 control areas (Burley, Idaho, to Salt Lake City, Utah).* All of Red civil airway No. 54.

§ 601.255 *Red civil airway No. 55 control areas (Burlington, Iowa, to Columbus, Ohio).* All of Red civil airway No. 55.

§ 601.256 *Red civil airway No. 56 control areas (Red Bluff, Calif., to Whitmore, Calif.).* All of Red civil airway No. 56.

§ 601.257 *Red civil airway No. 57 control areas (Moline, Ill., to Youngstown, Ohio).* All of Red civil airway No. 57.

§ 601.258 *Red civil airway No. 58 control areas (Salinas, Calif., to Hollister, Calif.).* All of Red civil airway No. 58.

§ 601.259 *Red civil airway No. 59 control areas (Garden City, Kans., to Oklahoma City, Okla.).* All of Red civil airway No. 59.

§ 601.260 *Red civil airway No. 60 control areas (Oakland, Calif., to Stockton, Calif.).* All of Red civil airway No. 60.

§ 601.261 *Red civil airway No. 61 control areas (Butler, Pa., to Washington, D. C.).* All of Red civil airway No. 61.

§ 601.262 *Red civil airway No. 62 control areas (Pittsburgh, Pa., to Altoona, Pa.).* All of Red civil airway No. 62.

§ 601.263 *Red civil airway No. 63 control areas (Battle Creek, Mich., to the United States-Canadian Border).* All of Red civil airways No. 63.

§ 601.264 *Red civil airway No. 64 control areas (United States-Canadian Border to Annette Island, Alaska).* From the United States-Canadian Border to the Annette Island, Alaska, radio range station.

§ 601.265 *Red civil airway No. 65 control areas (Oceanside, Calif., to Blythe, Calif.).* All of Red civil airway No. 65.

§ 601.266 *Red civil airway No. 66 control areas (Santa Barbara, Calif., to Los Angeles, Calif.).* All of Red civil airway No. 66.

§ 601.267 *Red civil airway No. 67 control areas (Crestview, Fla., to Dothan, Ala.).* All of Red civil airway No. 67.

§ 601.268 *Red civil airway No. 68 control areas (Midland, Tex., to Shreveport, La.).* All of Red civil airway No. 68.

§ 601.269 *Red civil airway No. 69 control areas (Midland, Tex., to Big Spring, Tex.).* All of Red civil airway No. 69.

§ 601.270 *Red civil airway No. 70 control areas (Midland, Tex., to Lubbock, Tex.).* All of Red civil airway No. 70.

§ 601.271 *Red civil airway No. 71 control areas (El Paso, Tex., to Lubbock, Tex.).* All of Red civil airway No. 71.

§ 601.272 *Red civil airway No. 72 control areas (Millville, N. J., to Idlewild, N. Y.).* All of Red civil airway No. 72.

§ 601.273 *Red civil airway No. 73 control areas (Baltimore, Md., to Millville, N. J.).* All of Red civil airway No. 73.

§ 601.274 *Red civil airway No. 74 control areas (Louisville, Ky., to Cincinnati, Ohio).* All of Red civil airway No. 74.

§ 601.275 *Red civil airway No. 75 control areas (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).* All of Red civil airway No. 75.

§ 601.276 *Red civil airway No. 76 control areas (Williams, Calif., to Auburn, Calif.).* All of Red civil airway No. 76.

§ 601.277 *Red civil airway No. 77 control areas (Lynchburg, Va., to Millville, N. J.).* All of Red civil airway No. 77.

§ 601.278 *Red civil airway No. 78 control areas (Medford, Oreg., to Klamath Falls, Oreg.).* All of Red civil airway No. 78.

§ 601.279 *Red civil airway No. 79 control areas (Port Angeles, Wash., to Everett, Wash.).* All of Red civil airway No. 79.

§ 601.280 *Red civil airway No. 80 control areas (Lewistown, Mont., to Miles City, Mont.).* All of Red civil airway No. 80.

§ 601.281 *Red civil airway No. 81 control areas (Cadillac, Mich., to Elkins, W. Va.).* All of Red civil airway No. 81.

§ 601.282 *Red civil airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska).* All of Red civil airway No. 82.

§ 601.283 *Red civil airway No. 83 control areas (Gila Bend, Ariz., to Rodeo, N. Mex.).* All of Red civil airway No. 83.

§ 601.284 *Red civil airway No. 84 control areas (Lafayette, La., to Atlanta, Ga.).* All of Red civil airway No. 84.

§ 601.285 *Red civil airway No. 85 control areas (Dayton, Ohio to Martinsburg, Pa.).* All of Red civil airway No. 85.

§ 601.286 *Red civil airway No. 86 control areas (Millinocket, Maine, to Houlton, Maine).* All of Red civil airway No. 86.

§ 601.287 *Red civil airway No. 87 control areas (Hawaiian Islands).* All of Red civil airway No. 87 including all that area within 5 miles either side of the en route and altitude change radials and the area between the altitude change and en route radials from the Lihue, Kauai, T. H., omnirange station to the Honolulu, Oahu, T. H., omnirange station via the intersection of the Lihue omnirange 126° True en route radial and the Honolulu omnirange 246° True en route radial and via the intersection of the Lihue omnirange 141° True altitude change radial and the Honolulu omnirange 246° True en route radial; from the Honolulu, Oahu, T. H., omnirange station to the Lanai, T. H. omnirange station via the direct en route radials and via the intersections of the Honolulu omnirange 132° True and 149° True altitude change radials and the Lanai omnirange 282° True altitude change radial; from the Lanai, T. H., omnirange station to the Upolu, Hawaii, T. H., omnirange station via the intersection of the Lanai omnirange 111° True en route radial and the Upolu omnirange 302° True en route radial excluding the portion which overlaps the Kahoolawe danger area, from the Lanai omnirange station to the Maui, T. H., omnirange station via the direct en route radials and from the intersection of the Lanai omnirange 111° True en route radial and the Maui omnirange 237° True en route radial to the Maui, T. H., omnirange station, excluding the portion which overlaps the Kahoolawe danger area; from the Upolu, Hawaii, T. H., omnirange station to the Hilo, Hawaii, T. H., omnirange station via the intersection of the Upolu omnirange 96° True en route radial and the Hilo omnirange 336° True en route radial; from the Hilo, Hawaii, T. H., omnirange station via the Hilo omnirange 89° True en route radial to the intersection of the southeast course of the Maui, T. H., radio range and the Hilo omnirange 89° True en route radial.

§ 601.288 *Red civil airway No. 88 control areas (Albuquerque, N. Mex., to Hobbs, N. Mex.).* All of Red civil airway No. 88.

§ 601.289 *Red civil airway No. 89 control areas (St. Joseph, Mo., to Peoria, Ill.).* All of Red civil airway No. 89.

§ 601.290 *Red civil airway No. 90 control areas (Oxnard, Calif., to Burbank, Calif.).* All of Red civil airway No. 90.

§ 601.291 *Red civil airway No. 91 control areas (Salt Flat, Tex., to Hobbs, N. Mex.).* All of Red civil airway No. 91.

§ 601.292 *Red civil airway No. 92 control areas (New York, N. Y., to Islip, N. Y.).* All of Red civil airway No. 92.

§ 601.293 *Red civil airway No. 93 control areas (Lincoln, Nebr., to Omaha, Nebr.).* All of Red civil airway No. 93.

§ 601.294 *Red civil airway No. 94 control areas (Providence, R. I., to Hyannis, Mass.).* All of Red civil airway No. 94.

§ 601.295 *Red civil airway No. 95 control areas (Elmira, N. Y., to Utica, N. Y.).* All of Red civil airway No. 95.

§ 601.296 *Red civil airway No. 96 control areas (Palacios, Tex., to Baton Rouge, La.).* All of Red civil airway No. 96.

§ 601.297 *Red civil airway No. 97 control areas (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).* All of Red civil airway No. 97.

§ 601.298 *Red civil airway No. 98 control areas (Vichy, Mo., to Belleville, Ill.).* All of Red civil airway No. 98.

§ 601.299 *Red civil airway No. 99 control areas (Iliamna, Alaska, to Homer, Alaska).* All of Red civil airway No. 99.

§ 601.312 *Red civil airway No. 112 control areas (Hawaiian Islands).* All of Red civil airway No. 112.

BLUE CIVIL AIRWAYS

§ 601.601 *Blue civil airway No. 1 control areas (Pendleton, Oreg., to Spokane, Wash.).* All of Blue civil airway No. 1.

§ 601.602 *Blue civil airway No. 2 control areas (Montgomery, Ala., to Erie, Pa.).* All of Blue civil airway No. 2.

§ 601.603 *Blue civil airway No. 3 control areas (Tallahassee, Fla., to Sault Ste. Marie, Mich.).* All of Blue civil airway No. 3.

§ 601.604 *Blue civil airway No. 4 control areas (Nantucket, Mass., to United States-Canadian Border).* All of Blue civil airway No. 4.

§ 601.605 *Blue civil airway No. 5 control areas (Galveston, Tex., to Wichita, Kans.).* All of Blue civil airway No. 5.

§ 601.606 *Blue civil airway No. 6 control areas (Abilene, Tex., to Muskegon, Mich.).* All of Blue civil airway No. 6.

§ 601.607 *Blue civil airway No. 7 control areas (Paso Robles, Calif., to Williams, Calif.).* All of Blue civil airway No. 7.

§ 601.608 *Blue civil airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border).* All of Blue civil airway No. 8.

§ 601.609 *Blue civil airway No. 9 control areas (Columbia, Mo., to United States-Canadian Border).* All of Blue civil airway No. 9.

§ 601.610 *Blue civil airway No. 10 control areas (Fresno, Calif., to Williams, Calif.).* All of Blue civil airway No. 10.

§ 601.611 *Blue civil airway No. 11 control areas (Toledo, Ohio, to Niagara Falls, N. Y.).* All of Blue civil airway No. 11.

§ 601.612 *Blue civil airway No. 12 control areas (The Dalles, Oreg., to Ellensburg, Wash.).* All of Blue civil airway No. 12.

§ 601.613 *Blue civil airway No. 13 control areas (Houston, Tex., to Minneapolis, Minn.).* All of Blue civil airway No. 13.

§ 601.614 *Blue civil airway No. 14 control areas (El Centro, Calif., to Sacramento, Calif.).* All of Blue civil airway No. 14.

§ 601.615 *Blue civil airway No. 15 control areas (Huntington, W. Va., to Erie, Pa.).* All of Blue civil airway No. 15.

§ 601.616 *Blue civil airway No. 16 control areas (Dillon, Mont., to Helena, Mont.).* All of Blue civil airway No. 16.

§ 601.617 *Blue civil airway No. 17 control areas (Bangor, Maine, to Presque Isle, Maine).* All of Blue civil airway No. 17.

§ 601.618 *Blue civil airway No. 18 control areas (Philadelphia Pa., to United States-Canadian Border).* All of Blue civil airway No. 18.

§ 601.619 *Blue civil airway No. 19 control areas (Miami, Fla., to Orlando, Fla.).* All of Blue civil airway No. 19.

§ 601.620 *Blue civil airway No. 20 control areas (Atlantic City, N. J., to Allentown, Pa.).* All of Blue civil airway No. 20.

§ 601.621 *Blue civil airway No. 21 control areas (Louisville, Ky., to Erie, Pa.).* All of Blue civil airway No. 21.

§ 601.622 *Blue civil airway No. 22 control areas (Memphis, Tenn., to Wichita, Kans.).* All of Blue civil airway No. 22.

§ 601.623 *Blue civil airway No. 23 control areas (Detroit, Mich., to Flint, Mich.).* All of Blue civil airway No. 23.

§ 601.624 *Blue civil airway No. 24 control areas (El Centro, Calif., to Daggett, Calif.).* All Blue civil airway No. 24.

§ 601.625 *Blue civil airway No. 25 control areas (Cordova, Alaska, to Big Delta, Alaska).* All of Blue civil airway No. 25.

§ 601.626 *Blue civil airway No. 26 control areas (Anchorage, Alaska, to Nenana, Alaska).* All of Blue civil airway No. 26.

§ 601.627 *Blue civil airway No. 27 control areas (Kodiak, Alaska to Kotzebue, Alaska).* From the Kodiak, Alaska, radio range station to a line extended at right angles across such airway through a point 50 miles northwest of the King Salmon, Alaska, radio range station. From a line extended at right angles across such airway through a point 50 miles southeast of the Nome, Alaska, radio range station to a line extended at right angles across such airway through a point 50 miles north of the Nome, Alaska, radio range station.

§ 601.628 *Blue civil airway No. 28 control areas (Charleston, S. C., to Spartanburg, S. C.).* All of Blue civil airway No. 28.

§ 601.629 *Blue civil airway No. 29 control areas (Raleigh, N. C., to Lynch-*

burg, Va.). All of Blue civil airway No. 29.

§ 601.630 *Blue civil airway No. 30 control areas (Brownsville, Tex., to Amarillo, Tex.).* All of Blue civil airway No. 30.

§ 601.631 *Blue civil airway No. 31 control areas (Burlington, Iowa, to Madison, Wis.).* All of Blue civil airway No. 31.

§ 601.632 *Blue civil airway No. 32 control areas (Pendleton, Oreg., to Talkeetna, Alaska).* All of Blue civil airway No. 32.

§ 601.633 *Blue civil airway No. 33 control areas (Archbold, Ohio, to Saginaw, Mich.).* All of Blue civil airway No. 33.

§ 601.634 *Blue civil airway No. 34 control areas (Terre Haute, Ind., to Peoria, Ill.).* All of Blue civil airway No. 34.

§ 601.635 *Blue civil airway No. 35 control areas (Oxnard, Calif., to Bakersfield, Calif.).* All of Blue civil airway No. 35.

§ 601.636 *Blue civil airway No. 36 control areas (Thurman, Colo., to North Platte, Nebr.).* All of Blue civil airway No. 36.

§ 601.637 *Blue civil airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.).* All of Blue civil airway No. 37.

§ 601.638 *Blue civil airway No. 38 control areas (Annette Island, Alaska, to United States-Canadian Border).* All of Blue civil airway No. 38.

§ 601.639 *Blue civil airway No. 39 control areas (Savannah, Ga., to Elmira, N. Y.).* All of Blue civil airway No. 39.

§ 601.640 *Blue civil airway No. 40 control areas (Concord, N. H., to Burlington, Vt.).* All of Blue civil airway No. 40.

§ 601.641 *Blue civil airway No. 41 control areas (Hartford, Conn., to United States-Canadian Border).* All of Blue civil airway No. 41.

§ 601.642 *Blue civil airway No. 42 control areas (Goshen, Ind., to Saginaw, Mich.).* All of Blue civil airway No. 42.

§ 601.644 *Blue civil airway No. 44 control areas (Advance, Mo., to United States-Canadian Border).* All of Blue civil airway No. 44.

§ 601.646 *Blue civil airway No. 46 control areas (Memphis, Tenn., to Paducah, Ky.).* All of Blue civil airway No. 46.

§ 601.647 *Blue civil airway No. 47 control areas (Front Royal, Va., to Dunkirk, N. Y.).* All of Blue civil airway No. 47.

§ 601.648 *Blue civil airway No. 48 control areas (New York, N. Y., to Poughkeepsie, N. Y.).* All of Blue civil airway No. 48.

§ 601.649 *Blue civil airway No. 49 control areas (Atlantic City, N. J., to Philadelphia, Pa.).* All of Blue civil airway No. 49.

§ 601.650 *Blue civil airway No. 50 control areas (Augusta, Maine to United States-Canadian Border).* All of Blue civil airway No. 50.

§ 601.651 *Blue civil airway No. 51 control areas (Wendover, Utah, to Dubois Idaho).* All of Blue civil airway No. 51.

§ 601.652 *Blue civil airway No. 52 control areas (Paso Robles, Calif., to Fresno, Calif.).* All of Blue civil airway No. 52.

§ 601.653 *Blue civil airway No. 53 control areas (Providence, R. I., to Hartford, Conn.).* All of Blue civil airway No. 53.

§ 601.654 *Blue civil airway No. 54 control areas (Salinas, Calif., to Hamilton Field, Calif.).* All of Blue civil airway No. 54.

§ 601.655 *Blue civil airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.)* All of Blue civil airway No. 55.

§ 601.656 *Blue civil airway No. 56 control areas (Elizabeth City, N. C., to Washington, D. C.).* All of Blue civil airway No. 56.

§ 601.657 *Blue civil airway No. 57 control areas (Elko, Nev., to Burley, Idaho).* All of Blue civil airway No. 57.

§ 601.658 *Blue civil airway No. 58 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.).* All of Blue civil airway No. 58.

§ 601.659 *Blue civil airway No. 59 control areas (Pensacola, Fla., to Goodway, Ala.).* All of Blue civil airway No. 59.

§ 601.660 *Blue civil airway No. 60 control areas (Sunnyvale, Calif., to Stockton, Calif.).* All of Blue civil airway No. 60.

§ 601.661 *Blue civil airway No. 61 control areas (Springfield, Mo., to Kansas City, Mo.).* All of Blue civil airway No. 61.

§ 601.662 *Blue civil airway No. 62 control areas (Ypsilanti, Mich., to Traverse City, Mich.).* All of Blue civil airway No. 62.

§ 601.664 *Blue civil airway No. 64 control areas (Wink, Tex., to Hobbs, N. Mex.).* All of Blue civil airway No. 64.

§ 601.666 *Blue civil airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N. Y.).* All of Blue civil airway No. 66.

§ 601.667 *Blue civil airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.).* All of Blue civil airway No. 67.

§ 601.668 *Blue civil airway No. 68 control areas (Midland, Tex., to Hobbs, N. Mex.).* All of Blue civil airway No. 68.

§ 601.669 *Blue civil airway No. 69 control areas (St. Louis, Mo., to Des Moines, Iowa).* All of Blue civil airway No. 69.

§ 601.670 *Blue civil airway No. 70 control areas (Ardmore, Okla., to Tulsa, Okla.).* All of Blue civil airway No. 70.

§ 601.671 *Blue civil airway No. 71 control areas (Toledo, Wash., to Seattle, Wash.).* All of Blue civil airway No. 71.

§ 601.672 *Blue civil airway No. 72 control areas (Enid, Okla., to Wichita, Kans.).* All of Blue civil airway No. 72.

§ 601.673 *Blue civil airway No. 73 control areas (Brookville, Pa., to Buffalo, N. Y.).* All of Blue civil airway No. 73.

§ 601.674 *Blue civil airway No. 74 control areas (Carlsbad, N. Mex., to Santa Fe, N. Mex).* All of Blue civil airway No. 74.

§ 601.675 *Blue civil airway No. 75 control areas (Miami, Fla., to Tampa, Fla.).* All of Blue civil airway No. 75.

§ 601.676 *Blue civil airway No. 76 control areas (Sinclair, Wyo., to Casper, Wyo.).* All of Blue civil airway No. 76.

§ 601.677 *Blue civil airway No. 77 control areas (Promontory Point, Utah, to Corinne, Utah).* All of Blue civil airway No. 77.

§ 601.678 *Blue civil airway No. 78 control areas (Spring Bay, Utah, to Malad City, Idaho).* All of Blue civil airway No. 78.

§ 601.679 *Blue civil airway No. 79 control areas (Burlington, Iowa, to Iowa City, Iowa).* All of Blue civil airway No. 79.

§ 601.681 *Blue civil airway No. 81 (Charleston, W. Va., to United States-Canadian Border).* All of Blue civil airway No. 81.

§ 601.682 *Blue civil airway No. 82 control areas (Lebo, Kans., to Topeka, Kans.).* All of Blue civil airway No. 82.

§ 601.684 *Blue civil airway No. 84 control areas (Bangor, Maine to Millinocket, Maine).* All of Blue civil airway No. 84.

§ 601.685 *Blue civil airway No. 85 control areas (Hutchinson, Kans., to Wichita, Kans.).* All of Blue civil airway No. 85.

§ 601.686 *Blue civil airway No. 86 control areas (Goshen, Ind., to Dayton, Ohio).* All of Blue civil airway No. 86.

§ 601.687 *Blue civil airway No. 87 control areas (Lexington, Ky., to Dayton, Ohio).* All of Blue civil airway No. 87.

SUBPART C—CONTROL AREA EXTENSIONS

§ 601.1001 *Control area extension (Moses Lake, Wash.).* All that area south of Green civil airways No. 2 within a 30-mile radius of the Larson AFB, Moses Lake, Wash., excluding the portions which overlap the Moses Lake Danger Area and the Hanford, Wash., Airspace Reservation.

§ 601.1002 *Control area extension (Austin, Tex.).* All that area within a 25-mile radius of the Austin, Tex., radio range station, excluding the portion which overlaps the Randolph AFB Caution Area.

§ 601.1003 *Control area extension (Beaumont, Tex.).* From the Beaumont, Tex., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station and extending 5 miles either side of the south course of the radio range to a point 25 miles south of the radio range station.

§ 601.1004 *Control area extension (Brownsville, Tex.).* From the Brownsville, Tex., radio range station, extending within 5 miles either side of the north course of the Brownsville radio range, to a point 30 miles north of the radio range station.

§ 601.1005 *Control area extension (Jacksonville, Fla.).* From the Jacksonville, Fla., radio range station extending 5 miles either side of the ILS localizer course to a point 10.5 miles southwest of the outer marker excluding that portion which lies south of Latitude 30°16'45".

§ 601.1006 *Control area extension (Lake Charles, La.).* All that area within a 25-mile radius of the Lake Charles radio range station in the southeast, southwest and northwest quadrants of the radio range and within a 15-mile radius of the radio range station in the northeast quadrant of the radio range including the area within 5 miles on the east side of the north course of the Lake Charles radio range extending from the radio range station to a point 25 miles north.

§ 601.1007 *Control area extension (Laredo, Tex.).* From the Laredo, Tex., radio range station extending 5 miles either side of the northwest course of the radio range to a point 20 miles northwest of the radio range station and extending 5 miles either side of the southeast course of the radio range to a point 25 miles southeast of the radio range station, excluding the portion which lies outside the continental limits of the United States.

§ 601.1008 *Control area extension (Savannah, Ga.).* From the Savannah, Ga., radio range station extending 5 miles either side of the southeast course of the Savannah radio range to a point 20 miles southeast of the range station, extending 5 miles either side of the southwest course of the radio range to a point 30 miles southwest of the radio range station, extending 5 miles either side of the northwest course of the radio range to a point 25 miles northwest of the radio range station, and within 5 miles either side of the centerline of the east-west runway of Travis Field, Savannah, Ga., from Amber civil airway No. 7 to a point 20 miles west of Travis Field, excluding the portion overlapping the Camp Stewart danger area.

§ 601.1009 *Control area extension (Augusta, Ga.).* All that area within 5 miles either side of the centerline of the north-south runway of Bush Field, Augusta, Ga., extending to a point 30 miles south of Bush Field.

§ 601.1010 *Control area extension (Charlotte, N. C.).* All that area within a 25-mile radius of the Charlotte, N. C., radio range station and all that area within 5 miles either side of the Charlotte ILS localizer course extending from the localizer to a point 30 miles southwest.

§ 601.1011 *Control area extension (Daytona Beach, Fla.).* From the Daytona Beach, Fla., radio range station, extending within 5 miles of the west course of the Daytona Beach radio range, to a point 20 miles west of the radio range station.

§ 601.1012 *Control area extension (Florence, S. C.).* From the Florence, S. C., radio range station extending 5 miles either side of the southeast course of the radio range to a point 20 miles southeast of the radio range station, and extending 5 miles either side of the northwest course of the radio range to a point 25 miles northwest of the radio station.

§ 601.1013 *Control area extension (Fort Myers, Fla.).* From the Fort Myers, Fla., radio range station extending 5 miles either side of the southwest course of the radio range to a point 20 miles southwest of the radio range station, and extending 5 miles either side of the northeast course of the radio range to Blue civil airway No. 75.

§ 601.1014 *Control area extension (Greenville, S. C.).* Within 5 miles either side of the north and south courses of the Greenville radio range extending from the radio range station to points 20 miles north and south and within 5 miles either side of the west course of the radio range extending from the radio range station to a point 25 miles west.

§ 601.1015 *Control area extension (Greenwood, Miss.).* From the Greenwood, Miss., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station and extending 5 miles either side of the 138° True and 318° True radials of the Greenwood omnirange to points 20 miles southeast and northwest of the omnirange station.

§ 601.1016 *Control area extension (Jackson, Tenn.).* Within 5 miles either side of the north course of the Jackson, Tenn., radio range extending from the radio range station to a point 20 miles north.

§ 601.1017 *Control area extension (Reading, Pa.).* From the Reading, Pa., ILS localizer extending 5 miles either side of the localizer course to its intersection with the east course of the Harrisburg, Pa., radio range.

§ 601.1018 *Control area extension (Meridian, Miss.).* From the Meridian, Miss., radio range station extending 5 miles either side of the north course of the Meridian, Miss., radio range to a point 20 miles north of the radio range station and extending from the ILS localizer 5 miles either side of the localizer course to a point 30 miles south of the ILS localizer.

§ 601.1019 *Control area extension (Nashville, Tenn.).* From the Nashville, Tenn., radio range station extending 5 miles either side of the northeast course of the radio range to a point 30 miles northeast of the radio range station, and from the ILS localizer extending 5 miles either side of the localizer course to a point 30 miles south of the ILS localizer, including all the area within a 25-mile radius of the Nashville, Tenn., radio range station lying within the northwest and northeast quadrants of the Nashville radio range, and all that area within a 15 mile radius of the Nashville, Tenn., omnirange station.

§ 601.1020 *Control area extension (Smithville, Tenn.).* From the Smithville, Tenn., radio range station extending 5 miles either side of the northeast course of the radio range to a point 20 miles northeast of the radio range station.

§ 601.1021 *Control area extension (Belleville, Ill.).* All that area within a 25-mile radius of the Scott AFB radio range station, Belleville, Ill.

§ 601.1022 *Control area extension (West Palm Beach, Fla.).* From the West Palm Beach, Fla., radio range station, extending within 5 miles either side of the west course of the West Palm Beach radio range, to a point 20 miles west of the radio range station.

§ 601.1023 *Control area extension (Akron, Colo.).* From the Akron, Colo., radio range station, extending within 5 miles either side of the north course of the Akron radio range, to a point 20 miles north of the radio range station.

§ 601.1024 *Control area extension (Burlington, Iowa).* All that area within a 15-mile radius of the Burlington omnirange station.

§ 601.1025 *Control area extension (New Orleans, La.).* All that area within a 25-mile radius of the New Orleans, La., radio range station located in the southeast quadrant and including all the area bounded on the west by the south course of the New Orleans, La., radio range on the south and east by the shoreline and on the north by Green civil airway No. 6.

§ 601.1026 *Control area extension (Grand Island, Nebr.).* From the Grand Island, Nebr., radio range station, extending within 5 miles either side of the north course of the Grand Island radio range, to a point 20 miles north of the radio range station and within 5 miles either side of the 180° True and 360° True radials of the Grand Island omnirange extending from the omnirange station to points 25 miles north and south.

§ 601.1027 *Control area extension (Kansas City, Mo.).* All that area within a 42-mile radius of the Kansas City, Mo., Municipal Airport excluding that area outside existing civil airways that lies within the south quadrant of the Kansas City radio range and excluding the portion below 4,000 feet which overlaps the Lake City, Mo., Danger Area.

§ 601.1028 *Control area extension (Monroe, La.).* From the Monroe, La., radio range station extending 5 miles either side of the southwest course of the radio range to a point 20 miles southwest of the radio range station, and extending 5 miles either side of the northeast course of the radio range to a point 25 miles northeast of the radio range station.

§ 601.1029 *Control area extension (Corpus Christi, Tex.).* All that area within a 25-mile radius of the Corpus Christi, Tex., radio range station lying within the west and north quadrants of the radio range.

§ 601.1030 *Control area extension (Victorville, Calif.).* All that area within

the vicinity of George AFB, Victorville, Calif., bounded on the north by Green 4, on the southwest by Blue 14 and on the southeast by Amber 2.

§ 601.1031 *Control area extension (North Platte, Nebr.).* All that airspace within a 25-mile radius of the North Platte radio range bounded on the south by Green civil airway No. 3, and the airspace bounded on the east by a line 5 miles east of and parallel to the south course of the radio range, on the south by VOR civil airway No. 8, and on the northwest by Blue civil airway No. 36.

§ 601.1032 *Control area extension (Scottsbluff, Nebr.).* From the Scottsbluff, Nebr., radio range station, extending within 5 miles either side of the southeast course of the Scottsbluff radio range, to a point 20 miles southeast of the radio range station.

§ 601.1033 *Control area extension (St. Joseph, Mo.).* All that area within a 25-mile radius of the St. Joseph, Mo., radio range station in the northwest and southwest quadrants of the radio range excluding the portion which overlaps the Kansas City, Mo., control area and within 5 miles either side of the 355° True radial of the St. Joseph omnirange extending from the omnirange station to a point 25 miles north.

§ 601.1034 *Control area extension (Springfield, Mo.).* All that area within a 25-mile radius of the Springfield, Mo., radio range station.

§ 601.1035 *Control area extension (Little Rock, Ark.).* From the Little Rock, Ark., radio range station extending 5 miles either side of the northeast course of the radio range to a point 25 miles northeast of the radio range station.

§ 601.1036 *Control area extension (Vichy, Mo.).* From the Vichy, Mo., radio range station, extending within 5 miles either side of the southeast course of the Vichy radio range, to a point 20 miles southeast of the radio range station and within 5 miles either side of the northwest course of the Vichy radio range extending from the radio range station to a point 25 miles northwest.

§ 601.1037 *Control area extension (Pensacola, Fla.).* From the Pensacola, Fla., radio range station extending 5 miles either side of the south course of the radio range to a point 20 miles south of the radio range station.

§ 601.1038 *Control area extension (Great Falls, Mont.).* From the Great Falls, Mont., radio range station, extending within 5 miles either side of the northeast course of the Great Falls radio range, to a point 30 miles northeast of the radio range station.

§ 601.1039 *Control area extension (Portland, Oreg.).* All that airspace within a 20-mile radius of the Portland, Oreg., radio range station lying within the southeast, southwest and northwest quadrants of the radio range including that airspace within 5 miles either side of the Portland, Oreg., ILS localizer course extending from the Sauvies Island non-directional radio beacon to a point 15 miles northwest of the non-directional beacon, and within 5 miles either side of the west course of the Portland, Oreg., radio range to a point 30 miles west of the radio range station.

§ 601.1040 *Control area extension (Medford, Oreg.).* From the Medford, Oreg., radio range station, extending within 5 miles either side of the west course of the Medford radio range, to a point 20 miles west of the radio range station.

§ 601.1041 *Control area extension (Boise, Idaho).* From the Boise, Idaho, radio range station, extending within 5 miles either side of the southwest course of the Boise radio range, to a point 20 miles southwest of the radio range station.

§ 601.1042 *Control area extension (Columbus, Ohio).* All that area bounded on the north by Green civil airway No. 4, on the east by Blue civil airway No. 15, on the south by Red civil airway No. 8 and on the west by Red civil airway No. 27, including all that area within a 15 mile radius of the Columbus omnirange station.

§ 601.1043 *Control area extension (Bowling Green, Ky.).* From the Bowling Green, Ky., radio range station extending 5 miles either side of the southeast course of the radio range to a point 20 miles southeast of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station and all that area within a 15 mile radius of the Bowling Green omnirange station.

§ 601.1044 *Control area extension (Ypsilanti, Mich.).* From the Willow Run Airport, Ypsilanti, Mich., ILS localizer extending 5 miles either side of the localizer course to a point 20 miles southwest of the ILS outer marker.

§ 601.1045 *Control area extension (Presque Isle, Maine).* From the Presque Isle, Maine, radio range station extending 5 miles either side of the west course of the radio range to a point 15 miles west of the radio range station, and extending 5 miles either side of the northeast course of the radio range to its intersection with the U. S.-Canadian Border including all that area bounded on the north and northeast by Blue civil airway No. 17, on the south by Red civil airway No. 86 and on the northwest by Amber civil airway No. 7.

§ 601.1046 *Control area extension (Montpelier, Vt.).* From the Montpelier, Vt., radio range station, within 5 miles either side of the northeast course of the Montpelier, Vt., radio range, extending 20 miles northeast of the Montpelier, Vt., radio range station.

§ 601.1047 *Control area extension (Bangor, Maine).* From the Bangor, Maine, radio range station within 5 miles either side of the northwest course of the Bangor, Maine, radio range, extending 30 miles northwest of the Bangor, Maine, radio range station and within 5 miles either side of the southeast course of the Bangor, Maine, radio range, extending 10 miles southeast of Dow Field.

§ 601.1048 *Control area extension (Red Bluff, Calif.).* From the Red Bluff, Calif., radio range station extending 5 miles either side of the east course of the radio range to a point 25 miles east of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station.

§ 601.1049 *Control area extension (Utica, N. Y.).* From the Utica, N. Y., radio range station, within 5 miles either side of the northwest course of the Utica, N. Y., radio range, extending 20 miles northwest of the Utica, N. Y., radio range station and within 5 miles either side of the northeast course of the Utica radio range extending from the radio range station to a point 15 miles northeast.

§ 601.1050 *Control area extension (Bakersfield, Calif.).* From the Bakersfield, Calif., radio range station extending within 5 miles either side of the southwest course of the Bakersfield, Calif., radio range to a point 25 miles southwest of the radio range station.

§ 601.1051 *Control area extension (Portland, Maine).* From the Portland, Maine, radio range station, within 5 miles either side of the northwest course of the Portland, Maine, radio range extending 20 miles northwest of the Portland, Maine, radio range station.

§ 601.1052 *Control area extension (Atlanta, Ga.).* All that airspace within a 50-mile radius of the Atlanta radio range station excluding the portion which overlaps caution areas.

§ 601.1053 *Control area extension (Houston, Tex.).* All that area within a 40-mile radius of the Houston, Tex., radio range station.

§ 601.1054 *Control area extension (Sinclair, Wyo.).* From the Sinclair, Wyo., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1055 *Control area extension (Elmira, N. Y.).* Within a 15-mile radius of the Elmira, N. Y., omnirange station.

§ 601.1056 *Control area extension (Buffalo, N. Y.).* Within a 15-mile radius of the Buffalo, N. Y., omnirange station.

§ 601.1057 *Control area extension (Binghamton, N. Y.).* Within a 15-mile radius of the Binghamton, N. Y., omnirange station.

§ 601.1058 *Control area extension (Martinsburg, W. Va.).* From the Martinsburg, W. Va., radio range station, within 5 miles either side of the southwest course of the Martinsburg, W. Va., radio range, extending 20 miles southwest of the Martinsburg, W. Va., radio range station; and within 5 miles either side of the northeast course of the Martinsburg, W. Va., radio range, extending 10 miles northeast of the Shepherd Airport and all that area within a 15 mile radius of the Martinsburg omnirange station.

§ 601.1059 *Control area extension (Lynchburg, Va.).* From the Lynchburg, Va., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

§ 601.1060 *Control area extension (Elkins, W. Va.).* From the Elkins, W. Va., radio range station, within 5 miles either side of the south course of the Elkins radio range, extending 10 miles south of the Elkins, W. Va., airport and all that area within a 15 mile radius of the Elkins omnirange station.

§ 601.1061 *Control area extension (Mt. Clemens, Mich.).* From the Selfridge AFB radio range station extending 5 miles either side of the north course of the radio range to a point 50 miles north of the radio range station, including all that area bounded on the south by Red civil airway No. 1, on the west by Red civil airway No. 20, on the north by Red civil airway No. 63, and on the east by the International Boundary (St. Clair River) southward to Lat. 42°27'30", Long. 82°44'40".

§ 601.1062 *Control area extension (Raleigh, N. C.).* From the Raleigh, N. C., ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles southwest of the ILS localizer.

§ 601.1063 *Control area extension (Roanoke, Va.).* From the Roanoke, Va., radio range station extending 5 miles either side of the south course of the Roanoke, Va., radio range to a point 20 miles south of the radio range station.

§ 601.1064 *Control area extension (Chicopee Falls, Mass.).* From the Westover radio range station, Chicopee Falls, Mass., within 5 miles either side of the northwest course of the Westover radio range, Chicopee Falls, Mass., extending to a point 25 miles northwest of the Westover radio range station.

§ 601.1065 *Control area extension (Biloxi, Miss.).* All that area within a 25-mile radius of the Keesler AFB, Biloxi, Miss., radio range station, excluding Airspace Warning Areas.

§ 601.1066 *Control area extension (New York, N. Y.).* All that area within a 40-mile radius of the Empire State Building, New York, N. Y., located at Latitude 40°45'00", Longitude 73°59'15".

§ 601.1067 *Control area extension (Dayton, Ohio).* All that area within a 15-mile radius of the Dayton, Ohio, omnirange station including the area extending 5 miles either side of the west course of the Dayton radio range from the radio range station to its intersection with the northeast course of the Indianapolis, Ind., radio range and extending from the Dayton ILS localizer 5 miles either side of the localizer course to a point 20 miles southwest of the ILS outer marker.

§ 601.1068 *Control area extension (Riverside, Calif.).* From the Riverside, Calif., radio range station extending 5 miles either side of the southeast course of the Riverside, Calif., radio range to a point 25 miles southeast of the radio range station.

§ 601.1069 *Control area extension (Santa Barbara, Calif.).* Within 5 miles either side of the north, south and west courses of the Santa Barbara radio range extending from the radio range station to points 25 miles north, 20 miles south and 25 miles west of the radio range station.

§ 601.1070 *Control area extension (Oceanside, Calif.).* From the Oceanside, Calif., non-directional radio beacon extending 5 miles either side of a track of 293° True to a point of intersection with a track of 221° True from the Los Angeles, Calif., radio range station.

§ 601.1071 *Control area extension (Burbank, Calif.).* From the Burbank, Calif., radio range station extending 5 miles either side of the southwest course of the Burbank radio range to the intersection of the southwest course of the Burbank radio range and the west course of the Los Angeles, Calif., VHF radio range, and all that area bounded on the south by the northern limits of Green civil airway No. 5, on the west by the eastern limits of Amber civil airway No. 1, on the east by the western limits of Amber civil airway No. 2, and on the north by a line 5 miles north of and parallel to the center line of the on-course signal of the southeast course of the Burbank, Calif., radio range from the eastern limits of Amber civil airway No. 1 to the western limits of Amber civil airway No. 2.

§ 601.1072 *Control area extension (Sumter, S. C.).* From the Shaw AFB radio range station, Sumter, S. C., extending 5 miles either side of the southwest course of the Shaw AFB radio range between the southern boundary of Red civil airway No. 16 and the northeast boundary of Blue civil airway No. 28, excluding the portion which overlaps the Shaw AFB danger area.

§ 601.1073 *Control area extension (Fresno, Calif.).* All that area within a 35-mile radius of the Fresno Air Terminal extending clockwise from a line bearing 153° True from the Fresno Air Terminal to a line bearing 316° True from the Fresno Air Terminal, and extending 5 miles either side of the northeast course of the Fresno, Calif., radio range from the radio range station to a point 20 miles northeast.

§ 601.1074 *Control area extension (Los Angeles, Calif.).* From the Los Angeles, Calif., radio range station extending 5 miles either side of the west and south courses of the radio range to points 40 miles west and south of the radio range station, excluding the portion which lies over danger areas; from the Los Angeles, Calif., radio range station extending 5 miles either side of a track of 221° True to a point 40 miles from the radio range station; from the Los Angeles, Calif., VHF radio range station extending 5 miles either side of the south course of the Los Angeles, Calif., VHF radio range to a point 40 miles south of the radio range station including that area from the intersection of the southeast course of the Camarillo, Calif., radio range and the west course of the Los Angeles, Calif., VHF radio range extending 5 miles either side of the southeast course of the Camarillo, Calif., radio range to its intersection with a bearing 221° True from the Los Angeles, Calif., radio range station.

§ 601.1075 *Control area extension (Ada, Okla.).* All that area within a 15-mile radius of the Ada, Okla., Municipal Airport.

§ 601.1076 *Control area extension (Phoenix, Ariz.).* From the Phoenix, Ariz., radio range station extending 5 miles either side of the east course of the Phoenix, Ariz., radio range to a point 25 miles east of the radio range station.

§ 601.1077 *Control area extension (Elko, Nev.).* From the Elko, Nev., radio range station extending 5 miles either side of the north course of the Elko, Nev., radio range to a point 25 miles from the radio range station, and extending 5 miles on either side of the south course of the Elko, Nev., radio range to a point 25 miles south of the radio range station.

§ 601.1078 *Control area extension (Reno, Nev.).* From the Reno, Nev., radio range station extending 5 miles either side of the north course of the Reno, Nev., radio range to a point 50 miles north of the radio range station.

§ 601.1079 *Control area extension (Rock Springs, Wyo.).* From the Rock Springs, Wyo., radio range station extending 5 miles either side of the north course of the Rock Springs, Wyo., radio range to a point 25 miles north of the radio range station, and extending 5 miles either side of the south course of the Rock Springs Wyo., radio range to a point 25 miles south of the radio range station.

§ 601.1080 *Control area extension (Louisville, Ky.).* All that area within a 15-mile radius of the Louisville omnirange station excluding danger areas, and all that area within 5 miles either side of the 122° True radial of the Louisville omnirange extending from the omnirange station to a point 25 miles southeast, the area within 5 miles either side of the 154° True radial of the omnirange extending from the omnirange station to a point 25 miles southeast, and the area within 5 miles either side of the Louisville ILS localizer course extending from the localizer to a point 13.2 miles southwest.

§ 601.1081 *Control area extension (Windsor Locks, Conn.).* All that area in the vicinity of Bradley Field, Windsor Locks, Conn., bounded on the southwest and west by Blue 41, on the northwest by Red 33, on the northeast by Green 2 and on the east by Amber 7, and all that area southwest of Bradley Field bounded on the northwest by Red 33, on the northeast by Blue 41 and on the south by Red 13.

§ 601.1082 *Control area extension (Montgomery, Ala.).* From the Maxwell AFB, Montgomery, Ala., radio range station extending 5 miles either side of the west course of the Maxwell AFB radio range to a point 25 miles west of the radio range station.

§ 601.1083 *Control area extension (Bartlesville, Okla.).* All that area within a 20-mile radius of the Phillips Airport, Bartlesville, Okla.

§ 601.1084 *Control area extension (Quincy, Ill.).* All that area within a 25-mile radius of the Quincy non-directional radio beacon.

§ 601.1085 *Control area extension (Edwards Air Force Base, Calif.).* All that airspace bounded on the south by Green civil airway No. 4, on the southwest by Blue civil airway No. 14, on the north by Lat. 34°58'00", on the east by Long. 117°48'00", including the airspace within 5 miles either side of a line bearing 56° True extending from the Edwards Air Force Base and passing through the Edwards omnirange station site at Lat. 35°00'18", Long. 117°41'14" to a point 15 miles northeast of the omnirange station site, excluding the portions which overlap danger areas.

§ 601.1086 *Control area extension (Memphis, Tenn.).* All that area within a 25-mile radius of the Memphis, Tenn., radio range station and all that area within a 10-mile radius of the Memphis Naval Air Station excluding the portion which lies within Amber Civil Airway No. 5.

§ 601.1087 *Control area extension (Akron, Ohio).* From the Akron-Canton Airport, Akron, Ohio, ILS localizer extending 5 miles either side of the localizer course to a point 20 miles south of the ILS outer marker, and extending 5 miles either side of a direct line between the Akron, Ohio, radio range station and the Brecksville, Ohio, fan marker.

§ 601.1088 *Control area extension (Alexandria, Minn.).* From the Alexandria, Minn., radio range station extending 5 miles either side of the north course of the Alexandria, Minn., radio range to a point 20 miles north of the radio range station, including all that area within a 15 mile radius of the Alexandria omnirange station, and all that area within 5 miles either side of the 50° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1089 *Control area extension (Cincinnati, Ohio).* All that area within a 15-mile radius of the Cincinnati, Ohio, omnirange station, that area south of the Cincinnati, Ohio, radio range station bounded on the northeast by Red civil airway No. 18, on the south by latitude 38°52', and on the west by Blue civil airway No. 87, and that area bounded on the east by Blue civil airway No. 87, on the southwest by Red civil airway No. 27, and on the northwest by Amber civil airway No. 6.

§ 601.1090 *Control area extension (Columbus, Ohio).* From the Columbus, Ohio, ILS localizer extending 5 miles either side of the localizer course to a point 20 miles west of the ILS outer marker.

§ 601.1091 *Control area extension (Detroit, Mich.).* All that area within a 15-mile radius of the Detroit omnirange station and all that area north of the Detroit-Wayne Major Airport bounded on the east by Red civil airway No. 20, on the south by Red civil airway No. 63, on the west by Green civil airway No. 2, and on the north by Red civil airway No. 63.

§ 601.1092 *Control area extension (Dickinson, N. Dak.).* From the Dickinson, N. Dak., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station including all that area within a 15-mile radius of the Dickinson omnirange station, and all that area within 5 miles either side of the 15° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1093 *Control area extension (Fargo, N. Dak.).* From the Fargo, N. Dak., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the Glyndon fan marker, and extending from the ILS localizer 5 miles either side of the localizer course to a point 20 miles south of the outer marker, and all that area within a 15 mile radius of the Fargo omnirange station.

§ 601.1094 *Control area extension (Flint, Mich.).* From the Flint, Mich., outer compass locator extending 5 miles either side of the 88° and 268° True courses of the outer compass locator to points 25 miles east and west of the outer compass locator.

§ 601.1095 *Control area extension (Fort Wayne, Ind.).* All that area within a 15-mile radius of the Fort Wayne omnirange station including that area within 5 miles either side of the 318° True radial of the omnirange extending from the omnirange station to a point 25 miles northwest and that area within 5 miles either side of the Fort Wayne ILS localized course extending from the localizer to a point 20 miles southeast of the outer marker.

§ 601.1096 *Control area extension (Glenview, Ill.).* From the Glenview, Ill., radio range station extending 5 miles either side of the northwest course of the Glenview, Ill., radio range to a point 20 miles northwest of the radio range station.

§ 601.1097 *Control area extension (Grand Forks, N. Dak.).* From the Grand Forks, N. Dak., radio range station extending 5 miles either side of the south course of the Grand Forks, N. Dak., radio range to a point 20 miles south of the radio range station.

§ 601.1098 *Control area extension (Casper, Wyo.).* All that area within a 25-mile radius of the Casper, Wyo., radio range station in the northeast, southwest and northwest quadrants of the radio range, excluding the portion which overlaps danger areas.

§ 601.1099 *Control area extension (Indianapolis, Ind.).* From the Weir-Cook Municipal Airport, Indianapolis, Ind., ILS localizer extending 5 miles either side of the ILS localizer course to a point 20 miles southwest of the ILS outer marker and all that area within a 15-mile radius of the Indianapolis omnirange station.

§ 601.1100 *Control area extension (Lone Rock, Wis.).* From the Lone Rock, Wis., radio range station extending 5 miles either side of the west course of the Lone Rock, Wis., radio range to a point 20 miles west of the radio range station and all that area within a 15-mile radius of the Lone Rock omnirange station, including the area within 5 miles either side of the 24° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1101 *Control area extension (Madison, Wis.).* From the Madison, Wis., radio range station extending 5 miles either side of the southeast course of the radio range to a point 20 miles southeast of the radio range station and extending 5 miles either side of the northwest course of the radio range to a point 25 miles northwest of the radio range station, and extending 5 miles either side of a bearing 183° True from the Madison outer marker to a point 25 miles south of the outer marker.

§ 601.1102 *Control area extension (Minneapolis, Minn.).* All that area within a 30-mile radius of the Minneapolis-St. Paul International Airport lying within the east, south, and west quadrants of the Minneapolis radio range, including all that area within a 15-mile radius of the Minneapolis omnirange station.

§ 601.1103 *Control area extension (Minot, N. Dak.).* All that area within a 15-mile radius of the Minot, N. Dak., omnirange station.

§ 601.1104 *Control area extension (Rockford, Ill.).* From the Rockford, Ill., radio range station extending 5 miles either side of the west course of the Rockford, Ill., radio range to a point 20 miles west of the radio range station.

§ 601.1105 *Control area extension (Muskegon, Mich.).* From the Muskegon, Mich., radio range station extending 5 miles either side of the southeast course of the Muskegon, Mich., radio range to a point 20 miles southeast of the radio range station and all that area within a 15 mile radius of the Muskegon omnirange station.

§ 601.1106 *Control area extension (Whidbey Island, Wash.).* All that area beginning at lat. 48°30'00", long. 123°07'15", thence northeast to lat. 48°35'50", long. 122°58'40", thence eastnortheast to lat. 48°42'15", long. 122°41'00", thence southerly to lat. 48°01'20", long. 122°27'10", thence northwesterly to lat. 48°06'30", long. 122°52'35", thence northwesterly to lat. 48°12'00", long. 122°59'30", thence to point of beginning, excluding the portions which overlap danger areas.

§ 601.1107 *Control area extension (Topeka, Kans.).* All that area within a 25-mile radius of the Topeka, Kans., omnirange station.

§ 601.1108 *Control area extension (Salina, Kans.).* All that area north of Salina, Kans., within a 30-mile radius of a point at latitude 38°52'39", longitude 97°38'54" bounded on the south by the northern boundary of VOR civil airway

No. 4, and the area within 5 miles either side of the 142° True radial of the Salina, Kans., omnirange extending from the omnirange station to a point 25 miles southeast.

§ 601.1109 *Control area extension (Goodland, Kans.).* From the Goodland, Kans., omnirange station extending 5 miles either side of the 22° True radial of the omnirange to a point 20 miles north and within 5 miles either side of the 202° True radial of the Goodland omnirange extending from the omnirange station to a point 25 miles southwest.

§ 601.1110 *Control area extension (Hobbs, N. Mex.).* From the Hobbs, N. Mex., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1111 *Control area extension (San Diego, Calif.).* From the San Diego, Calif., radio range station extending 5 miles either side of the southwest course of the San Diego, Calif., radio range to a point 25 miles southwest of the radio range station.

§ 601.1112 *Control area extension (Fort Dix, N. J.).* All that area bounded on the north by Red civil airway No. 3, on the east by Amber civil airway No. 9, on the southeast by Green civil airway No. 5, on the southwest by Red civil airway No. 73 and on the west by Blue civil airway No. 20, excluding the portion which overlaps the Fort Dix, N. J., danger area and the Lakehurst, N. J., caution area.

§ 601.1113 *Control area extension (San Francisco, Calif.).* All that area bounded on the northeast by a line extending through the San Francisco, Calif., and Moffett Field, Calif., radio range stations, on the northwest by a line 5 miles northwest of and parallel to the southwest course of the San Francisco, Calif., radio range, on the west by a line 3 nautical miles off shore, on the southeast by a line 5 miles southeast of and parallel to the southwest course of the Moffett Field radio range, and including all that area northeast of the San Francisco, Calif., radio range station bounded on the northwest by Amber civil airway No. 8, on the northeast by Blue civil airway No. 10 and on the southeast and southwest by Green civil airway No. 3, and including all that area northeast of the San Francisco radio range station bounded on the northwest by Green civil airway No. 3, on the east by Blue civil airway No. 7 and on the south by Red civil airway No. 60, and all that area beginning at a point on the western boundary of Blue civil airway No. 10 at the point of intersection with lat. 38°15'00", thence along the western boundaries of Blue civil airway No. 10, Blue civil airway No. 54 and Amber civil airway No. 8 to a point at which the western boundary of Amber civil airway No. 8 intersects the coastline, thence along the coastline in a northwesterly direction to Point Reyes, Calif., thence in a northeasterly direction to lat. 38°15'-00", long. 122°45'00", thence to the point of beginning.

§ 601.1114 *Control area extension (Chanute, Kans.).* From the Chanute, Kans., radio range station extending 5 miles either side of the east course of the Chanute, Kans., radio range to a point 20 miles east of the radio station.

§ 601.1115 *Control area extension (Dodge City, Kans.).* From the Dodge City, Kans., Municipal Airport, extending 5 miles either side of a track 360° true to its intersection with the east course of the Garden City, Kans., radio range, within 5 miles either side of a track bearing 180° True from the Dodge City, Kans., non-directional radio beacon extending to a point 25 miles south of the non-directional radio beacon and within 5 miles either side of the 341° and 161° True radials of the Dodge City omnirange station extending from the omnirange station to points 25 miles north and south of the omnirange station.

§ 601.1116 *Control area extension (Hutchinson, Kans.).* All that area within a 25-mile radius of the Hutchinson, Kans., radio range station.

§ 601.1117 *Control area extension (Lincoln, Nebr.).* From the Lincoln, Nebr., radio station extending 5 miles either side of the north course of the Lincoln, Nebr., radio range to the intersection of the north course of the Lincoln, Nebr., radio range and the west course of the Omaha, Nebr., radio range, the extending 5 miles either side of the south course of the Lincoln, Nebr., radio range to a point 20 miles south of the radio range station including all that area within a 20-mile radius of the Lincoln, Nebr., radio range station in the southwest quadrant of the radio range.

§ 601.1118 *Control area extension (Grand Junction, Colo.).* All that area bounded on the northeast by a line beginning at a point on Red civil airway No. 6 five miles northeast of and parallel to the Grand Junction, Colo., ILS localizer course, on the northwest by a line 5 miles northwest of and parallel to a 235° True bearing from the Grand Junction non-directional radio beacon, and on the south by Red civil airway No. 6.

§ 601.1119 *Control area extension (St. Louis, Mo.).* All that area within a 25-mile radius of the St. Louis, Mo., radio range station in the northeast and southwest quadrants of the radio range.

§ 601.1120 *Control area extension (Iowa City, Iowa).* Within a 5-mile radius of the Iowa City Airport extending 5 miles either side of a bearing 91° True from the airport to its intersection with the north course of the Burlington, Iowa, radio range, and extending from the Iowa City non-directional radio beacon 5 miles either side of a bearing 271° True from the non-directional radio beacon to a point 25 miles west of the non-directional radio beacon.

§ 601.1121 *Control area extension (White Plains, N. Y.).* From the Westchester Airport White Plains, N. Y., ILS localizer extending 5 miles either side of the localizer course to its intersection with the south course of the New Hackensack, N. Y., radio range.

§ 601.1122 *Control area extension (Tri-City, Tenn.).* From the Tri-City, Tenn., ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles east of the localizer.

§ 601.1123 *Control area extension (Birmingham, Ala.).* All that area within a 25-mile radius of the Birmingham radio range station including the area 5 miles either side of the ILS localizer course extending from the localizer to a point 30 miles southwest of the localizer and excluding caution areas.

§ 601.1124 *Control area extension (Eugene, Oreg.).* From the Eugene, Oreg., radio range station extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station and all that area north of the Eugene radio range station bounded on the east by Amber civil airway No. 1, on the west by long. 123°20'00" and on the north by lat. 44°38'00".

§ 601.1125 *Control area extension (Tallahassee, Fla.).* Within 5 miles either side of the Tallahassee (Dale Mabry Field) ILS localizer course extending from the localizer to a point 30 miles southeast, within 5 miles either side of the south course of the Tallahassee radio range extending from the radio range station to a point 25 miles south, and within 5 miles either side of the 162° True and 342° True radials of the Tallahassee omnirange extending from the omnirange station to points 20 miles southeast and northwest, excluding the airspace above 19,000 feet overlapping Tyndall AFB danger area (Area II) (No. D–336) between sunset and sunrise.

§ 601.1126 *Control area extension (Knoxville, Tenn.).* From the ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles southwest of the ILS localizer.

§ 601.1127 *Control area extension (Colorado Springs, Colo.).* All that area within a 25-mile radius of the Colorado Springs, Colo., radio range station in the northeast and southeast quadrants of the radio range.

§ 601.1128 *Control area extension (Jackson, Miss.).* From the Jackson, Miss., ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles northwest of the ILS localizer.

§ 601.1129 *Control area extension (Washington, D. C.).* All that area within a 40 mile radius of the Washington National Airport, excluding that portion northeast of the airport bounded on the west by the eastern boundary of Red civil airways Nos. 29 and 45 and on the south by the northern boundary of Green civil airway No. 5 and excluding the Washington Airspace Reservation and all danger areas.

§ 601.1130 *Control area extension (Spokane, Wash.).* From the Geiger Field, Spokane, Wash., ILS localizer extending 5 miles either side of the ILS localizer course to a point 20 miles from the ILS localizer.

§ 601.1131 *Control area extension (Ottumwa, Iowa).* From the Ottumwa,

Iowa, non-directional radio beacon extending 5 miles either side of a bearing 187° True from the non-directional radio beacon to a point 20 miles south of the non-directional radio beacon.

§ 601.1132 *Control area extension (Willmar, Minn.).* From the Willmar, Minn., radio range station extending 5 miles either side of the south course of the Willmar radio range to a point 20 miles south of the radio range station.

§ 601.1133 *Control area extension (Seattle, Wash.).* From the Seattle, Wash., radio range station extending 5 miles either side of a true bearing of 258° to a point 25 miles from the radio range station; all that area southwest of the Seattle, Wash., radio range station bounded on the north and west by Blue civil airway No. 71 and on the east by Amber civil airway No. 1 excluding the portion which overlaps the Fort Lewis, Wash., danger area, and all that area bounded on the east by Blue civil airway No. 71, on the south by lat. 46°35'00", and on the west by long. 123°03'00".

§ 601.1134 *Control area extension (Columbus, Ga.).* Within 5 miles either side of the southwest course of the Columbus radio range extending from the radio range station to a point 20 miles southwest and within 5 miles either side of the 57° True radial of the Columbus omnirange extending from the omnirange station to a point 20 miles northeast excluding the airspace overlapping danger areas, and the area within 5 miles either side of a line bearing 235° True through the Muskogee County Airport ILS outer compass locator extending from Red civil airway No. 84 on the northeast to Red civil airway No. 84 on the southwest.

§ 601.1135 *Control area extension (Marianna, Fla.).* Within 5 miles either side of the 130° True radial of the Marianna omnirange extending from the omnirange station to a point 20 miles southeast, excluding the airspace above 19,000 feet overlapping Tyndall AFB danger area (Area II) (No. D-336) between sunset and sunrise.

§ 601.1136 *Control area extension (San Juan, P. R.).* Within a radius of 100 nautical miles of the Isle Grande Airport, San Juan, P. R., excluding the airspace over existing airspace danger areas and warning areas. (Designated to conform with Recommendation No. 6 of the Rules of the Air and Air Traffic Control Committee of the Second ICAO Caribbean Regional Air Navigation Meeting, as approved by the Council of ICAO.).

§ 601.1137 *Control area extension (Key West, Fla.).* From the Key West, Fla., radio range station extending 5 miles either side of the west course of the Key West radio range to the Eastern boundary of the New Orleans Oceanic control area, excluding that portion below 6,000 feet between a point 20 miles west of the radio range station and the Eastern boundary of the New Orleans Oceanic control area.

§ 601.1138 *Control area extension (Orlando, Fla.).* From the Orlando, Fla., radio range station extending 5 miles on the southeast side and parallel to the northeast course of the Orlando, Fla., radio range to the intersection of the northeast course of the Orlando, Fla., radio range and the northwest course of the Melbourne, Fla., radio range including all that area north of the northeast course of the Orlando radio range between Red civil airway No. 47 and Amber civil airway No. 7, and from the Orlando, Fla., radio range station extending 5 miles either side of the northwest course of the radio range to a point 25 miles northwest of the radio range station.

§ 601.1139 *Control area extension (Lexington, Ky.).* Within 5 miles either side of a line bearing 222° True extending from the Lexington, Ky., nondirectional radio beacon to a point 20 miles southwest, and within 5 miles either side of the 123° True radial of the Lexington omnirange extending from the omnirange station to a point 25 miles southeast.

§ 601.1140 *Control area extension (Youngstown, Ohio).* All that area within a 15-mile radius of the Youngstown, Ohio, omnirange station including the area 5 miles either side of a bearing of 225° True extending from the Youngstown ILS outer compass locator to a point 25 miles southwest of the outer compass locator.

§ 601.1141 *Control area extension (Boston, Mass.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the midway point of a direct line between the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1142 *Control area extension (Boston, Mass.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1143 *Control area extension (Nantucket, Mass.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., VHF radio range station to a circle 15 miles in radius centered at the midway point on a direct line between the Nantucket, Mass., VHF radio range station and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1144 *Control area extension (Nantucket, Mass.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., VHF radio range station to a circle 15 miles in radius centered at the intersection of the east course of the Nantucket, Mass., VHF radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1145 *Control area extension (Nantucket, Mass.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., VHF radio range station to a circle 15 miles in radius centered at the intersection of the south course of the Nantucket, Mass., VHF radio range and the Western Boundary of the ICAO Control area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1146 *Control area extension (New York, N. Y.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the east course of the New York (LaGuardia), N. Y., radio range and the northeast course of the Mitchel Field (AFB), N. Y., radio range to a circle 5 miles in radius centered at the intersection of the east course of the New York (LaGuardia), N. Y., radio range and the southwest course of the Nantucket, Mass., VHF radio range to a circle 5 miles in radius centered on the Nantucket, Mass., VHF radio range station excluding that area below 2000 feet between the intersection of the east course of the New York, N. Y. (LaGuardia) radio range and the southwest course of the Providence, R. I., radio range to the Nantucket, Mass., VHF radio range station.

§ 601.1147 *Control area extension (New York, N. Y.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Newark, N. J., radio range and the southwest course of the Mitchel Field (AFB), N. Y., radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Newark, N. J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1148 *Control area extension (Millville, N. J.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Millville, N. J., radio range station and the intersection of the southeast course of the Millville, N. J., radio range and the Atlantic Ocean U. S. Coastline to a circle 15 miles in radius centered on the intersection of the southeast course

of the Millville, N. J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1149 *Control area extension (Norfolk, Va.).* Within a 25 mile radius of a point at Lat. 36°58'00", Long. 76°25'00", extending 5 miles either side of the north course of the Norfolk, Va. (Navy), radio range from the radio range station to its intersection with the southeast course of the Tappahannock, Va., radio range excluding the Plum Tree Island Danger Area, and extending 5 miles either side of the east course of the Norfolk, Va. (Navy), radio range to its intersection with the south course of the Chincoteague, Va. (Navy), radio range, excluding that portion below 2000 feet between the shoreline of the United States and the intersection of the east course of the Norfolk, Va. (Navy), radio range and the south course of the Chincoteague, Va. (Navy), radio range including the area within 5 miles either side of the east course of the Langley, Va., AFB radio range extending from the intersection of the east course of the Langley AFB radio range and the northeast course of the Norfolk, Va., radio range to the intersection of the east course of the Langley AFB radio range and the south course of the Chincoteague, Va., (Navy) radio range, excluding that portion below 2,000 feet beyond the shoreline of the United States.

§ 601.1150 *Control area extension (Wilmington, N. C.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Wilmington, N. C., VHF radio range station to a circle 15 miles in radius centered at the midway point on a direct line between the Wilmington, N. C., VHF radio range station and the West Palm Beach, Fla., radio range station to a circle 5 miles in radius centered on the West Palm Beach, Fla., radio range station, excluding that portion below 2,000 feet and above 20,500 feet which lies outside the continental limits of the United States.

§ 601.1151 *Control area extension (Wilmington, N. C.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Wilmington, N. C., VHF radio range station to a circle 5 miles in radius centered at Latitude 33°55'00", Longitude 77°19'00" to a circle 15 miles in radius centered at the intersection of the southeast course of the Wilmington, N. C., VHF radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1152 *Control area extension (Charleston, S. C.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Charleston, S. C., radio range station and a circle 5 miles in radius centered at the intersection of the southeast course of the Charleston, S. C., radio range and the Atlantic Ocean U. S. Coastline to a circle 15 miles in radius centered at the intersection of the southeast course of the Charleston, S. C., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1153 *Control area extension (Jacksonville, Fla.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Jacksonville, Fla., radio range station to a circle 15 miles in radius centered on the intersection of the east course of the Jacksonville, Fla., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet and above 20,500 feet which lies outside the continental limits of the United States.

§ 601.1154 *Control area extension (Bismarck, N. Dak.).* All that area within a 15-mile radius of the Bismarck omnirange station including all that area 5 miles either side of the ILS localizer course extending from the localizer to a point 20 miles southeast of the outer marker, and all that area within 5 miles either side of the 114° True radial of the omnirange station extending from the omnirange station to a point 25 miles southeast.

§ 601.1155 *Control area extension (Omaha, Nebr.).* All that area within a 25-mile radius of the Omaha, Nebr., radio range station in the northwest and northeast quadrants of the radio range.

§ 601.1156 *Control area extension (Albany, Ga.).* Within 5 miles either side of the west course of the Albany radio range extending from the radio range station to a point 25 miles west and within 5 miles either side of the 335° True radial of the Albany omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1157 *Control area extension (Chicago, Ill.).* From the Chicago, Ill., O'Hare International Airport ILS localizer extending 5 miles either side of the localizer course to a point 20 miles northwest of the outer marker.

§ 601.1158 *Control area extension (Cleveland, Ohio).* Within a 30-mile radius of the Cleveland, Ohio, omni-directional radio range station, excluding that portion which lies outside the continental limits of the United States.

§ 601.1159 *Control area extension (Moline, Ill.).* From the Quad City Airport, Moline, Ill., extending 5 miles either side of the west course of the Moline, Ill., ILS localizer to a point 5 miles west of its intersection with the north course of the Burlington, Iowa, radio range, and extending eastward from the Quad City Airport between the southern boundary of Green civil airway No. 3 and a line 5 miles south of and parallel to the east course (back course) of the Moline, Ill., ILS localizer to a point 25 miles east of the Quad City Airport and all that area within a 15-mile radius of the Moline omnirange station.

§ 601.1160 *Control area extension (South Bend, Ind.).* From the South Bend, Ind., ILS localizer extending 5 miles either side of the localizer course to a point 20 miles east of the outer marker and all that area within a 15-mile radius of the South Bend omnirange station.

§ 601.1161 *Control area extension (Chicago, Ill.).* All that area within a 30-mile radius of the Chicago-Midway Airport excluding the portion overlapping danger areas; all that area within a 15-mile radius of the Chicago Heights omnirange station; all that area east of the Chicago Midway Airport bounded on the northwest by Red civil airway No. 28, on the east by Blue civil airway No. 6 and on the south by Red civil airway No. 12, and all that area southeast of Chicago Midway Airport bounded on the north by Red civil airway No. 12, on the east by Blue civil airway No. 6, on the south by Green civil airway No. 3 and on the west by Red civil airway No. 14.

§ 601.1162 *Control area extension (Danville, Va.).* Within a 5-mile radius of the Danville Municipal Airport extending 5 miles either side of a track bearing 356° True from the airport to a point 10 miles north, and extending 5 miles either side of a track bearing 57° True from the airport to a point 10 miles northeast of the airport.

§ 601.1163 *Control area extension (Vero Beach, Fla.).* From the Vero Beach, Fla., non-directional radio marker beacon extending 5 miles either side of a track 291° True to its intersection with Blue civil airway No. 19.

§ 601.1164 *Control area extension (Quonset Point, R. I.).* All that area bounded by a line beginning at a point on the southern boundary of Red civil airway No. 94 at lat. 41°35'00", long. 71°06'30", thence westward along that airway boundary to the southeastern boundary of Red civil airway No. 21, thence southwesterly along the southeastern boundary of that airway to lat. 41°32'00", long. 71°33'25", thence perpendicularly southeastward to a point 3 miles from the southwest course of the Providence, R. I., radio range, thence southwestward paralleling the southwest course of the Providence, R. I., radio range to a point at lat. 41°17'00", long. 71°44'45" on an arc of a circle with a 27-mile radius centered on the Quonset Point, R. I., NAS radio range station, thence counterclockwise along this arc to lat. 41°17'15", long. 71°00'40", thence northwestward to lat. 41°29'25", long. 71°12'00", thence northeastward to lat. 41°35'00", long. 71°06'30", point of beginning, excluding the portions which overlap danger areas and caution areas.

§ 601.1165 *Control area extension (Oakland, Calif.).* All that area in the vicinity of Hayward, Calif., bounded by the eastern boundary of Blue civil airway No. 10, the southern boundary of Red civil airway No. 60 and the northern boundary of Blue civil airway No. 60.

§ 601.1166 *Control area extension (Mobile, Ala.).* All that area within a 25-mile radius of the Mobile radio range station including the area 5 miles on the southwest side and 2 miles on the northeast side of the southeast course of the Mobile radio range extending from the radio range station to a point 10

miles southeast of the intersection of the southeast course of the Mobile radio range and the west course of the Pensacola, Fla., radio range, excluding the portion below 2,000 feet and above 20,500 feet which lies outside the continental limits of the U. S. and excluding caution areas and the area 5 miles either side of the 292° True radial of the Mobile omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1167 *Control area extension (Winston-Salem, N. C.).* From the Smith-Reynolds Airport, Winston-Salem, N. C., ILS localizer extending 5 miles either side of the localizer course to a point 30 miles southeast of the ILS localizer, and from the Winston-Salem radio range station extending 5 miles on the southwest side of the northwest course of the radio range and to the southern boundary of Red civil airway No. 34 on the northeast side of the northwest course of the radio range to a point 25 miles northwest of the Winston-Salem radio range station.

§ 601.1168 *Control area extension (Ponca City, Okla.).* Within a 15-mile radius of the Ponca City Airport and within 5 miles either side of the 284° True radial of the Ponca City omnirange extending from the omnirange station to a point 25 miles west.

§ 601.1169 *Control area extension (Idlewild, N. Y.).* From the intersection of the southwest course of the Islip, N. Y., VHF radio range and the west course of the Nantucket, Mass., VHF radio range extending 5 miles either side of the west course of the Nantucket, Mass., VHF radio range to the Nantucket, Mass., VHF radio range station, excluding that portion below 2,000 feet.

§ 601.1170 *Control area extension (Campbellton, Ga.).* From the Campbellton, Ga., radio range station extending 5 miles either side of the north course of the radio range to its intersection with the northwest course of the Atlanta, Ga., radio range, and extending 5 miles either side of the south course of the Campbellton radio range to its intersection with the southwest course of the Atlanta, Ga., radio range.

§ 601.1171 *Control area extension (El Paso, Tex.).* Within 5 miles either side of the north course of the El Paso radio range extending from the radio range station to a point 10 miles north of the Newman non-directional radio beacon, excluding the portion which overlaps danger areas, and all that area south of El Paso bounded on the northeast by VOR civil airway No. 66, on the south by a line 5 miles south of and parallel to a direct line between the Clint, Tex., nondirectional radio beacon and the Hudspeth, Tex., omnirange station, and on the west by a line 5 miles west of and parallel to the centerline of the south course of the El Paso, Tex., radio range, excluding the portion which lies outside the continental limits of the United States.

§ 601.1172 *Control area extension (Rantoul, Ill.).* Within a 25-mile radius of the Rantoul (Chanute), Ill., AFB radio range station.

§ 601.1173 *Control area extension (San Francisco, Calif.).* All that airspace bounded by a line beginning at a point on the coastline at 37°51'00", Long. 122°33'40", thence easterly along the coastline to Lat. 37°14'00", Long. 122°24'55", thence southwestward along a bearing of 240° True from the Pescadero, Cal., non-directional radio beacon (located at Lat. 37°14'09", Long. 122°23'57") to Lat. 36°16'00", Long. 124°26'00", thence northwesterly along the eastern boundary of the Oakland Flight Information Region to Lat. 37°42'00", Long. 125°24'00", thence easterly to Lat. 37°50'15", Long. 124°26'00", thence to Lat. 37°43'00", Long. 124°00'00", thence to Lat. 37°47'00", Long. 123°00'00", thence to Lat. 37°51'00", Long. 122°33'40" the point of beginning.

§ 601.1174 *Control area extension (Santa Ana, Calif.).* All that area bounded on the northeast by Amber civil airway No. 1, on the southwest by the Oceanside, Calif., control area extension (293° True from the Oceanside non-directional radio beacon) and on the west by the Los Angeles, Calif., control area extension (163° True from the Los Angeles radio range station.

§ 601.1175 *Control area extension (Charleston, S. C.).* Within 5 miles either side of the 341° True radial of the Charleston, S. C., omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1176 *Control area extension (Santa Barbara, Calif.) (Santa Barbara-Honolulu rhumb line route).* From the Santa Barbara, Calif., radio range station extending 5 miles either side of a rhumb line bearing 244° True from the Santa Barbara, Calif., radio range station to its intersection with the Eastern Boundary of the Oakland Flight Information Region.

§ 601.1177 *Control area extension (Long Beach, Calif.) (Long Beach-Honolulu route).* From the Long Beach, Calif., radio range station extending 5 miles either side of the southwest course of the Long Beach, Calif., radio range to its intersection at Lat. 31°56'30", Long. 120°04'00" with a rhumb line bearing 251° True from the San Diego, Calif., radio range station thence 5 miles either side of that rhumb line to its intersection with the Eastern Boundary of the Oakland Flight Information Region.

§ 601.1178 *Control area extension (Honolulu, T. H.).* All that area within a radius of 25 miles from the Honolulu radio range station extending clockwise from a point 25 miles northeast of the radio range station on Green civil airway No. 9 to a point 25 miles southwest of the radio range station on Green civil airway No. 9.

§ 601.1179 *Control area extension (Hilo, T. H.).* All that area within a radius of 25 miles from the Hilo radio range station extending clockwise from a point 25 miles north of the Hilo radio range station on Amber civil airway No. 12 to a point 25 miles east of the Hilo radio range station on Red civil airway No. 87, including all that area within 5 miles either side of the 41° True radial of the Hilo omnirange extending from the omnirange station to the intersection of the Hilo omnirange 41° True radial with the Upolu omnirange 96° True radial, and all that area within 5 miles either side of the Upolu omnirange 96° True radial extending from the intersection of the Upolu omnirange 96° True radial and the Hilo omnirange 336° True radial to the intersection of the Upolu omnirange 96° True radial and the Hilo omnirange 41° True radial.

§ 601.1180 *Control area extension (San Antonio, Tex.).* All that area within a 60-mile radius of the San Antonio, Tex., radio range station.

§ 601.1181 *Control area extension (Elizabeth City, N. C.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Weeksville, N. C. (Navy) radio range station to a circle 10 miles in radius centered on the intersection of the southeast course of the Weeksville, N. C. (Navy) radio range and the western boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1182 *Control area extension (Enid, Okla.).* All that area within a 25-mile radius of the Enid, Okla., Vance AFB, radio range station.

§ 601.1183 *Control area extension (Wake Island).* From the Wake Island non-directional radio beacon extending 5 miles either side of rhumb lines to points 3 nautical miles off the shoreline of the Island of Wake between the following points: Wake-Honolulu; Wake-Tokyo; Wake-Guam; Wake-Midway.

§ 601.1184 *Control area extension (Douglas, Ariz.).* From the Douglas, Ariz., radio range station extending 5 miles either side of the southwest and southeast courses of the radio range to their intersection with the U. S.-Mexican Border.

§ 601.1185 *Control area extension (Cochise, Ariz.).* From the Cochise, Ariz., radio range station extending 5 miles either side of the southeast course of the radio range to a point 25 miles southeast of the radio range station.

§ 601.1186 *Control area extension (Tucson, Ariz.).* From the Tucson, Ariz., radio range station extending 5 miles on the northwest side of the southwest course of the Tucson radio range to a point 25 miles southwest of the radio range station.

§ 601.1187 *Control area extension (Jackson, Mich.).* From the Jackson, Mich., nondirectional radio beacon extending 5 miles either side of a 313° True bearing from the nondirectional radio beacon to a point 25 miles northwest, and all that area south of the nondirectional radio beacon bounded on the north by Red civil airway No. 63, on the east by Red civil airway No. 62, on the south by Red civil airway No. 12, and on the west by Red civil airway No. 57.

§ 601.1188 *Control area extension (Milwaukee, Wis.).* From the Milwaukee, Wis., radio range station extending 5 miles either side of the north course of

the radio range to a point 25 miles north of the radio range station, and all that area west of the Milwaukee, Wis., radio range station bounded on the north by Green civil airway No. 2, on the southeast by Red civil airway No. 57 and on the southwest by Red civil airway No. 42, and all that area within a 15-mile radius of the Milwaukee omnirange station.

§ 601.1189 *Control area extension (Daggett, Calif.).* From the Daggett, Calif., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

§ 601.1190 *Control area extension (Fairfield, Calif.).* All that area northeast of the Fairfield, Calif., Travis AFB radio range station bounded on the west by Blue civil airway No. 7, on the northeast by Amber civil airway No. 1 and on the southeast by Amber civil airway No. 8, and all that area west of the Travis AFB radio range station bounded on the southwest by Blue civil airway No. 54, on the south by Amber civil airway No. 8, on the east by Blue civil airway No. 7, on the north by a line between points at Lat. 38°21'30", Long. 121°57'00" and Lat. 38°08'30", Long. 122°33'10", and on the west by Long. 122°33'10".

§ 601.1191 *Control area extension (Thermal, Calif.).* From the Thermal, Calif., radio range station extending 5 miles either side of a direct line between the Thermal, Calif., radio range station and the Hayfield Lake, Calif., non-directional radio beacon to the Hayfield Lake, Calif., non-directional radio beacon.

§ 601.1192 *Control area extension (Merced, Calif.).* All that area northwest and southeast of the Merced (Castle), Calif., radio range station bounded on the west by a line parallel to and 5 miles southwest of the northwest and southeast courses of the Merced, Calif. (Castle) radio range extending from its intersection with Blue civil airway No. 14 to its intersection with Blue civil airway No. 10.

§ 601.1193 *Control area extension (Monterey, Calif.).* The area bounded by a line 5 miles southeast of and parallel to the 229° True radial of the Salinas VOR radio range extending from the western boundary of VOR civil airway No. 27W to a point at latitude 36°27'30" N., longitude 121°52'30" W; thence to a point 3 nautical miles offshore and 5 statute miles southeast of the southwest course of the Moffett, Calif., NAS radio range; thence in a northeasterly direction parallel to the southwest course of the Moffett NAS radio range to the western boundary of VOR civil airway No. 27W; thence southeasterly along the western boundary of VOR civil airway No. 27W to the point of beginning, excluding the area below 3000 feet within the boundaries of the Ford Ord Danger Area.

§ 601.1194 *Control area extension (Sacramento, Calif.).* Within a 25-mile radius of Mather AFB, Sacramento, Calif., including all that area northwest of Mather AFB bounded on the north by Red civil airway No. 76, on the southeast by Green civil airway No. 3 and on the southwest by Amber civil airway No. 1.

§ 601.1195 *Control area extension (Silver Lake, Calif.).* From the Silver Lake, Calif., radio range station extending 5 miles either side of the southeast and northwest courses of the radio range to points 25 miles southeast and northwest of the radio range station.

§ 601.1196 *Control area extension (Yuma, Ariz.).* From the Yuma, Ariz., radio range station extending 5 miles either side of the south course of the radio range to a point 15 miles south of the radio range station.

§ 601.1197 *Control area extension (Dubois, Idaho).* From the Dubois, Idaho, radio range station extending 5 miles either side of the east course of the Dubois radio range to its intersection with the northeast course of the Idaho Falls, Idaho, radio range.

§ 601.1198 *Control area extension (Idaho Falls, Idaho).* From the Idaho Falls, Idaho, radio range station extending 5 miles either side of the northwest course of the radio range to its intersection with Blue civil airway No. 51, and extending 5 miles either side of the northeast course of the radio range to its intersection with the east course of the Dubois, Idaho, radio range.

§ 601.1199 *Control area extension (Greensboro, N. C.).* From the Greensboro, N. C., radio range station extending 5 miles either side of the southeast course of the radio range to a point 25 miles southeast of the radio range station including the area between the Greensboro control area extension and the Winston-Salem, N. C., control area extension.

§ 601.1200 *Control area extension (Columbia, S. C.).* From the Columbia Airport extending 5 miles either side of the centerline of the northeast-southwest runway to a point 30 miles southwest of the airport, and within 5 miles either side of the 282° True radial of the Columbia omnirange extending from the omnirange station to a point 20 miles west.

§ 601.1201 *Control area extension (Saginaw, Mich.).* From the Saginaw, Mich., non-directional radio beacon extending 5 miles either side of a track 347° True to a point 25 miles northwest of the non-directional radio beacon.

§ 601.1202 *Control area extension (Tucumcari, N. Mex.).* From the Tucumcari, N. Mex., radio range station extending 5 miles either side of the north and south courses of the radio range to points 25 miles north and south of the radio range station.

§ 601.1203 *Control area extension (Acomita, N. Mex.).* From the Acomita, N. Mex., radio range station extending 5 miles either side of the south course of the radio range to a point 25 miles south of the radio range station.

§ 601.1204 *Control area extension (Zuni, N. Mex.).* From the Zuni, N. Mex., radio range station extending 5 miles either side of the south course of the radio range to a point 25 miles south of the radio range station.

§ 601.1205 *Control area extension (Albuquerque, N. Mex.).* All that area within a 25-mile radius of the Albuquerque, N. Mex., radio range station in the northwest quadrant of the radio range bounded on the south by Green civil airway No. 4 and on the east by the north course of the Albuquerque, N. Mex., radio range.

§ 601.1206 *Control area extension (Midland, Tex.).* From the Midland, Tex., radio range station extending 5 miles on the northeast side of the southeast course of the radio range to a point 25 miles southeast of the radio range station, and all that area between the Midland, Tex., radio range station and the El Paso, Tex., radio range station bounded on the north by Green civil airway No. 5 and on the south by VOR civil airway No. 66.

§ 601.1207 *Control area extension (Carlsbad, N. Mex.).* From the Carlsbad, N. Mex., radio range station extending 5 miles either side of the northwest course of the radio range to a point 25 miles northwest of the radio range station, and extending 5 miles either side of the southeast course of the radio range to its intersection with Green civil airway No. 5.

§ 601.1208 *Control area extension (Salt Flat, Tex.).* From the Salt Flat, Tex., radio range station extending 5 miles either side of the north course of the radio range to a point 15 miles north of the radio range station.

§ 601.1209 *Control area extension (Columbus, N. Mex.).* From the Columbus, N. Mex., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1210 *Control area extension (Rodeo, N. Mex.).* From the Rodeo, N. Mex., radio range station extending 5 miles either side of the northeast course of the radio range to a point 25 miles northeast of the radio range station.

§ 601.1211 *Control area extension (Dallas, Tex.).* All that area southeast of the Dallas, Tex., radio range station bounded on the west by Blue civil airway No. 5, on the north by Red civil airway No. 10, on the east by a line beginning at Lat. 32°42'15", Long. 96°21'15" and extending via Lat. 32°17'00", Long. 96°25'00" to the Waco, Tex., radio range station.

§ 601.1212 *Control area extension (Craig AFB, Selma, Ala.).* Within 5 miles either side of the northwest and southeast courses of the Craig AFB radio range extending from Red civil airway No. 84 to Green civil airway No. 6.

§ 601.1213 *Control area extension (Chatsworth, Calif.).* All that area bounded on the northwest by Green civil airway No. 4, on the east by Amber civil airway No. 1, and on the south by Red civil airway No. 90.

§ 601.1214 *Control area extension (Brownsville, Tex.).* All that area either

side of a rhumb line between the Brownsville, Tex., radio range station and the Tampa, Fla., radio range station extending 5 miles on either side of such line from the Brownsville, Tex., radio range station to the coastline, excluding the portion lying within the Territory of Mexico, thence diverging at an angle of 15° on the north side and bounded on the south side by the northern boundary of the Mexico Oceanic Control Area to the western boundary of the New Orleans Oceanic Control Area excluding that portion below 2,500 feet between the U.S. shoreline and the New Orleans Oceanic Control Area.

§ 601.1215 *Control area extension (Galveston, Tex.).* All that area extending from the Houston, Tex., control area to the New Orleans Oceanic Control Area, bounded on the west by a line from lat. 29°04'40", long. 95°00'00", to lat. 28°02'20", long. 94°20'00", and bounded on the east by a line from lat. 29°16'00", long. 94°43'15" to lat. 28°15'00", long. 92°42'00" excluding that portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1216 *Control area extension (New Orleans, La.).* All that area either side of the south course of the New Orleans, La., radio range between the southern terminus of Amber civil airway No. 5 and the New Orleans Oceanic Control Area boundary, extending 5 miles on each side to the coastline, thence diverging at an angle of 5° on the east side and 15° on the west side to the northern boundary of the New Orleans Oceanic Control Area excluding that portion below 2,500 feet between the U. S. shoreline and the New Orleans Oceanic Control Area and excluding the portion which lies west of long. 90°15'00"."

§ 601.1217 *Control area extension (New Orleans, La.).* All that area either side of a rhumb line between the Callender, La., non-directional radio beacon and the Havana, Cuba, non-directional radio beacon extending 5 miles on either side of such line from the Callender non-directional radio beacon to the coastline, thence diverging at an angle of 15° from each side to the northern boundary of the New Orleans Oceanic Control Area excluding that portion below 2,500 feet between the U. S. shoreline and the New Orleans Oceanic Control Area.

§ 601.1218 *Control area extension (New Orleans, La.).* All that area from the U. S. shoreline to the New Orleans Oceanic Control Area bounded on the north by a direct line from the Callender, La., non-directional radio beacon to a point coinciding with the northernmost limit of the New Orleans Oceanic Control Area at lat. 29°25'00", long. 87°00'00", on the southeast by the New Orleans Oceanic Control Area boundary, on the southwest by the New Orleans, La., Control Area Extension No. 1217, on the west by the U. S. shoreline, excluding that portion below 2,500 feet between the U. S. shoreline and the New Orleans Oceanic Control Area.

§ 601.1219 *Control area extension (Pensacola, Fla.).* Within 5 miles either side of the northeast and southwest courses of the Saufley Field NAAS radio range extending from Blue civil airway No. 59 to a point 10 miles southwest of the Saufley Field NAAS radio range station, excluding the portion overlapping the Pensacola danger areas.

§ 601.1220 *Control area extension (Johnstown, Pa.).* From the Johnstown, Pa., non-directional radio beacon extending 5 miles either side of a bearing 219° True from the non-directional radio beacon to Red civil airway No. 20.

§ 601.1221 *Control area extension (Dothan, Ala.).* From the Dothan, Ala., radio range station extending 5 miles either side of the northeast course of the radio range to a point 25 miles northeast of the radio range station, excluding the portion above 19,000 feet which lies within the Tyndall AFB danger area (Area II), between sunset and sunrise.

§ 601.1222 *Control area extension (Pine Bluff, Ark.).* Within 5 miles either side of the 20° True and 200° True radials of the Pine Bluff, Ark., omnirange extending from Green civil airway No. 5 on the northeast to a point 25 miles southwest of the omnirange station.

§ 601.1223 *Control area extension (Allentown, Pa.).* All that area within a 15-mile radius of the Allentown, Pa., omnirange station.

§ 601.1224 *Control area extension (Philipsburg, Pa.).* All that area within a 15-mile radius of the Philipsburg, Pa., omnirange station.

§ 601.1225 *Control area extension (Erie, Pa.).* All that area within a 15-mile radius of the Erie, Pa., omnirange station.

§ 601.1226 *Control area extension (Tampa, Fla.).* From the Tampa, Fla., radio range station to the eastern boundary of the New Orleans Oceanic Control Area along a rhumb line between the Tampa, Fla., radio range station and the Callendar, La., non-directional radio beacon, extending 5 miles either side of the rhumb line at the Tampa radio range station thence diverging to a width of 10 miles either side of the rhumb line at its intersection with the eastern boundary of the New Orleans Oceanic Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1227 *Control area extension (Lovelock, Nev.).* From the Lovelock, Nev., omnirange station extending 5 miles either side of the 18° True radial of the omnirange to a point 15 miles north, and extending 5 miles either side of the 198° True radial of the omnirange to Green civil airway No. 3.

§ 601.1228 *Control area extension (Tampa, Fla.).* All that area 5 miles either side of a straight line from the Tampa, Fla., radio range station to the Key West, Fla., radio range station, excluding that portion below 2,000 feet between its intersection with the southwest course of the Fort Myers, Fla., radio range and Amber civil airway No. 7 and excluding the portion which overlaps Airspace Warning Areas.

§ 601.1229 *Control area extension (Tampa, Fla.).* All that area along a straight line between the Tampa, Fla., radio range station and the Tyndall AFB, Fla., radio range station, extending 5 miles either side of the line at the radio range stations thence diverging to 10 miles either side of the line at a point halfway between the radio range stations, excluding the portion which lies within the Tyndall AFB danger area (Area I), excluding the portion above 19,000 feet which lies within the Tyndall AFB Warning Area, between sunset and sunrise, and excluding the portion below 2,000 feet which dies outside the continental limits of the United States.

§ 601.1230 *Control area extension (Miami, Fla.).* From the intersection of the southeast course of the Fort Myers, Fla., radio range and the west course of the Miami, Fla., radio range to the eastern boundary of the New Orleans Oceanic Control Area, along a rhumb line between that intersection and the Brownsville, Tex., radio range station, extending 5 miles either side of the rhumb line between that intersection and a point on the coastline at Lat. 25°48'50", Long. 81°30'40", thence extending 5 miles on the south side and diverging on the north side of the rhumb line to a width of 10 miles at its intersection with the eastern boundary of the New Orleans Oceanic Control Area, excluding the portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1231 *Control area extension (Miami, Fla.).* From the Miami, Fla., radio range station extending 5 miles either side of a straight line to the Key West, Fla., radio range station, excluding the portion below 700 feet and excluding the portion which overlaps Airspace Warning Areas.

§ 601.1232 *Control area extension (Miami, Fla.).* An area bounded by a line beginning on the eastern edge of Amber civil airway No. 7 at Lat. 25°53'00", thence easterly to the western boundary of the Miami Oceanic/Nassau Control Area at Lat. 25°55'00", Long. 79°00'00", thence due south along that boundary to Lat. 24°40'00"; thence southwesterly to Lat. 24°00'00" Long. 80°25'00"; thence due north to the eastern edge of Amber No. 7, thence along Amber 7 to Lat. 25°53'00", point of beginning, excluding that portion below 1,000 feet which lies outside the continental limits of the United States.

§ 601.1233 *Control area extension (Key West, Fla.).* From the Key West, Fla., radio range station to the northern boundary of the Havana, Cuba, Control Area, extending 5 miles either side of a rhumb line between the Key West, Fla., radio range station and the Rancho Boyeros, Havana, Cuba, non-directional radio beacon, excluding the portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1234 *Control area extension (Key West, Fla.).* From the intersection of the southwest course of the

Homestead, Fla., radio range and the northeast course of the Key West, Fla., radio range to the northern boundary of the Havana, Cuba, Control Area, extending 5 miles either side of a rhumb line between that intersection and the Rancho Boyeros, Havana, Cuba, nondirectional radio beacon, excluding the portion below 2,000 feet between Amber Civil Airway No. 7 and the Havana, Cuba, Control Area boundary.

§ 601.1235 *Control area extension (West Palm Beach, Fla.).* From the West Palm Beach, Fla., radio range station extending 5 miles either side of the east course of the West Palm Beach, Fla., radio range to its intersection with the western boundary of the Miami Oceanic/Nassau Control Area, excluding the portion below 2,000 feet outside the continental limits of the United States and excluding the portion which overlaps Airspace Warning Areas.

§ 601.1236 *Control area extension (Seattle (Clear Lake), Wash.).* All that airspace bounded by a line beginning on the eastern edge of VOR civil airway No. 23 at Lat. 48°32'00", thence due east to Long. 122°14'00", thence clockwise along the arc of a circle 5 miles in radius centered at Lat. 48°27'30", Long. 122° 14'00", to Lat. 48°28'25", Long. 122° 07'40", thence southeast to Lat. 48°12' 30", Long. 122°03'05", thence southwest to a point on the eastern edge of Amber civil airway No. 1 at Lat. 47°59'00", thence northerly along the eastern edge of Amber civil airway No. 1 and VOR civil airway No. 23 to point of beginning.

§ 601.1237 *Control area extension (Waco, Tex.).* All that area within a 25-mile radius of the Waco, Tex., radio range station in the east quadrant of the radio range bounded on the northwest by the present control area and on the southwest by Blue civil airway No. 5.

§ 601.1238 *Control area extension (Amarillo, Tex.).* All that area within a 25-mile radius of the Amarillo radio range station.

§ 601.1239 *Control area extension (Lubbock, Tex.).* All that area within a 25-mile radius of the Lubbock, Tex., radio range station.

§ 601.1240 *Control area extension (Tyler, Tex.).* All that airspace within a 25-mile radius of the Tyler, Tex., radio range station including the area between the Dallas, Tex., radio range station and the Shreveport, La., radio range station bounded on the north by Red 10, on the south by Red 68 and on the west by Blue 5.

§ 601.1241 *Control area extension (Tulsa, Okla.).* All that area within a 25-mile radius of the Tulsa, Okla., radio range station.

§ 601.1242 *Control area extension (Stockton, Calif.).* All that area within a 15-mile radius of the Modesto, Calif., omnirange station; all that area southwest of the Stockton, Calif., radio range station bounded on the west by Blue civil airway No. 7, on the north by Red civil airway No. 60, on the east by Blue civil airway No. 14 and on the south by the northern boundary of the Vernalis Danger Area; all that area northwest of the Stockton, Calif., radio range station bounded on the south by Red civil airway No. 60, on the west by Blue civil airway No. 7, on the northwest by Green civil airway No. 3, on the east by Amber civil airway No. 1 and Blue civil airway No. 14, excluding the portion which overlaps the Antioch Danger Area.

§ 601.1243 *Control area extension (La Crosse, Wis.).* Within a 25-mile radius of the La Crosse Airport from Green civil airway No. 2 on the southeast course of the La Crosse radio range extending clockwise to Red civil airway No. 36, and all that area within a 15 mile radius of the La Crosse omnirange station.

§ 601.1244 *Control area extension (Terre Haute, Ind.).* Within 5 miles either side of the 2° True radial of the Terre Haute omnirange station extending from the omnirange station to a point 25 miles north, including all that area within a 15 mile radius of the Terre Haute omnirange station.

§ 601.1245 *Control area extension (Port Allen, Kauai, T. H.).* All that area within a radius of 25 miles from the Port Allen radio range station extending clockwise from the north course of the Port Allen radio range to Red civil airway No. 87.

§ 601.1246 *Control area extension (Evansville, Ind.).* All that area within a 15-mile radius of the Evansville omnirange station excluding the portion which overlaps danger areas, and the area within 5 miles either side of a line bearing 37° True extending from the Evansville outer marker to a point 25 miles northeast of the outer marker.

§ 601.1247 *Control area extension (Toledo, Ohio).* All that area within a 15-mile radius of the Toledo, Ohio, omnirange station excluding the portion which overlap the Danger Areas and Caution Areas.

§ 601.1248 *Control area extension (Grantsburg, Wis.).* All that area within a 15-mile radius of the Grantsburg omnirange station excluding the portion which overlaps Caution Areas.

§ 601.1249 *Control area extension (Aberdeen, S. Dak.).* All that area within a 15 mile radius of the Aberdeen omnirange station.

§ 601.1250 *Control area extension (Jamestown, N. Dak.).* All that area within a 15-mile radius of the Jamestown omnirange station including the area within 5 miles either side of the 191° True radial of the omnirange extending from the omnirange station to a point 25 miles south.

§ 601.1251 *Control area extension (Mansfield, Ohio).* All that area within a 15-mile radius of the Mansfield omnirange station including the area within 5 miles either side of the 130° True radial of the omnirange extending from the omnirange station to a point 25 miles southeast including all that area west of the Mansfield omnirange station bounded on the southeast by Red civil airway No. 85, on the southwest by Red civil airway No. 55 and on the north by Red civil airway No. 17.

§ 601.1252 *Control area extension (Janesville, Wis.).* All that area within a 15-mile radius of the Janesville omnirange station.

§ 601.1253 *Control area extension (Bradford, Ill.).* All that area within a 15-mile radius of the Bradford omnirange station.

§ 601.1254 *Control area extension (Pontiac, Ill.).* All that area within a 15-mile radius of the Pontiac omnirange station.

§ 601.1255 *Control area extension (Findlay, Ohio).* All that area within a 15-mile radius of the Findlay omnirange station.

§ 601.1256 *Control area extension (Pittsburgh, Pa.).* All that area within a 15-mile radius of the Pittsburgh omnirange station.

§ 601.1257 *Control area extension (Goshen, Ind.).* All that area within a 15-mile radius of the Goshen, Ind., omnirange station.

§ 601.1258 *Control area extension (Lafayette, Ind.).* All that area within a 15-mile radius of the Lafayette omnirange station.

§ 601.1259 *Control area extension (Huron, S. Dak.).* All that area within a 15-mile radius of the Huron omnirange station.

§ 601.1260 *Control area extension (Redwood Falls, Minn.).* All that area within a 15-mile radius of the Redwood Falls omnirange station.

§ 601.1261 *Control area extension (Lansing, Mich.).* All that area within a 15-mile radius of the Lansing omnirange station including the area within 5 miles either side of the 232° True radial of the omnirange extending from the omnirange station to a point 25 miles southwest.

§ 601.1262 *Control area extension (Mason City, Iowa).* All that area within a 15-mile radius of the Mason City omnirange station.

§ 601.1263 *Control area extension (Rochester, Minn.).* All that area within a 15-mile radius of the Rochester omnirange station including the area within 5 miles either side of the 222° True radial of the omnirange extending from the omnirange station to a point 25 miles southwest.

§ 601.1264 *Control area extension (Dyersburg, Tenn.).* Within 5 miles either side of a line bearing 95° True and 275° True extending from the Dyersburg non-directional radio beacon to points 20 miles east and west and within 5 miles either side of the 78° True and 258° True radials of the Dyersburg omnirange extending from the omnirange station to points 20 miles northeast and southwest.

§ 601.1265 *Control area extension (Golva, N. Dak.).* All that area within a 15-mile radius of the Golva omnirange station.

§ 601.1266 *Control area extension (Litchfield, Mich.).* All that area within a 15-mile radius of the Litchfield omnirange station.

§ 601.1267 *Control area extension (Springfield, Ill.).* All that area within a 15-mile radius of the Springfield omnirange station.

§ 601.1268 *Control area extension (Sioux Falls, S. Dak.).* All that area within a 15-mile radius of the Sioux Falls omnirange station.

§ 601.1269 *Control area extension (Watertown, S. Dak.).* All that area within a 15-mile radius of the Watertown omnirange station.

§ 601.1270 *Control area extension (Harrisburg, Pa.).* All that area within a 15-mile radius of the Harrisburg omnirange station.

§ 601.1271 *Control area extension (Front Royal, Va.).* All that area within a 15-mile radius of the Front Royal omnirange station.

§ 601.1272 *Control area extension (Baltimore, Md.).* All that area within a 15-mile radius of the Baltimore omnirange station, excluding the portion which overlaps Danger Areas.

§ 601.1273 *Control area extension (Syracuse, N. Y.).* All that area within a 15-mile radius of the Syracuse omnirange station.

§ 601.1274 *Control area extension (Niagara Falls, N. Y.).* All that area within 5 miles either side of a direct line extending from the Niagara Falls ILS outer marker to the Dunkirk, N. Y., nondirectional radio beacon, excluding the portion which lies outside the continental United States.

§ 601.1275 *Control area extension (Fairbanks, Alaska).* From the Fairbanks ILS localizer extending 5 miles either side of the localizer course to a point 25 miles northeast of the localizer.

§ 601.1276 *Control area extension (Cheyenne, Wyo.).* All that area within a 25-mile radius of the Cheyenne, Wyo., radio range station in the southeast quadrant of the radio range and all that area within 5 miles either side of the 32° True radial of the Cheyenne, Wyo., omnirange station from the omnirange station extending to a point 25 miles northeast.

§ 601.1277 *Control area extension (Denver, Colo.).* All that area within a 25-mile radius of the Denver, Colo., radio range station in the southeast quadrant of the radio range, excluding the portion which overlaps danger areas and all that area within 5 miles either side of a track bearing 40° True from the Denver, Colo., (Stapleton) ILS outer compass locator extending to a point 25 miles northeast of the ILS outer compass locator, and within 5 miles either side of a track bearing 174° True from the Aurora non-directional radio beacon to a point 25 miles south of the Aurora non-directional radio beacon.

§ 601.1278 *Control area extension (Des Moines, Iowa).* All that area within a 25-mile radius of the Des Moines, Iowa, radio range station in the northwest and northeast quadrants of the radio range.

§ 601.1279 *Control area extension (Rapid City, S. Dak.).* All that area within a 25-mile radius of the Rapid City, S. Dak., radio range station in the northwest, northeast and southeast quadrants of the radio range.

§ 601.1280 *Control area extension (Sheridan, Wyo.).* All that area within a 25-mile radius of the Sheridan, Wyo., radio range station in the north and east quadrants of the radio range.

§ 601.1281 *Control area extension (Pueblo, Colo.).* All that area within a 25-mile radius of the Pueblo, Colo., radio range station in the northeast and southeast quadrants of the radio range and all that area within 5 miles either side of the 181° True radial of the Pueblo omnirange extending from the omnirange station to a point 25 miles south.

§ 601.1282 *Control area extension (Wichita, Kans.).* All that area bounded on the north by a line 10 miles north of and parallel to the 259° True and 79° True radials of the Emporia, Kans., omnirange, on the east by a line 10 miles east of and parallel to the 209° True and 29° True radials of the Emporia, Kans., omnirange, on the south by a line 10 miles south of and parallel to the 85° True and 265° True radials of the Anthony, Kans., omnirange and on the west by a line 10 miles west of and parallel to the 195° True and 15° True radials of the Hutchinson, Kans., omnirange.

§ 601.1283 *Control area extension (Toledo, Wash.).* From the Toledo, Wash., radio range station extending 5 miles either side of the west course of the Toledo, Wash., radio range to a point 25 miles west of the radio range station, excluding the portion which overlaps danger areas.

§ 601.1284 *Control area extension (Oklahoma City, Okla.).* All that area within a 25-mile radius of the Oklahoma City, Okla., radio range station.

§ 601.1285 *Control area extension (Shreveport, La.).* All that area within a 40-nautical-mile radius of Barksdale Air Force Base.

§ 601.1286 *Control area extension (Fort Worth, Tex.).* All that area southwest of the Fort Worth, Tex., radio range station bounded on the north by Green civil airway No. 5, on the east by Amber civil airway No. 4 and on the south and west by Red civil airway No. 68, and all that area northeast of the Fort Worth radio range station bounded on the west by Amber civil airway No. 4, on the east by Blue civil airway No. 5, on the south by Green civil airway No. 5 and on the southwest by Red civil airway No. 10.

§ 601.1287 *Control area extension (Houghton, Mich.).* From the Houghton, Mich., radio range station extending 5 miles either side of the north and south courses of the radio range to points 25 miles north and south of the radio range station.

§ 601.1288 *Control area extension (Sault Ste. Marie, Mich.).* Within 5 miles either side of a bearing 330° True extending from the Kinross Airport through the Kinross outer marker to its intersection with the west course of the Sault Ste. Marie, Mich., radio range.

§ 601.1289 *Control area extension (Valparaiso, Fla.).* From the Valparaiso, Fla., Eglin AFB radio range station extending 5 miles on the west side and 2 miles on the east side of the north course of the Eglin AFB radio range to Red civil airway No. 30, and extending 5 miles either side of the south course of the radio range to the Eglin AFB Airspace Warning Area.

§ 601.1290 *Control area extension (Joplin, Mo.).* All that area within a 25-mile radius of the Joplin, Mo., radio range station excluding the portion which overlaps the Olathe Caution Area.

§ 601.1291 *Control area extension (Garden City, Kans.).* Within 5 miles either side of the 120° True radial of the Garden City omnirange extending from the omnirange station to a point 25 miles southeast and within 5 miles either side of the north course of the Garden City radio range extending from the radio range station to a point 25 miles north.

§ 601.1292 *Control area extension (Manakin, Va.).* All that area within 5 miles either side of the northwest course of the Richmond, Va., radio range extending from the intersection of the northwest course of the Richmond, Va., radio range and the southwest course of the Washington, D. C., radio range to a point 15 miles northwest.

§ 601.1293 *Control area extension (Fort Smith, Ark.).* Within 5 miles either side of the 54° True and 234° True radials of the Fort Smith omnirange extending from the Fort Smith Municipal Airport to a point 25 miles northeast of the omnirange station, excluding the portion which overlaps danger areas.

§ 601.1294 *Control area extension (Everett, Wash.).* All that airspace bounded on the north by a line 5 miles north of and parallel to the east course of the Everett, Wash., radio range, on the northeast by an arc of a circle 5 miles in radius centered on the intersection of the east course of the Everett, Wash., radio range and the northeast course of the Seattle, Wash., radio range, on the southeast by a line 5 miles southeast of and parallel to the northeast course of the Seattle, Wash., radio range, on the south by Green civil airway No. 2 and on the west by Amber civil airway No. 1.

§ 601.1295 *Control area extension (Falmouth, Mass.).* All that area within 5 miles either side of a direct line extending from the Otis Air Force Base, Falmouth, Mass., to the Martha's Vinyard Airport and the area within 5 miles either side of a line bearing 180° True from the Martha's Vinyard Airport extending from the airport to New York control area extension No. 1146, excluding the portion which overlaps danger areas.

§ 601.1296 *Control area extension (Nantucket, Mass.).* All that area within 5 miles either side of a direct line extending from the Nantucket VHF VAR radio range station to the Martha's Vinyard Airport.

§ 601.1297. *Control area extension (Paducah, Ky.).* All that area within 5 miles either side of a line bearing 220°

True extending from the Paducah, Ky., non-directional radio beacon to a point 20 miles southwest.

§ 601.1298 *Control area extension (Promontory Point, Utah.)*. All that area bounded on the north by Green civil airway No. 3, on the east by Amber civil airway No. 2, on the south by a line 5 miles south of and parallel to Green civil airway No. 3, and on the west by Longitude 112°45'00".

§ 601.1299 *Control area extension (Valdosta, Ga.)*. All that area bounded on the north by Latitude 32°00'00", on the e. ɔt by Amber civil airway No. 6, on the south by Red civil airway No. 30, and on the west by Re civil airway No. 16.

§ 601.1300 *Control area extension (Prescott, Ariz.)*. Within 5 miles either side of the northwest course of the Prescott, Ariz., radio range extending from the radio range station to a point 25 miles northwest.

§ 601.1301 *Control area extension (Winslow, Ariz.)*. Within 5 miles either side of the north and south courses of the Winslow, Ariz., radio range extending from the range station to points 25 miles north and south and within 5 miles either side of the 300° True and 120° True radials of the Winslow, Ariz., omnirange extending from the omnirange station to points 25 miles northwest and southeast.

§ 601.1302 *Control area extension (Lawton, Okla.)*. All that area bounded on the west by long. 98°30'00", on the north by the Fort Sill, Okla., danger area, on the southeast by VOR civil airway No. 77, and on the south by VOR civil airway No. 61.

§ 601.1303 *Control area extension (Albany, N. Y.)*. All that area within a 15-mile radius of the Albany, N. Y., omnirange station.

§ 601.1304 *Control area extension (Poughkeepsie, N. Y.)*. All that area within a 15-mile radius of the Poughkeepsie, N. Y., omnirange station.

§ 601.1305 *Control area extension (Wilton, Conn.)*. All that area within a 15-mile radius of the Wilton, Conn., omnirange station.

§ 601.1306 *Control area extension (Mountain Home, Idaho)*. Within 5 miles either side of a direct line extending from the Mountain Home non-directional radio beacon to the Boise, Idaho, radio range station; within 5 miles either side of the Mountain Home non-directional radio beacon to the Gooding, Idaho, non-directional radio beacon, and all that area within a 25-mile radius of the Mountain Home Air Force Base bounded on the northeast by Red civil airway No. 1 excluding the portion which overlaps danger areas.

§ 601.1307 *Control area extension (Minchumina, Alaska)*. Within 5 miles either side of the southeast course of the Minchumina radio range extending from the radio range station to a point 25 miles southeast.

§ 601.1308 *Control area extension (Gustavus, Alaska)*. Within 5 miles either side of the northwest course of the Gustavus, Alaska, radio range extending from the radio range station to a point 15 miles northwest.

§ 601.1309 *Control area extension (Kodiak, Alaska)*. Within 5 miles either side of the east course of the Kodiak, Alaska radio range extending from the radio range station to a point 25 miles east.

§ 601.1310 *Control area extension (Anchorage, Alaska) (Anchorage-Sandspit route)*. All that airspace within 5 miles either side of direct lines between the Whittier, Alaska, Fan Marker, the Middleton Island, Alaska, nondirectional radio beacon and the Sandspit, British Columbia, radio range station extending from the Whittier Fan Marker to the United States-Canadian Border.

§ 601.1311 *Control area extension (Oscoda, Mich.)*. All that airspace within a 30-mile radius of the Oscoda Air Force Base excluding the portion which overlaps danger areas.

§ 601.1312 *Control area extension (Zanesville, Ohio)*. All that airspace within 5 miles either side of a line bearing 30° True and 210° True from the Zanesville non-directional beacon extending from Green civil airway No. 4 to a point 20 miles southwest of the Zanesville Municipal Airport.

§ 601.1313 *Control area extension (Sioux City, Iowa)*. All that airspace within a 25-mile radius of the Sioux City omnirange station extending from the 234° True radial clockwise to the western boundary of Amber civil airway No. 4 and within 5 miles either side of a line bearing 136° True from the Sioux City outer compass locator extending from the outer compass locator to a point 25 miles southeast.

§ 601.1314 *Control area extension (Kirksville, Mo.)*. Within 5 miles either side of the 316° True radial of the Kirksville omnirange extending from the omnirange station to a point 25 miles northwest.

§ 601.1315 *Control area extension (Emporia, Kans.)*. Within 5 miles either side of the 134° True and 314° True radials of the Emporia omnirange extending from the omnirange station to points 25 miles southeast and northwest.

§ 601.1316 *Control area extension (La Junta, Colo.)*. All that airspace northwest of the La Junta radio range station bounded on the northeast by a line 5 miles northeast of and parallel to the northwest course of the La Junta radio range, on the south by VOR civil airway No. 10 and on the west by Amber civil airway No. 3.

§ 601.1317 *Control area extension (Tuscaloosa, Ala.)*. Within 5 miles either side of the 60° True radial of the Tuscaloosa omnirange extending from the omnirange station to a point 20 miles northeast.

§ 601.1318 *Control area extension (Muscle Shoals, Ala.)*. Within 5 miles either side of the 118° True and 298° True radials of the Muscle Shoals omnirange extending from the omnirange station to points 20 miles southeast and northwest.

§ 601.1319 *Control area extension (Key West, Fla.)*. Within 5 miles either side of the 313° True radial of the Key West omnirange extending northwest from the omnirange station to the eastern boundary of the Key West Warning Area (No. W-174).

Subpart D—Control Zones

§ 601.1981 *Scope of control zones.* Each control zone shall include the navigable air space above all that area on the surface of the earth flying within the specified radius of the center points prescribed for such zone (except where otherwise described in this part), but shall not include any of the air space of an air-space reservation.

§ 601.1982 *Designation of control zones.* The portions of the navigable airspace of the United States described in Subpart D are designated as control zones.

§ 601.1983 *Three mile radius zones.* Within a 3 mile radius of the following airports:

Acomita, N. Mex.: CAA intermediate field.
Altoona, Pa.: Altoona-Blair County Airport.
Baker, Oreg.: Baker Municipal Airport.
Baton Rouge, La.: East Baton Rouge Parish Airport.
Bellingham, Wash.: Bellingham Municipal Airport.
Blackstone, Va.: Blackstone AAF.
Bozeman, Mont.: Gallatin-Bozeman Municipal Airport.
Burley, Idaho: Burley Municipal Airport.
Butte, Mont.: Butte Municipal Airport.
Columbus, N. Mex.: CAA intermediate field excluding the portion which lies outside the continental United States.
Crows Landing, Calif.: Navy ALF.
Cut Bank, Mont.: Cut Bank Municipal Airport.
Daggett, Calif.: Daggett Municipal Airport.
Dillon, Mont.: Dillon intermediate field.
Dubois, Idaho: Dubois intermediate field.
Ellensburg, Wash.: Bowers Field.
El Morro, N. Mex.: CAA intermediate field.
Ephrata, Wash.: Ephrata Municipal Airport.
Eugene, Oreg.: Mahlen-Sweet Airport.
Everett, Wash.: Paine AFB.
Glendale, Calif.: Grand Central Airport.
Gooding, Idaho: Gooding Municipal Airport.
Helena, Mont.: Helena Municipal Airport.
Klamath Falls, Oreg.: Klamath Falls, Municipal Airport.
Lakehurst, N. J.: Naval Air Station.
Lewistown, Mont.: Lewistown Municipal Airport.
Manchester, N. H.: Grenier Air Force Base.
Miles City, Mont.: Miles City, Municipal Airport.
Missoula, Mont.: Missoula County Airport.
Monterey, Calif.: Monterey Peninsula Airport.
Needles, Calif.: Needles Airport.
Niagara Falls, N. Y.: Municipal Airport.
Palacios, Tex.: Palacios Airport.
Paso Robles, Calif.: Paso Robles County Airport.
Pendleton, Oreg.: Pendleton Municipal Airport.
Pocatello, Idaho: Phillips Airport.
Redmond, Oreg.: Redmond-Roberts Field.
Rodeo, N. Mex.: CAA intermediate field.
Salem, Oreg.: Salem-McNary Airport.
Santa Monica, Calif.: Santa Monica Municipal Airport.
Schenectady, N. Y.: Schenectady Airport.
Spokane, Wash.: Fairchild AFB.

The Dalles, Oreg.: The Dalles Municipal Airport.
Toledo, Wash.: Toledo-Winlock Airport.
Yakima, Wash.: Yakima Municipal Airport.

§ 601.1984 *Five mile radius zones.* Within a 5 mile radius of the following airports:

Alexandria, La.: Municipal Airport.
Alice, Tex.: Alice Airport.
Annette Island, Alaska: Annette Island Airport.
Atlanta, Ga.: Naval Air Station.
Baton Rouge, La.: Harding Field.
Beaumont, Tex.: Jefferson County Airport.
Bedford, Mass.: Lawrence G. Hanscom Field.
Bendix, N. J.: Teterboro Air Terminal.
Big Delta, Alaska: Big Delta Airport.
Billings, Mont.: Billings Municipal Airport.
Binghamton, N. Y.: Broome County Airport.
Boise, Idaho: Boise Air Terminal.
Bridgeport, Conn.: Bridgeport Municipal Airport.
Chandler, Ariz.: Williams AFB.
Delta, Utah: Delta Airport.
Elkins, W. Va.: Elkins Airport.
Elko, Nev.: Elko Airport.
Elmira, N. Y.: Chemung County Airport.
Fairbanks, Alaska: Eielson Air Force Base.
Farewell, Alaska: Farewell Airport.
Gage, Okla.: Gage Airport.
Galena, Alaska: Galena Airport.
Gordonsville, Va.: CAA intermediate field.
Great Falls, Mont.: Great Falls Municipal Airport.
Gulkana, Alaska: Gulkana Airport.
Gustavus, Alaska: Gustavus Airport.
Homer, Alaska: Homer Airport.
Houlton, Maine: Houlton Airport.
Idaho Falls, Idaho: Idaho Falls Airport.
Iliamna, Alaska: Iliamna Airport.
Islip, N. Y.: MacArthur Field.
Juneau, Alaska: Juneau Airport.
King Salmon, Alaska: King Salmon Airport.
Lake Charles, La.: Lake Charles AAF.
Las Vegas, N. Mex.: Las Vegas Airport.
Lihue, Kauai, T. H.: Lihue Airport.
Lucin, Utah: CAA intermediate field.
Lynchburg, Va.: Preston Glann Airport.
McGrath, Alaska: McGrath Airport.
Medford, Oreg.: Medford Municipal Airport.
Memphis, Tenn.: Naval Air Station.
Merced, Calif.: Castle Field.
Midland, Tex.: Midland Air Terminal.
Minchumina, Alaska: Minchumina, Airport.
Montgomery, Ala.: Dannelly Field.
Moses Lake, Wash.: Larson AFB.
Moses Point, Alaska: Moses Point Airport.
Mountain Home, Idaho: Mountain Home AFB.
Mountain View, Calif.: Moffett NAS.
Nantucket, Mass.: Nantucket Memorial Airport.
Nenana, Alaska: Nenana Airport.
Newburgh, N. Y.: Stewart AAF.
New Orleans, La.: New Orleans Airport.
Nome, Alaska: Nome Airport.
Northway, Alaska: Northway Airport.
Old Town, Maine: Old Town Airport.
Otto, N. Mex.: CAA intermediate field.
Philipsburg, Pa.: Philipsburg Airport.
Phoenix, Ariz.: Luke AFB.
Phoenix, Ariz.: Sky Harbor Municipal Airport.
Portland, Oreg.: Portland International Airport.
Pulaski, Va.: Leving Field.
Reading, Pa.: Reading Municipal Airport.
Red Bluff, Calif.: Red Bluff Municipal (Bidwell, Field).
Reno, Nev.: United Air Lines Airport.
Riverside, Calif.: March Field.
Roanoke, Va.: Woodrum Field.
Rome, N. Y.: Griffiss AFB.
Salinas, Calif.: Salinas Airport.
Salt Flat, Tex.: CAA intermediate field.
San Marcos, Tex.: San Marcos Air Force Base.
San Rafael, Calif.: Hamilton AFB.
Santa Fe, N. Mex.: Santa Fe Airport.
Seattle, Wash.: Boeing Field.
Seattle, Wash.: Seattle-Takoma Airport.
Skwentna, Alaska: Skwentna Airport.
Spokane, Wash.: Geiger Municipal Airport.
Summit, Alaska: Summit Airport.
Tanacross, Alaska: Tanacross Airport.
Tanana, Alaska: Tanana Airport.
Texarkana, Ark.: Texarkana Airport.
Tucumcari, N. Mex.: Tucumcari Airport.
Unalakleet, Alaska: Unalakleet Airport.
Walla Walla, Wash.: Walla Walla Municipal Airport.
Wendover, Utah: Wendover AFB.
Westfield, Mass.: Barnes Airport.
Westhampton Beach, Long Island, N. Y.: Suffolk County Airport.
Wilkes-Barre, Pa.: Wilkes-Barre-Scranton Airport.
Wink, Tex.: Wink Airport.
Winslow, Ariz.: Winslow Airport.
Worcester, Mass.: Worcester Airport.
Yakutat, Alaska: Yakutat Airport.

ADDITIONAL CONTROL ZONES

§ 601.2001 *Albany, N. Y., control zone.* Within a 5-mile radius of the Albany Municipal Airport and within 2 miles either side of the north course of Albany radio range extending 10 miles from the radio range station.

§ 601.2002 *Augusta, Maine, control zone.* Within a 5-mile radius of the Augusta State Airport and within 2 miles either side of the southwest course of Augusta radio range extending 10 miles from the radio range station.

§ 601.2003 *Baltimore, Md., control zone.* Within a 5-mile radius of the Baltimore Municipal Airport extending 5 miles either side of the south course of the Baltimore, Md., radio range to a point 10 miles south of the radio range station.

§ 601.2004 *Bangor, Maine, control zone.* Within a 5-mile radius of Dow Field and within 2 miles either side of the northwest course of Bangor radio range extending to the East Corinth fan marker.

§ 601.2005 *Boston, Mass., control zone.* Within a 5-mile radius of Logan International Airport, within 2 miles either side of the north course of Boston radio range extending to the Peabody fan marker and within 2 miles either side of the southwest course of Boston radio range extending to the Franklin fan marker.

§ 601.2006 *Buffalo, N. Y., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the northeast course of the Buffalo, N. Y., radio range to the Walcottsville fan marker, within 2 miles either side of the southwest course of the Buffalo radio range to the Angola fan marker, and within 2 miles either side of the east course of the Buffalo radio range to the East Pembroke fan marker.

§ 601.2007 *Burlington, Vt., control zone.* Within a 5-mile radius of the Burlington Municipal Airport and within 2 miles either side of the northwest course of Burlington radio range extending to the Grand Isle fan marker.

§ 601.2008 *Concord, N. H., control zone.* Within a 5-mile radius of the Concord Municipal Airport and within 2 miles either side of the southeast course of Concord radio range extending 10 miles from the radio range station.

§ 601.2009 *Erie, Pa., control zone.* Within a 5-mile radius of Port Erie Airport and within 2 miles either side of the southwest course of Erie radio range extending to the North Springfield fan marker.

§ 601.2010 *Harrisburg, Pa., control zone.* Within a 5-mile radius of Harrisburg State Airport and within 2 miles either side of the east and west courses of Harrisburg radio range extending 10 miles east and west of the radio range station.

§ 601.2011 *Hartford, Conn., control zone.* Within a 5-mile radius of Brainard Field and within 2 miles either side of the southeast course of Hartford radio range extending 10 miles from the radio range station.

§ 601.2012 *Millinocket, Maine, control zone.* Within a 5-mile radius of Millinocket Municipal Airport and within 2 miles either side of the east course of Millinocket radio range extending 10 miles from the radio range station.

§ 601.2013 *Newark, N. J., control zone.* Within a 5-mile radius of Newark Municipal Airport and within 2 miles either side of the southwest course of Newark radio range extending to the Metuchen fan marker.

§ 601.2014 *Norfolk, Va., control zone.* Within a 5-mile radius of Norfolk Municipal Airport and within 2 miles either side of the southwest course of Norfolk radio range extending to the Deep Creek fan marker.

§ 601.2015 *Philadelphia, Pa., control zone.* Within a 5-mile radius of the Philadelphia International Airport and within 2 miles either side of the west course of the Philadelphia radio range extending to the Boothwyn fan marker.

§ 601.2016 *Wheeling, W. Va., control zone.* Within a 3-mile radius of the Wheeling-Ohio County Airport extending 2 miles either side of the southwest course of the Wheeling, W. Va., VHF radio range to the Wheeling, W. Va., VHF radio station.

§ 601.2017 *Pittsburgh, Pa., control zone.* Within a 5-mile radius of the Allegheny County Airport anud within 2 miles either side of the west course of Pittsburgh radio range extending to the Cecil fan marker.

§ 601.2018 *Portland, Maine, control zone.* Within a 5-mile radius of Portland Municipal Airport and within 2 miles either side of the northwest course of Portland radio range extending 10 miles from the radio range station.

§ 601.2019 *Providence, R. I., control zone.* Within a 5-mile radius of the Theodore Francis Green Airport extending 2 miles either side of the southwest course of the Providence radio range to a point 14 miles southwest of the radio range station.

§ 601.2020 *Richmond, Va., control zone.* Within a 5-mile radius of Byrd

Field, Richmond, Va., extending 2 miles either side of the southwest course of the Richmond, Va., radio range to the Chester fan marker, and extending 2 miles either side of the ILS localizer course to a point 10 miles southwest of the ILS outer marker and to a point 10 miles northeast of the ILS middle marker.

§ 601.2021 *Rochester, N. Y., control zone.* Within a 5-mile radius of the Rochester Municipal Airport and within 2 miles either side of the east course of Rochester radio range extending 10 miles from the radio range station.

§ 601.2022 *Washington, D. C., control zone.* Within a 5-mile radius of the Washington National Airport (excluding the portion overlapping the Washington Airspace Reservation) and extending to include the segment of a circle 15 miles in radius centered on the Washington National Airport bounded on the west by a line 2 miles west of the southwest course of the Washington radio range and on the east by a line 2 miles east of the ILS localizer course, and further extending 2 miles on the east side and 4 miles on the west side of the northeast course of the Washington radio range to the Riverdale, Md., non-directional radio beacon.

§ 601.2023 *Albuquerque, N. Mex., control zone.* Within a 5-mile radius of Kirtland AFB and within 2 miles either side of the south course of Albuquerque radio range extending to the Peralta fan marker.

§ 601.2024 *Amarillo, Tex., control zone.* Within a 5-mile radius of Amarillo Air Terminal extending 2 miles either side of the west course of the Amarillo, Tex., radio range to the Soncy fan marker and extending 2 miles either side of the east course of the radio range to the intersection of the east course of the Amarillo, Tex., radio range with the northwest course of the Clarendon, Tex., radio range, and extending 2 miles either side of the ILS localizer course to the ILS outer marker.

§ 601.2025 *Big Spring, Tex., control zone.* Within a 5-mile radius of Webb AFB and within 2 miles either side of the west course of Big Spring radio range extending to the Stanton fan marker.

§ 601.2026 *Brownsville, Tex., control zone.* Within a 5-mile radius of Brownsville International Airport (excepting that portion of such circle which lies within Mexico) and within 2 miles either side of the northwest course of Brownsville radio range extending to the Los Fresnos fan marker.

§ 601.2027 *Dallas, Tex., control zone.* Within a 5-mile radius of Love Field, within 2 miles either side of the south course of Dallas radio range extending to the Duncanville fan marker, and within 2 miles either side of the north course of Dallas radio range extending to the Dallas intersection (intersection of the north course of Dallas radio range and the northeast course of Fort Worth radio range).

§ 601.2028 *El Paso, Tex., control zone.* Within a 5-mile radius of the El Paso International Airport extending 2 miles either side of the east course of the El Paso, Tex., radio range to the Hueco fan marker and extending 2 miles either side of the north course of the radio range to the Newman non-directional radio beacon, excluding the portion which lies outside the continental United States.

§ 601.2029 *Fort Worth, Tex., control zone.* All that area within a 5-mile radius of Meacham Field, within a 5-mile radius of Carswell Air Force Base, within 2 miles either side of the north course of the Fort Worth radio range extending from the radio range station to the Haslet fan marker and within 2 miles either side of the south course of the radio range extending from the radio range station to the intersection of the south course of the Fort Worth radio range with the west course of the Dallas, Tex., radio range.

§ 601.2030 *Galveston, Tex., control zone.* Within a 5-mile radius of Galveston Airport and within 2 miles either side of the northwest course of Galveston radio range extending 3 miles northwest of the radio range station.

§ 601.2031 *Houston, Tex., control zone.* Within a 5-mile radius of the Houston Municipal Airport and within a 5-mile radius of the Ellington AFB, extending 2 miles either side of the southeast course of the Houston radio range to the Webster fan marker, extending 2 miles either side of the southwest course of the Houston radio range to the Arcola fan marker, and extending 2 miles either side of the northwest course of the Houston radio range to the Houston fan marker.

§ 601.2032 *Laredo, Tex., control zone.* Within a 5-mile radius of Laredo AFB Airport and within 2 miles either side of the northwest course of Laredo radio range extending 3 miles northwest of the radio range station excepting that portion of such zone that would lie within Mexico.

§ 601.2033 *Little Rock, Ark., control zone.* Within a 5-mile radius of Adams Field extending 2 miles either side of the southeast course of the Little Rock radio range to the Keo fan marker.

§ 601.2034 *Monroe, La., control zone.* Within a 5-mile radius of Selman Field and within 2 miles either side of the southwest course of Monroe radio range extending 4 miles southwest of the radio range station.

§ 601.2035 *New Orleans, La., control zone.* Within a 5-mile radius of Moisant International Airport, within 2 miles either side of the west course of New Orleans radio range extending to the La Place fan marker and within 2 miles either side of the east course of New Orleans radio range extending to the boundary of the New Orleans Control Zone.

§ 601.2036 *Ponca City, Okla., control zone.* Within a 10-mile radius of Ponca City Airport.

§ 601.2037 *San Angelo, Tex., control zone.* Within a 10-mile radius of Mathis Field.

§ 601.2038 *Shreveport, La., control zone.* Within a 5-mile radius of the Shreveport Municipal Airport extending 5 miles either side of the northwest course of the Shreveport radio range from the Airport to the Dixie Fan Marker, and within a 7-mile radius of Barksdale AFB extending 5 miles either side of the southeast course of the Barksdale AFB radio range from the Air Force Base to the Elm Grove Fan Marker.

§ 601.2039 *Tulsa, Okla., control zone.* Within a 5-mile radius of Tulsa Airport, within 2 miles either side of the northeast course of Tulsa radio range extending to the Verdigris River fan marker, within 2 miles either side of the northwest course of Tulsa radio range extending to the Skiatook fan marker, within 2 miles either side of the southwest course of Tulsa radio range extending to the Red Fork fan marked and within 2 miles either side of a line bearing 03° True from the Owasso nondirectional radio beacon extending from the beacon to a point 10 miles north and within 2 miles either side of the 340° True and 160° True radials of the Tulsa omnirange extending from the Tulsa Municipal Airport to a point 10 miles northwest of the omnirange station.

§ 601.2040 *Smyrna, Tenn., control zone.* Within a 5-mile radius of Sewart Air Force Base and within 2 miles either side of a line bearing 139° True extending from the Sewart AFB non-directional radio beacon to a point 10 miles southeast.

§ 601.2041 *Akron, Colo., control zone.* Within a 3-mile radius of the CAA intermediate field and within 2 miles either side of the north and south courses of Akron radio range extending 10 miles north of the radio range station.

§ 601.2042 *Burlington, Iowa, control zone.* Within a 5-mile radius of Burlington Municipal Airport and within 2 miles either side of the south course of Burlington radio range extending 10 miles from the radio range station.

§ 601.2043 *Casper, Wyo., control zone.* Within a 5-mile radius of Natrona County Airport extending east 2 miles either side of the west and east courses of the Casper radio range to the Parkerton fan marker and within 2 miles either side of a line bearing 269° True from the Casper ILS localizer extending from the Casper Natrona County Airport to a point 10 miles west of the ILS outer marker.

601.2044 *Cheyenne, Wyo., control zone.* Within a 5-mile radius of the Cheyenne Municipal Airport extending 2 miles either side of the northwest course of the radio range to the Silver Crown fan marker, extending 2 miles either side of the east course of the radio range to the Hillsdale fan marker, extending 2 miles either side of the ILS localizer course to the Hillsdale fan marker and within 2 miles either side of the 32° True radial of the Cheyenne omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2045 *Colorado Springs, Colo., control zone.* Within a 5-mile radius of

Peterson Municipal Airport and within 2 miles either side of the north course of the Colorado Springs radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of a track bearing 180° True from the ILS outer compass locator extending to a point 10 miles south of the ILS outer compass locator.

§ 601.2046 *Columbia, Mo., control zone.* Within a 5-mile radius of Columbia Municipal Airport and within 2 miles either side of the west course of Columbia radio range extending 10 miles from the radio range station.

§ 601.2047 *Denver, Colo., control zone.* Within a 10-mile radius of Stapleton Field extending 2 miles either side of the north course of the Denver radio range to the Dacono fan marker, and extending 2 miles either side of the south course of the radio range to the Franktown fan marker, and extending 2 miles either side of the east course of the radio range to the Watkins fan marker, and extending 2 miles either side of the ILS localizer course to a point 15 miles northeast of the end of the Northeast-Southwest Runway.

§ 601.2048 *Des Moines, Iowa, control zone.* Within a 5-mile radius of the Des Moines Municipal Airport extending 2 miles either side of the south course of the radio range to a point 10 miles from the radio range station, within 2 miles either side of the ILS localizer course extending to a point 10 miles southeast of the airport and within 2 miles either side of the 176° and 356° True radials of the Des Moines omnirange extending from the omnirange station to a point 10 miles south.

§ 601.2049 *Fort Bridger, Wyo., control zone.* Within a 3-mile radius of the CAA intermediate field and within 2 miles either side of the east course of Fort Bridger radio range extending 10 miles from the radio range station.

§ 601.2050 *Garden City, Kans., control zone.* Within a 5-mile radius of the (old) Garden City Municipal Airport including a 5-mile radius of the (new) Garden City Municipal Airport extending 2 miles either side of the north course of the Garden City radio range to a point 10 miles north of the radio range station and extending 2 miles either side of the 300° True radial of the Garden City omnirange to a point 10 miles northwest of the omnirange station.

§ 601.2051 *Grand Island, Nebr., control zone.* Within a 5-mile radius of the Grand Island Airport and within 2 miles either side of the north course of Grand Island radio range extending 10 miles from the radio range station.

§ 601.2052 *Quincy, Ill., control zone.* Within a 5-mile radius of the Quincy-Baldwin Airport and within 2 miles either side of the 35° True and 215° True radials of the Quincy omnirange extending from the airport to a point 10 miles southwest of the omnirange station.

§ 601.2053 *Huron, S. Dak., control zone.* Within a 5-mile radius of the Huron Municipal Airport extending 2 miles either side of the southwest course of the radio range to its intersection with the east course of the Pierre, S. Dak., radio range.

§ 601.2054 *Hutchinson, Kans., control zone.* Within a 5-mile radius of the Hutchinson Municipal Airport, within an 8-mile radius of the Hutchinson Naval Air Station, within 2 miles either side of the south course of the Hutchinson radio range extending from the radio range station to a point 23 miles south, and within 2 miles either side of the 222° True radial of the Hutchinson omnirange extending from the Hutchinson Municipal Airport to a point 10 miles southwest of the omnirange station.

§ 601.2055 *Joplin, Mo., control zone.* Within a 5-mile radius of the Joplin Municipal Airport and within 2 miles either side of the north and south courses of the Joplin radio range extending from the airport to a point 10 miles north of the radio range station, and within 2 miles either side of a line bearing 318° True from the airport extending through the ILS outer marker to a point 10 miles northwest of the ILS outer marker.

§ 601.2056 *Kansas City, Mo., control zone.* Within a 5-mile radius of the Kansas City Municipal Airport, within 2 miles either side of the north course of the Kansas City radio range extending from the radio range station to the Linkville Fan Marker, and within 2 miles either side of a line bearing 13° True from the airport extending through the Kansas City ILS outer marker compass locator to a point 5 miles north of the ILS outer marker compass locator.

§ 601.2057 *Kirksville, Mo., control zone.* Within a 3-mile radius of the Kirksville Airport, within 2 miles either side of the southeast course of the Kirksville radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 316° True and 136° True radials of the Kirksville omnirange extending from the airport to a point 10 miles northwest of the omnirange station.

§ 601.2058 *La Junta, Colo., control zone.* Within a 5-mile radius of the La Junta Airport and within 2 miles either side of the northeast course of La Junta radio range extending 10 miles from the radio range station.

§ 601.2059 *Laramie, Wyo., control zone.* Within a 5-mile radius of Brees Field, within 2 miles either side of the northwest course of the Laramie radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 332° True radial of the Laramie omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2060 *Pellston, Mich., control zone.* Within a 5-mile radius of Emmet County Airport, Pellston, Mich., extending 2 miles either side of a track bearing 132° True from the Pellston non-directional radio beacon to a point 10 miles southeast.

§ 601.2061 *Lincoln, Nebr., control zone.* Within a 5-mile radius of the Lincoln Municipal Airport and within 2 miles either side of the north course of Lincoln radio range extending 10 miles from the radio range station.

§ 601.2062 *Mason City, Iowa, control zone.* Within a 5-mile radius of Mason City Municipal Airport extending 2 miles either side of a track of 180° true from the Mason City nondirectional radio beacon to a point 10 miles south of the radio beacon.

§ 601.2063 *North Platte, Nebr., control zone.* Within a 5-mile radius of Lee Bird Municipal Field, within 2 miles either side of the south course of the North Platte radio range extending from the radio range station to a point 10 miles south, and within 2 miles either side of the 30° True and 210° True radials of the North Platte omnirange extending from Lee Bird Municipal Field to a point 10 miles southwest of the omnirange station.

§ 601.2064 *Omaha, Nebr., control zone.* Within a 5-mile radius of the Omaha, Nebr., Municipal Airport extending 2 miles either side of the north course of the Omaha radio range to the California, Iowa, Fan Marker, and extending 2 miles either side of the ILS localizer course to a point 10 miles northwest of the Omaha Municipal Airport.

§ 601.2065 *Pierre, S. Dak., control zone.* Within a 5-mile radius of the Pierre Airport and within 2 miles either side of the east course of Pierre radio range extending 10 miles from the radio range station.

§ 601.2066 *Pueblo, Colo., control zone.* Within a 5-mile radius of the Pueblo Municipal Airport and within 2 miles either side of the southeast course of Pueblo radio range extending 10 miles from the radio range station and within 2 miles either side of the 181° True radial of the Pueblo omnirange extending from the omnirange station to a point 10 miles south.

§ 601.2067 *Rapid City, S. Dak., control zone.* Within a 5-mile radius of the Rapid City AFB and within a 5 mile radius of the Rapid City Municipal Airport extending 2 miles either side of the south course of the Rapid City radio range to a point 10 miles south of the radio range station and extending 2 miles either side of the east course of the radio range to a point 10 miles east of the radio range station.

§ 601.2068 *Rock Springs, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the east course of the radio range to the Point of Rocks fan marker, and extending 2 miles either side of the ILS localizer course to the Point of Rocks fan marker.

§ 601.2069 *St. Joseph, Mo., control zone.* Within a 5-mile radius of the Rosecrans Field extending 2 miles either side of the south course of the radio range to a point 10 miles from the radio range station and extending 2 miles either side of the ILS localizer course to a point 10 miles from the radio range station.

§ 601.2070 *St. Louis, Mo., control zone.* Within a 5-mile radius of Lam-

bert-St. Louis Municipal Airport extending 2 miles either side of the east course of the St. Louis radio range to the Spanish Lake fan marker and extending 2 miles either side of the ILS localizer course to the Spanish Lake fan marker and within 2 miles either side of the 323° and 143° True radials of the St. Louis omnirange extending from the Lambert-St. Louis Airport to a point 10 miles northwest of the omnirange station.

§ 601.2071 *Scottsbluff, Nebr., control zone.* Within a 5-mile radius of Scottsbluff Municipal Airport and within 2 miles either side of the southeast and northwest courses of Scottsbluff radio range extending 10 miles southeast of the radio range station.

§ 601.2072 *Sheridan, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the southeast course of the radio range to the Ucross fan marker.

§ 601.2073 *Rawlings, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport, Rawlings, Wyo., extending 2 miles either side of the east and west courses of the Sinclair, Wyo., radio range to a point 10 miles east of the radio range station.

§ 601.2074 *Sioux City, Iowa, control zone.* Within a 5-mile radius of the Sioux City Municipal Airport, within 2 miles either side of the south course of the Sioux City radio range extending from the radio range station to the Sloan Fan Marker; within 2 miles either side of the 142° True radial of the Sioux City omnirange extending from the omnirange station to a point 10 miles southeast, and within 2 miles either side of a line bearing 136° True from the Sioux City ILS outer marker compass locator, extending from the ILS outer marker compass locator to a point 10 miles southeast.

§ 601.2075 *Springfield, Mo., control zone.* Within a 5-mile radius of Springfield Municipal Airport and within 2 miles either side of the southeast and northwest courses of Springfield radio range extending 10 miles northwest of the radio range station and within 2 miles either side of the 19° and 199° True radials of the Springfield omnirange extending from the Springfield Municipal Airport to a point 10 miles northeast of the omnirange station.

§ 601.2076 *Topeka, Kans., control zone.* All that area within an 8-mile radius of the Philip Billard Airport and within 2 miles either side of the Topeka ILS localizer course extending to a point 15 miles northwest of the ILS localizer; within 2 miles either side of the 40° True radial of the Topeka omnirange extending to a point 10 miles northeast of the omnirange station, and that area within a 5-mile radius of Forbes Air Force Base, Topeka, Kans., and within 2 miles either side of the southwest course of the Forbes AFB radio range extending to a point 10 miles southwest of the Forbes AFB radio range station.

§ 601.2077 *Trinidad, Colo., control zone.* Within a 3-mile radius of Trinidad Municipal Airport and within 2 miles either side of the north course of Trinidad radio range extending 10 miles from the radio range station.

§ 601.2078 *Vichy, Mo., control zone.* Within a 3-mile radius of the Vichy Intermediate Field and within 2 miles either side of the southeast and northwest courses of the Vichy radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 69° and 249° True radials of the Vichy omnirange extending from the Vichy Intermediate Field to a point 10 miles northeast of the omnirange station.

§ 601.2079 *Watertown, S. Dak., control zone.* Within a 5-mile radius of the Watertown Airport and within 2 miles either side of the east course of Watertown radio range extending 10 miles from the radio range station.

§ 601.2080 *Wichita, Kans., control zone.* Within a 5-mile radius of the Wichita Municipal Airport extending 2 miles either side of the north course of the Wichita radio range to the Kechi fan marker and extending 2 miles either side of the localizer course to a point 10 miles south of the airport.

§ 601.2081 *Coeur d'Alene, Idaho, control zone.* Within a 3-mile radius of the Coeur d'Alene Air Terminal, Coeur d'Alene, Idaho, and within 2 miles either side of the north course of Coeur d'Alene radio range, extending to the Coeur d'Alene radio range station.

§ 601.2082 *Akron, Ohio, control zone.* Within a 5-mile radius of the Akron Municipal Airport extending 2 miles either side of the southwest course of the Akron, Ohio, radio range to a point 10 miles southwest of the radio range station, including a 5-mile radius of the Akron-Canton County Airport extending 2 miles either side of the Akron-Canton ILS localizer course to a point 10 miles south of the outer marker.

§ 601.2083 *Alexandria, Minn., control zone.* Within a 5-mile radius of the Alexandria Municipal Airport extending 2 miles either side of the north course of the Alexandria radio range to a point 10 miles north of the radio range station, and within 2 miles either side of the 230° and 50° True radials of the Alexandria omnirange extending from the Alexandria airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2084 *Battle Creek, Mich., control zone.* Within a 5-mile radius of Kellogg Field and within 2 miles either side of the south course of the Battle Creek, Mich., radio range, extending 10 miles south of the radio range station.

§ 601.2085 *Bismarck, N. Dak., control zone.* Within a 5-mile radius of the Bismarck Municipal Airport extending 2 miles either side of the east course of the Bismarck radio range to a point 10 miles east of the radio range station, extending 2 miles either side of the Bismarck ILS localizer course to a point 10 miles southeast of the outer marker, and extending 2 miles either side of the 114° True radial of the Bismarck omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2086 *Chicago, Ill., control zone.* Within a 6-mile radius of the Chicago-Midway Airport extending 2 miles either side of the northwest course of the Chicago radio range to its intersection with the northeast course of the Joliet, Ill., radio range, excluding the portion overlapping the O'Hare International Airport control zone; extending 2 miles either side of the southeast course of the Chicago radio range to its intersection with the east course of the Harvey, Ill., radio range, extending 2 miles either side of the back course of the Chicago-Midway Airport ILS localizer to its intersection with the east course of the Harvey, Ill., radio range, and extending 2 miles either side of the Chicago-Midway Airport ILS localizer course to a point 10 miles northwest of the Chicago-Midway outer marker, excluding the portion which overlaps the O'Hara International Airport control zone.

§ 601.2087 *Cincinnati, Ohio, control zone.* Within a 5-mile radius of the Lunken Airport extending 2 miles either side of the southwest and northeast courses of the Cincinnati, Ohio, radio range to the Loveland fan marker.

§ 601.2088 *Dodge City, Kans., control zone.* Within a 5-mile radius of the Dodge City Municipal Airport extending 2 miles either side of a 360° True bearing from the Dodge City non-directional beacon to a point 10 miles north of the non-directional beacon, and extending 2 miles either side of the 161° and 341° True radials of the Dodge City omnirange from the Dodge City Municipal Airport to a point 10 miles northwest of the omnirange station.

§ 601.2089 *Cleveland, Ohio, control zone.* Within a 5-mile radius of the Cleveland Municipal Airport extending 2 miles either side of the west course of the Cleveland radio range to the Elyria fan marker, extending 2 miles either side of the Cleveland ILS localizer course to a point 10 miles southwest of the outer marker, and extending 2 miles either side of the 294° and 114° True radials of the Cleveland omnirange to a point 10 miles northwest of the omnirange station.

§ 601.2090 *Columbus, Ohio, control zone.* Within a 5-mile radius of the Port Columbus Municipal Airport extending 2 miles either side of the west course of the Columbus, Ohio, radio range to the Hilliard fan marker; extending 2 miles either side of the east course of the Columbus, Ohio, radio range to the Newark fan marker, extending 2 miles either side of the south course of the Columbus, Ohio, radio range to and including a 5-mile radius of the Lockbourne, Ohio, Air Force Base, and extending 2 miles either side of the 50° and 230° True radials of the Columbus omnirange from the Port Columbus control zone to a point 10 miles northeast of the omnirange station.

§ 601.2091 *Dayton, Ohio, control zone.* Within a 5-mile radius of the Dayton Municipal Airport extending 2 miles either side of the west course of the Dayton radio range from the radio range sta-

tion to the Verona fan marker, extending 2 miles either side of the southwest course of the Dayton ILS localizer from the localizer to a point 10 miles southwest of the outer compass locator, extending 2 miles either side of the northeast course of the ILS localizer from the localizer to a point 10 miles northeast of the Tipp City nondirectional radio beacon, and extending 2 miles either side of the 360° True radial of the Dayton omnirange from the omnirange station to a pont 10 miles north of the omnirange station.

§ 601.2092 *Detroit, Mich., control zone.* Within a 5-mile radius of the Detroit City Airport extending 2 miles either side of the northwest course of the Windsor, Ontario, Canada, radio range to the United States-Canadian Border and excluding that portion which lies outside the continental limits of the United States.

§ 601.2093 *Dickinson, N. Dak., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the north course of the Dickinson radio range, extending 10 miles north of the radio range station and extending 2 miles either side of the 15° True radial of Dickinson omnirange to a point 10 miles north of the omnirange station.

§ 601.2094 *Duluth, Minn., control zone.* Within a 5-mile radius of the Williamson-Johnson Airport and within 2 miles either side of the south course of the Duluth, Minn., radio range, extending 10 miles south of the radio range station.

§ 601.2095 *Belleville, Ill., control zone.* Within a 5-mile radius of the Scott Air Force Base extending 2 miles either side of the southwest course of the Scott AFB, Belleville, Ill., radio range to a point 10 miles southwest of the radio range station.

§ 601.2096 *Evansville, Ind., control zone.* Within a 5-mile radius of Dress Memorial Municipal Airport extending 2 miles either side of the north course of the Evansville radio range to a point 10 miles north of the radio range station, and within 2 miles either side of the centerline of the northeast-southwest runway of the Dress Memorial Municipal Airport extending from the Evansville outer marker to a point 10 miles northeast.

§ 601.2097 *Fargo, N. Dak., control zone.* Within a 5-mile radius of the Fargo-Hector Airport, extending 2 miles either side of the east course of the Fargo radio range to the Glyndon fan marker and extending 2 miles either side of the west course of the radio range to the Wheatland fan marker, and extending 2 miles either side of the 181° and 01° True radials of the Fargo omnirange station from the Fargo-Hector Airport control zone to a point 10 miles south of the omnirange station.

§ 601.2098 *Flint, Mich., control zone.* Within a 5-mile radius of the Bishop Airport, Flint, Mich., extending 2 miles either side of a bearing of 341° True from the airport to a point 10 miles northwest and extending 2 miles either side of a bearing of 268° True from the airport through the Flint outer compass locator to a point 10 miles west of the Flint outer compass locator.

§ 601.2099 *Fort Wayne, Ind., control zone.* Within a 5-mile radius of Baer Field, Fort Wayne, Ind., extending 2 miles either side of the southwest course of the Fort Wayne radio range to a point 10 miles southwest of the radio range station, extending 2 miles either side of the Fort Wayne ILS localizer course from the localizer to a point 10 miles southeast of the outer marker, and extending 2 miles either side of the 318° and 138° True radials of the Fort Wayne omnirange from the Baer Field control zone to a point 10 miles northwest of the omnirange station.

§ 601.2100 *Glenview, Ill., control zone.* Within a 5-mile radius of the Glenview, Ill., Naval Air Station and within 2 miles either side of the northwest course of the Glenview, Ill., radio range, extending 10 miles northwest of the radio range station.

§ 601.2101 *Goshen, Ind., control zone.* Within a 5-mile radius of the Goshen Airport and within 2 miles either side of the west course of the Goshen, Ind., radio range, extending 10 miles west of the radio range station.

§ 601.2102 *Grand Forks, N. Dak., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of the Grand Forks, N. Dak., radio range, extending 10 miles south of the radio range station.

§ 601.2103 *Grand Rapids, Mich., control zone.* Within a 5-mile radius of the Kent County Airport and within 2 miles either side of the southeast course of the Grand Rapids radio range, extending 10 miles southeast of the radio range station.

§ 601.2104 *Huntington, W. Va., control zone.* Within a 5-mile radius of the Mayes Airport, Chesapeake, Ohio, and within 2 miles either side of the west course of the Huntington, W. Va., radio range, extending 10 miles west of the radio range station.

§ 601.2105 *Indianapolis, Ind., control zone.* Within a 5-mile radius of the Weir Cook County Airport, extending 2 miles either side of the west course of the Indianapolis radio range to the Clayton fan marker, extending 2 miles either side of the Weir-Cook County Airport localizer course to a point 10 miles southwest of the outer marker and extending 2 miles either side of the 323° and 143° True radials of the Indianapolis omnirange from the Weir-Cook County Airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2106 *Jamestown, N. Dak., control zone.* Within a 5-mile radius of the Jamestown Municipal Airport extending 2 miles either side of the east course of the Jamestown radio range to a point 10 miles east of the radio range station and extending 2 miles either side of the 191° and 11° True radials of the Jamestown omnirange station from the Municipal Airport control zone to a point 10 miles south of the omnirange station.

§ 601.2107 *Joliet, Ill., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the west course of the radio range to a point 10 miles west of the radio range station.

§ 601.2108 *Lansing, Mich., control zone.* Within a 5-mile radius of the Capital City Airport extending 2 miles either side of the east course of the Lansing radio range to a point 10 miles east of the radio range station and extending 2 miles either side of the 232° and 52° True radials of the Lansing omnirange from the Capital City Airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2109 *LaFayette, Ind., control zone.* Within a 5-mile radius of Purdue University Airport extending 2 miles either side of the southwest course of the LaFayette radio range to a point 10 miles southwest of the radio range station and extending 2 miles either side of the 129° True radial of the LaFayette omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2110 *Lone Rock, Wis., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the west course of the Lone Rock radio range to a point 10 miles west of the radio range station, and extending 2 miles either side of the 24° and 204° True radials of the Lone Rock omnirange from the Lone Rock Municipal Airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2111 *Louisville, Ky., control zone.* Within a 5-mile radius of Standiford Field and within a 5 mile radius of Bowman Field extending 2 miles either side of the east course of the Louisville radio range to the Eastwood fan marker, extending 2 miles either side of the Standiford Field ILS localizer course from the localizer to the limits of the Fort Knox, Ky., danger area, extending 2 miles either side of the 122° and 302° True radials of the Louisville omnirange from the Standiford Field control zone to a point 10 miles southeast of the omnirange station, and extending 2 miles either side of the 154° and 334° True radials of the Louisville omnirange from the Bowman Field control zone to a point 10 miles southeast of the omnirange station.

§ 601.2112 *Madison, Wis., control zone.* Within 5-mile radius of Madison Municipal Airport extending 2 miles either side of the southeast course of the Madison radio range to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 183° and 03° True bearings from the outer marker extending from the Madison Municipal Airport control zone to a point 10 miles south of the outer marker.

§ 601.2113 *Milwaukee, Wis., control zone.* Within a 5-mile radius of the General Mitchell Airport extending 2 miles either side of the south course of the Milwaukee radio range to the

Franksville fan marker, and extending 2 miles either side of the 187° and 07° True radials of the Milwaukee omnirange from the General Mitchell Airport control zone to a point 10 miles south of the omnirange station.

§ 601.2114 *Minneapolis, Minn., control zone.* Within a 5-mile radius of the Minneapolis-St. Paul International Airport extending 2 miles either side of the southeast course of the Minneapolis radio range to the Hastings Fan Marker.

§ 601.2115 *Minot, N. Dak., control zone.* Within a 5-mile radius of the Port O'Minot Field and within 2 miles either side of the southeast course of the Minot radio range, extending 10 miles southeast of the radio range station.

§ 601.2116 *Moline, Ill., control zone.* Within a 5-mile radius of the Quad City Airport extending 2 miles either side of the ILS localizer course to a point 16 miles west of the ILS localizer, and extending 2 miles either side of the 294° and 114° True radials of the Moline omnirange from the Quad City Airport control zone to a point 10 miles northwest of the Moline omnirange station.

§ 601.2117 *Muskegon, Mich., control zone.* Within a 5-mile radius of Muskegon County Airport extending 2 miles either side of the southeast course of the radio range to a point 10 miles southeast of the radio range station, and extending 2 miles either side of the 145° True radial of the Muskegon omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2118 *Langley AFB, Va., control zone.* Within a 5-mile radius of Langley AFB and within a 5-mile radius of Patrick Henry Airport, excluding the portion which overlaps danger areas.

§ 601.2119 *Peoria, Ill., control zone.* Within a 5-mile radius of the Greater Peoria Airport and within 2 miles either side of the north course of the Peoria, Ill., radio range, extending 10 miles north of the radio range station.

§ 601.2120 *Rochester, Minn., control zone.* Within a 5-mile radius of the Rochester Airport extending 2 miles either side of the south course of the radio range to a point 10 miles south of the radio range station, and extending 2 miles either side of the 222° and 42° True radials of the Rochester omnirange from the Rochester Airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2121 *Rockford, Ill., control zone.* Within a 5-mile radius of the Machesney Airport and within a 5 mile radius of the Greater Rockford Airport, extending 2 miles either side of a 182° True bearing from the Rockford radio range station to the Greater Rockford Airport, and extending 2 miles either side of the west and northwest courses of the Rockford radio range from the radio range station to points 10 miles west and northwest of the radio range station.

§ 601.2122 *Detroit, Mich., control zone.* Within a 5-mile radius of the Detroit-Wayne Major Airport and within a 6 mile radius of the Willow Run Airport extending 2 miles either side of the Willow Run ILS localizer front course to a point 10 miles southwest of the outer marker, extending 2 miles either side of the back course of the Willow Run ILS localizer to a point 10 miles northeast of the Ford non-directional radio beacon, and extending 2 miles either side of the 309° and 129° True radials of the Detroit omnirange from the Wayne Major control zone to a point 10 miles northwest of the omnirange station.

§ 601.2123 *South Bend, Ind., control zone.* Within a 5-mile radius of St. Joseph County Airport extending 2 miles either side of the west course of the South Bend radio range to the New Carlisle fan marker, extending 2 miles either side of the South Bend, Ind., ILS localizer course from the St. Joseph County Airport control zone to a point 10 miles east of the outer marker, and extending 2 miles either side of the 359° True radial of the South Bend omnirange to a point 10 miles north of the omnirange station.

§ 601.2124 *Roswell, N. Mex., control zone.* Within a 15-mile radius of the Roswell, N. Mex., radio range station.

§ 601.2125 *Terre Haute, Ind., control zone.* Within a 5-mile radius of Hulman Field, Terre Haute, Ind., extending 2 miles either side of the northeast and southwest courses of the Terre Haute radio range to a point 10 miles southwest of the radio range station, and extending 2 miles either side of the 02° True radial of the Terre Haute omnirange from the airport to a point 10 miles north of the omnirange station.

§ 601.2126 *Toledo, Ohio, control zone.* Within a 5-mile radius of the Toledo Municipal Airport, within 2 miles either side of the north course of the Toledo, Ohio radio range extending from the Airport to the radio range station, and within 2 miles either side of a line bearing 134° True from the Toledo Municipal Airport through the Genoa non-directional radio beacon extending from the Airport to a point 10 miles southeast of the Genoa non-directional radio beacon.

§ 601.2127 *Youngstown, Ohio, control zone.* Within a 5-mile radius of the Youngstown Municipal Airport extending 2 miles either side of the north course of the Youngstown radio range to a point 10 miles north of the radio range station, extending 2 miles either side of a bearing of 225° True from the Youngstown outer compass locator to a point 10 miles southwest, and extending 2 miles either side of the 359° True radial of the Youngstown omnirange from the omnirange station to a point 10 miles north.

§ 601.2128 *Wilmington, N. C., control zone.* Within a 5-mile radius of the New Hanover County Airport, Wilmington, N. C., extending 2 miles either side of the northeast and southwest courses of the Wilmington, N. C., VHF radio range to a point 10 miles northeast of the radio range station.

§ 601.2129 *Bowling Green, Ky., control zone.* Within a 5-mile radius of the Bowling Green Municipal Airport extending 2 miles either side of the southeast course of the Bowling Green radio range to a point 10 miles southeast of the radio range station, and extending 2 miles either side of the 203° True radial of the Bowling Green omnirange to a point 10 miles southwest of the omnirange station.

§ 601.2130 *Atlanta, Ga., control zone.* Within a 5-mile radius of the Municipal Airport, within 2 miles either side of the southeast course of the Atlanta, Ga., radio range, extending to the Jonesboro fan marker and within 2 miles either side of the northwest course of the Atlanta radio range, extending 10 miles northwest of the radio range station.

§ 601.2131 *Augusta, Ga., control zone.* Within a 5-mile radius of Bush Field, Augusta, Ga., extending 2 miles either side of a direct line from Bush Field to the Augusta, Ga., radio range station and extending 2 miles either side of the west course of the Augusta radio range to a point 10 miles west of the radio range station.

§ 601.2132 *Biloxi, Miss., control zone.* Within a 5-mile radius of Keesler Field and within 2 miles either side of the northeast course of Keesler Field radio range, extending 5 miles northeast of the radio range station.

§ 601.2133 *Birmingham, Ala., control zone.* Within a 5-mile radius of Birmingham Airport and within 2 miles either side of the north course of the Birmingham, Ala., radio range, extending 10 miles north of the Birmingham, Ala., radio range station.

§ 601.2134 *Charleston, S. C., control zone.* Within a 5-mile radius of the Charleston Municipal Airport, within 2 miles either side of the northwest course of the Charleston radio range extending from the radio range station to the Summerville fan marker and within 2 miles either side of the 161° True and 341° True radials of the Charleston omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2135 *Charlotte, N. C., control zone.* Within a 5-mile radius of Douglas Airport extending 2 miles either side of the south course of the Charlotte radio range to the Fort Mill fan marker.

§ 601.2136 *Chattanooga, Tenn., control zone.* Within a 5-mile radius of Lovell Field and within 2 miles either side of the northeast course of the Chattanooga, Tenn., radio range, extending 10 miles northeast of the radio range station.

§ 601.2137 *Columbia, S. C., control zone.* Within a 5-mile radius of the Columbia Airport, within 2 miles either side of the east and west courses of the Columbia radio range extending from the airport to a point 5 miles east of the radio range station, and within 2 miles either side of the 102° True and 282° True radials of the Columbia omnirange extending from the airport control zone to a point 10 miles west of the omnirange station.

§ 601.2138 *Crestview, Fla., control zone.* Within a 5-mile radius of the

Crestview Airport, within 2 miles either side of the east course of the Crestview radio range extending from the radio range station to a point 10 miles east, and within 2 miles either side of the 110° and 290° True radials of the Crestview omnirange extending from the airport control zone to a point 10 miles west of the omnirange station.

§ 601.2139 *Cress Cross City, Fla., control zone.* Within a 5-mile radius of Cross City Airport and within 2 miles either side of the southeast course of Cress Cross City, Fla., radio range, extending 10 miles southeast of the radio range station.

§ 601.2140 *Daytona Beach, Fla., control zone.* Within a 5-mile radius of Daytona Beach Airport and within 2 miles either side of the west course of Daytona Beach, Fla., radio range, extending 10 miles west of the radio range station.

§ 601.2141 *Dothan, Ala., control zone.* Within a 5-mile radius of Dothan Airport and within 2 miles either side of the southwest course of Dothan, Ala., radio range, extending 10 miles southwest of the radio range station, excluding the portion above 19,000 feet which lies within the Tyndall AFB danger area (Area II), between sunset and sunrise.

§ 601.2142 *Florence, S. C., control zone.* Within a 5-mile radius of the Florence Municipal Airport, within 2 miles either side of the southeast course of the Florence radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 51° True and 231° True radials of the Florence omnirange extending from the airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2143 *Fort Myers, Fla., control zone.* Within a 5-mile radius of Page Field and within 2 miles either side of the southwest course of Fort Myers, Fla., radio range, extending 10 miles southwest of the radio range station and within 2 miles either side of the 227° True radial of the Fort Myers omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2144 *Greensboro, N. C., control zone.* Within a 5-mile radius of the Greensboro-High Point Airport and within 2 miles either side of the northeast course of the Greensboro, N. C., radio range, extending 10 miles northeast of the radio range station.

§ 601.2145 *Greenville, S. C., control zone.* Within a 5-mile radius of the Greenville Airport and within 2 miles either side of the south course of Greenville, S. C., radio range, extending 10 miles south of the radio range station.

§ 601.2146 *Greenwood, Miss., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the east course of Greenwood, Miss., radio range, extending 10 miles east of the radio range station and within 2 miles either side of the 138° True and 318° True radials of the Greenwood omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2147 *Jack's Creek, Tenn., control zone.* Within a 5-mile radius of Jack's Creek intermediate field and within 2 miles either side of the north course of Jack's Creek, Tenn., radio range, extending 10 miles north of the radio range station.

§ 601.2148 *Jackson, Miss., control zone.* Within a 5-mile radius of Hawkins Airport extending 2 miles either side of the north course of the Jackson radio range to the Flora Fan Marker and within 2 miles either side of the 162° True and 342° True radials of the Jackson omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2149 *Jacksonville, Fla., control zone.* Within a 5-mile radius of Municipal Airport No. 1 and within 2 miles either side of the east course of Jacksonville, Fla., radio range, extending to the Fort George Island fan marker.

§ 601.2150 *Key West, Fla., control zone.* Within a 5-mile radius of Meacham Airport and within 2 miles either side of the west course of Key West, Fla., radio range, extending 10 miles west of the radio range station and within 2 miles either side of the 313° True radial of the Key West omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2151 *Knoxville, Tenn., control zone.* Within a 5-mile radius of the McGhee-Tyson Airport extending 2 miles either side of the north course of the radio range to the Inskip fan marker.

§ 601.2152 *Macon, Ga., control zone.* Within a 5-mile radius of Cochran Field extending 2 miles either side of the northwest course of the radio range to a point 10 miles northwest of the range station.

§ 601.2153 *Melbourne, Fla., control zone.* Within a 5-mile radius of the Melbourne-Eau Gallie Airport and within a 5-mile radius of the Patrick AFB extending 2 miles either side of the north course of the Melbourne radio range from the radio range station to a point 10 miles north.

§ 601.2154 *Memphis, Tenn., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of Memphis, Tenn., radio range, extending to the Nesbitt fan marker and within 2 miles either side of the 109° True radial of the Memphis omnirange extending from the airport control zone to a point 10 miles east of the omnirange station.

§ 601.2155 *Meridian, Miss., control zone.* Within a 5-mile radius of Key Field and within 2 miles either side of the northwest course of Meridian, Miss., radio range, extending 10 miles northwest of the radio range station.

§ 601.2156 *Miami, Fla., control zone.* Within a 5-mile radius of the Miami International Airport and within 2 miles either side of the east and west courses of the Miami radio range extending west to the Krome Fan Marker.

§ 601.2157 *Mobile, Ala., control zone.* Within a 5-mile radius of Bates Field, within 2 miles either side of a direct line between Bates Field and Mobile radio range station and within 2 miles either side of the northeast course of Mobile, Ala., radio range, extending 10 miles northeast of the radio range station and within 2 miles either side of the 112° True and 292° True radials of the Mobile omnirange extending from the Bates Field control zone to a point 10 miles northwest of the omnirange station.

§ 601.2158 *Mobile, Ala., control zone.* Within a 5-mile radius of Brookley Air Force Base and within 2 miles either side of the northwest course of Mobile, Ala., radio range, extending 10 miles northwest of the radio range station.

§ 601.2159 *Montgomery, Ala., control zone.* Within a 5-mile radius of Maxwell AFB, Montgomery, Ala., extending 2 miles either side of the west course of the Maxwell AFB radio range to a point 10 miles west of the radio range station, and extending 2 miles either side of the north course of the Maxwell AFB radio range to a point 10 miles north of the radio range station.

§ 601.2160 *Muscle Shoals, Ala., control zone.* Within a 5-mile radius of Muscle Shoals Airport and within 2 miles either side of the southeast course of Muscle Shoals radio range, extending 10 miles southeast of the radio range station and within 2 miles either side of the 118° True radial of the Muscle Shoals omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2161 *Nashville, Tenn., control zone.* Within a 5-mile radius of Berry Field and within 2 miles either side of the east course of Nashville, Tenn., radio range, extending to the Mount Juliet fan marker.

§ 601.2162 *Orlando, Fla., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the northeast course of Orlando, Fla., radio range, extending 10 miles northeast of the radio range station.

§ 601.2163 *Pensacola, Fla., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of Pensacola, Fla., radio range, extending 10 miles south of the radio range station.

§ 601.2164 *Raleigh, N. C., control zone.* Within a 5-mile radius of Raleigh-Durham Airport and within 2 miles either side of the southeast course of Raleigh, N. C., radio range, extending 10 miles southeast of the radio range station.

§ 601.2165 *Savannah, Ga., control zone.* Within a 5-mile radius of Travis Field including a 5-mile radius of Hunter AFB, Savannah, Ga., extending to include the area 2 miles either side of the northwest and southeast courses of the Savannah radio range to a point 10 miles southeast of the radio range station, extending 2 miles either side of the southwest course of the radio range to the Richmond Hill fan marker, and extend-

ing 2 miles either side of the centerline of the east-west runway of Travis Field to a point 10 miles west of Travis Field and within 2 miles either side of the 196° True radial of the Savannah omnirange extending from the omnirange station to a point 10 miles south.

§ 601.2166 *Spartanburg, S. C., control zone.* Within a 5-mile radius of Memorial Airport and within 2 miles either side of the southwest course of Spartanburg, S. C., radio range, extending 10 miles southwest of the radio range station.

§ 601.2167 *Tallahassee, Fla., control zone.* Within a 5-mile radius of Dale Mabry Field, within 2 miles either side of the northwest course of the Tallahassee radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 162° True and 342° True radials of the Tallahassee omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station, excluding the airspace above 19,000 feet overlapping Tyndall AFB Danger Area (Area II) (No. D–336) between sunset and sunrise.

§ 601.2168 *Tampa, Fla., control zone.* Within a 5-mile radius of Tampa International Airport extending 2 miles either side of a line from that airport to the Tampa radio range station and extending 2 miles either side of the southeast course of the Tampa radio range to a point 10 miles southeast of the radio range station, and within a 5-mile radius of the Pinellas County Airport extending 2 miles either side of a line from that airport to the Tampa radio range station including the area within 2 miles either side of the 274° True radial of the Tampa omnirange extending from the Pinellas County Airport control zone to a point 10 miles west of the omnirange station.

§ 601.2169 *Tri-City, Tenn., control zone.* Within a 5-mile radius of the Tri-City Airport and within 2 miles either side of the northeast course of Tri-City, Tenn., radio range, extending 10 miles northeast of the radio range station.

§ 601.2170 *West Palm Beach, Fla., control zone.* Within a 5-mile radius of Palm Beach International Airport and within 2 miles either side of the west course of West Palm Beach, Fla., radio range, extending 10 miles west of the radio range station.

§ 601.2171 *Winston-Salem, N. C., control zone.* Within a 5-mile radius of Smith-Reynolds Airport and within 2 miles either side of the southeast and northwest courses of Winston-Salem radio range, extending 10 miles southeast of the radio range station.

§ 601.2172 *Alma, Ga., control zone.* Within a 5-mile radius of Alma Intermediate Field and within 2 miles either side of the northwest course of the Alma, Ga., radio range, extending 10 miles northwest of the radio range station.

§ 601.2173 *Bakersfield, Calif., control zone.* Within a 5-mile radius of the Bakersfield-Kern County Airport and within 2 miles either side of the northwest course of Bakersfield, Calif., radio range, extending 11 miles northwest of the radio range station.

§ 601.2174 *Burbank, Calif., control zone.* Within a 5-mile radius of the Lockheed Air Terminal extending to and including a 3-mile radius of the Grand Central Airport, Glendale, Calif., and 2 miles either side of the northwest course of the Burbank radio range to a point 7 miles northwest of the radio range station.

§ 601.2175 *El Centro, Calif., control zone.* Within a 5-mile radius of the Naval Air Station extending to and including a 2-mile radius of the El Centro radio range station and 2 miles either side of the east course of the El Centro radio range to a point 10 miles east of the radio range station.

§ 601.2176 *Fresno, Calif., control zone.* Within a 5-mile radius of Fresno Air Terminal extending to and including a 3-mile radius of Chandler Field, and extending 2 miles either side of the northwest and southeast courses of the Fresno, Calif., radio range to a point 10 miles from the radio range station.

§ 601.2177 *Las Vegas, Nev., control zone.* Within a 5-mile radius of McCarran Field, Las Vegas, Nev., extending 2 miles either side of the southwest course of the Las Vegas, Nev., radio range to and including a 5-mile radius of the Las Vegas, Nev., Air Force Base.

§ 601.2178 *Long Beach, Calif., control zone.* Within a 5-mile radius of the Municipal Airport (Daugherty Field) extending to and including a 5 mile radius of the Los Alamitos Naval Air Station and 2 miles either side of the southeast course of the Long Beach radio range to the Huntington Beach fan marker.

§ 601.2179 *Los Angeles, Calif., control zone.* Within a 5-mile radius of the Los Angeles International Airport extending 2 miles either side of the east course of the Los Angeles, Calif., radio range to a point 6 miles east of the airport and extending 2 miles either side of the northwest course of the Los Angeles, Calif., radio range to the Burbank, Calif., control zone.

§ 601.2180 *Oakland, Calif., control zone.* Within a 5-mile radius of the Oakland Municipal Airport extending 2 miles either side of the northwest course of the Oakland, Calif., radio range to a point 10 miles northwest of the radio range station, extending 2 miles either side of the southeast course of the radio range to the Newark fan marker, and extending 2 miles either side of the southwest course of the radio range to a point 6.25 miles southwest of the Oakland radio range station.

§ 601.2181 *Ogden, Utah, control zone.* Within a 5-mile radius of the Ogden Municipal Airport (Hinckley Field) extending to and including a 3-mile radius of Hill AFB and within 2 miles either side of the south course of the Ogden, Utah, radio range to the Layton, Utah, fan marker.

§ 601.2182 *Palmdale, Calif., control zone.* Within a 3-mile radius of the Palmdale Airport and within 2 miles either side of the northeast course of Palmdale, Calif., radio range, extending 10 miles northeast of the radio range station.

§ 601.2183 *Grand Junction, Colo., control zone.* Within a 5-mile radius of the Grand Junction Municipal Airport extending 2 miles either side of the ILS localizer course to a point 10 miles northwest of the ILS localizer, and extending 2 miles either side of the east course of the Grand Junction, Colo., VHF radio range to the radio range station.

§ 601.2184 *Prescott, Ariz., control zone.* Within a 5-mile radius of the Municipal Airport (Ernest Love Field) and within 2 miles either side of the southeast course of Prescott, Ariz., radio range to and including the area within a 2-mile radius of Prescott radio range station.

§ 601.2185 *Sacramento, Calif., control zone.* Within a 5-mile radius of the Sacramento Municipal Airport extending 2 miles either side of the southwest course of the Sacramento radio range to a point 10 miles southwest of the radio range station and within a 5-mile radius centered on McClellan AFB and a 5-mile radius centered on Mather AFB and within 5 miles either side of a course of 58° true from Mather AFB extending for a distance of 12 miles from Mather AFB and within the area inside of tangent lines drawn from the circumference of the 5 miles, Sacramento area to the circumference of the McClellan and Mather 5-mile areas.

§ 601.2186 *San Diego, Calif., control zone.* Within a 5-mile radius of the Municipal Airport (Lindbergh Field), extending 2 miles either side of the north course of the San Diego radio range to the La Jolla fan marker and including a 5-mile radius of the Miramar, Calif., Naval Auxiliary Air Station.

§ 601.2187 *San Francisco, Calif., control zone.* Within a 5-mile radius of the San Francisco Municipal Airport extending 2 miles either side of the southeast course of the San Francisco radio range to the Belmont fan marker, extending 2 miles either side of the northwest course of the radio range to a point 10 miles northwest of the radio range station, and extending 2 miles either side of the northeast course of the radio range to a point 6.25 miles northeast of the radio range station.

§ 601.2188 *Salt Lake City, Utah, control zone.* Within a 5-mile radius of Municipal Airport No. 1, within 2 miles either side of the north course of Salt Lake City, Utah, radio range, extending to Layton fan marker and within 2 miles either side of the west course of the Salt Lake City radio range, extending 10 miles west of the radio range station.

§ 601.2189 *Olathe, Kans., control zone.* Within a 10-mile radius of the Naval Air Station excluding that portion which lies within Green civil airway No. 4 and extending 2 miles either side of the south course of the Olathe, Kans., Navy radio range to a point 10 miles south of the radio range station.

§ 601.2190 *Atlantic City, N. J., control zone.* Within a 7-mile radius of the Naval Air Station extending 2 miles either side of the southeast course of the

Atlantic City, N. J., Navy radio range to a point 8 miles southeast of the radio range station excluding that portion which lies within danger areas.

§ 601.2191 *Zanesville, Ohio, control zone.* Within a 5-mile radius of the Zanesville Municipal Airport and within 2 miles either side of a line bearing 210° True from the Municipal Airport extending from the airport to a point 10 miles southwest.

§ 601.2192 *Ontario, Calif., control zone.* Within a 5-mile radius of the Ontario International Airport and within 2 miles either side of a line bearing 89° True extending from the airport to the centerline of the northwest course of the Riverside, Calif., radio range.

§ 601.2193 *Kahului, Maui, T. H., control zone.* Within a 5-mile radius of the Kahului Airport extending 2 miles either side of the north course of the Maui radio range to the Maui radio range station.

§ 601.2194 *Hilo, Hawaii, T. H., control zone.* Within a 5-mile radius of the Hilo General Lyman Airport extending 2 miles either side of the east course of the Hilo radio range to a point 10 miles east of the radio range station.

§ 601.2195 *Windsor Locks, Conn., control zone.* Within a 5-mile radius of Bradley Field extending 2 miles either side of the ILS localizer course to a point 10 miles from the ILS localizer.

§ 601.2196 *Wilmington, Del., control zone.* Within a 5-mile radius of the New Castle County Airport extending 2 miles either side of the south course of the New Castle radio range to a point 10 miles south of the radio range station.

§ 601.2197 *Morgantown, W. Va., control zone.* Within a 5-mile radius of the Morgantown Airport extending 2 miles either side of the southeast and northwest courses of the Morgantown radio range to a point 10 miles northwest of the radio range station.

§ 601.2198 *Montpelier, Vt., control zone.* Within a 5-mile radius of the Barre-Montpelier Airport extending 2 miles either side of the northeast course of the Montpelier radio range to a point 10 miles northeast of the radio range station.

§ 601.2199 *Syracuse, N. Y., control zone.* Within a 3-mile radius of Clarence E. Hancock Airport, within 2 miles either side of the Syracuse ILS localizer course extending from the localizer to the outer marker and within 2 miles either side of a direct line extending westward from the airport to the Syracuse radio range station.

§ 601.2200 *Allentown, Pa., control zone.* Within a 5-mile radius of the Allentown-Bethlehem Airport extending 2 miles either side of the northeast course of the Allentown radio range to a point 10 miles from the radio range station.

§ 601.2201 *Williamsport, Pa., control zone.* Within a 5-mile radius of the Williamsport Municipal Airport extending 2 miles either side of the west course of the Williamsport radio range to the radio range station.

§ 601.2202 *Philadelphia, Pa., control zone.* Within a 5-mile radius of the North Philadelphia Airport extending 2 miles either side of the northeast course of the Philadelphia radio range to a point 10 miles northeast of the radio range station.

§ 601.2203 *Martinsburg, W. Va., control zone.* Within a 5-mile radius of the Martinsburg Airport extending 2 miles either side of the southwest course of the Martinsburg radio range to a point 10 miles southwest of the radio range station.

§ 601.2204 *Presque Isle, Maine, control zone.* Within a 5-mile radius of the Presque Isle AFB extending 5 miles either side of the south course of the Spragueville radio range to a point 10 miles south of the radio range station.

§ 601.2205 *Chincoteague, Va., control zone.* Within a 5-mile radius of the Naval Air Station extending 2 miles either side of the west course of the Chincoteague radio range to a point 8 miles west of the radio range station excluding that portion which lies within danger areas.

§ 601.2206 *New York, N. Y., control zone.* Within a 5-mile radius of La-Guardia Field extending 5 miles to either side of the northeast course of the La-Guardia field radio range to the Port Chester fan marker.

§ 601.2207 *White Plains, N. Y., control zone.* Within a 5-mile radius of the West Chester County Airport extending 2 miles either side of the ILS localizer course to the ILS outer marker.

§ 601.2208 *Stockton, Calif., control zone.* Within a 5-mile radius of the Stockton Field Airport extending 2 miles either side of the southeast course of the Stockton radio range to a point 10 miles southeast of the radio range station.

§ 601.2209 *Tucson, Ariz., control zone.* Within a 5-mile radius of the Davis-Monthan AFB extending to and including a 5 mile radius of Tucson Municipal Airport No. 2.

§ 601.2210 *Santa Barbara, Calif., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the west course of the Santa Barbara radio range to a point 10 miles west of the radio range station.

§ 601.2211 *Edwards Air Force Base, Calif., control zone.* Within a 5-mile radius of the Edwards Air Force Base, excluding the portion which overlaps danger areas.

§ 601.2212 *Sumter, S. C., control zone.* Within a 5-mile radius of Shaw AFB, Sumter, S. C., extending 2 miles either side of the southwest course of the Shaw AFB radio range to a point 10 miles southwest of the radio range station.

§ 601.2213 *Salina, Kans., control zone.* Within a 5-mile radius of the Smoky Hill AFB and within a 5-mile radius of the Salina Municipal Airport extending 2 miles either side of the 142° True and 322° True radials of the Salina, Kans., omnirange from the Salina Municipal Airport to a point 10 miles northwest of the omnirange station, and extending 2 miles either side of the 10° True and 190° True radials of the Salina, Kans., omnirange from the Smoky Hill AFB to a point 10 miles north-northeast of the omnirange station.

§ 601.2214 *Goodland, Kans., control zone.* Within a 5-mile radius of the Goodland, Kans., Municipal Airport and within 2 miles either side of the 22° True radial of the Goodland omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2215 *San Juan, P. R., control zone.* Within a 5-mile radius of the Naval Air Station extending 2 miles either side of the west course of the San Juan radio range to a point 10 miles west of the radio range station.

§ 601.2216 *Seattle, Wash., control zone.* Within a 5-mile radius of the Naval Air Station extending 1½ miles either side of a track 341° True to a point 7 miles northwest of the airport excluding that portion west of a line connecting Latitude 47°44'00", Longitude 122° 20'10" and Latitude 47°37'00", Longitude 122°19'10".

§ 601.2217 *Aberdeen, S. Dak., control zone.* Within a 5-mile radius of the Aberdeen Municipal Airport, Saunders Field, extending 2 miles either side of the south course of the Aberdeen radio range to a point 10 miles south of the radio range station.

§ 601.2218 *Sioux Falls, S. Dak., control zone.* Within a 5-mile radius of the Sioux Falls Municipal Airport extending 2 miles either side of the northwest course of the Sioux Falls radio range to a point 10 miles northwest of the radio range station.

§ 601.2219 *Iowa City, Iowa, control zone.* Within a 5-mile radius of the Iowa City Municipal Airport extending 2 miles either side of a track 91° True from the airport to its intersection with the north course of the Burlington, Iowa, radio range.

§ 601.2220 *Lubbock, Tex., control zone.* Within a 5-mile radius of Lubbock Municipal Airport, within a 5-mile radius of Reese AFB, and within 2 miles either side of the east course of the Lubbock radio range extending from the Lubbock Municipal Airport to the radio range station.

§ 601.2221 *LaCrosse, Wis., control zone.* Within a 5-mile radius of the LaCrosse Municipal Airport extending 2 miles either side of the northwest course of the LaCrosse radio range to a point 10 miles northwest of the radio range station and extending 2 miles either side of the 146° True radial of the LaCrosse omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2222 *Austin, Tex., control zone.* All that area within a 5-mile radius of the Robert Mueller Airport, within a 5-mile radius of Bergstrom Air Force Base, within 2 miles either side of the northwest course of the Austin, Tex., radio range extending from the radio

range station to a point 10 miles northwest.

§ 601.2223 *Charleston, W. Va., control zone.* Within a 5-mile radius of the Kanawha County Airport, extending 2 miles either side of the ILS localizer course to a point 10 miles northeast of the outer marker, and within 2 miles either side of the east and west courses of the Charleston, W. Va., radio range extending from the localizer course to a point 10 miles west of the radio range station.

§ 601.2224 *Anderson, S. C., control zone.* Within a 5-mile radius of the Anderson Airport extending 2 miles either side of the southwest course of the Spartanburg, S. C., radio range to a point 10 miles southwest of the Anderson Airport.

§ 601.2225 *Mansfield, Ohio, control zone.* Within a 5-mile radius of the Mansfield Municipal Airport extending 2 miles either side of a track 308° True to a point 10 miles northwest of the airport and extending 2 miles either side of the 130° and 310° True radials of the Mansfield omnirange from the Mansfield Municipal Airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2226 *Springfield, Ill., control zone.* Within a 5-mile radius of Capital Airport, Springfield, Ill., extending 2 miles either side of the southwest course of the Springfield radio range to a point 10 miles southwest of the radio range station, and extending 2 miles either side of the 40° True radial of the Springfield, Ill., omnirange station to a point 10 miles northeast of the omnirange station.

§ 601.2227 *Dover, Del., control zone.* All that area within a 6-mile radius of the Dover, Del., Air Force Base, excluding that portion which overlaps danger areas.

§ 601.2228 *Fairbanks, Alaska, control zone.* Within a 15-mile radius of Fairbanks International Airport excluding the portion which overlaps danger areas.

§ 601.2229 *Fairfield, Calif., control zone.* Within a 5-mile radius of the Travis Air Force Base, extending 2 miles either side of the southwest course of the Travis AFB radio range to the intersection of the southwest course of the Travis AFB radio range and the northwest course of the Oakland, Calif., radio range, and extending 3 miles either side of the northeast course of the Travis AFB radio range to a point 20 miles northeast of the radio range station.

§ 601.2230 *Brunswick, Ga., control zone.* Within a 5-mile radius of the McKinnon Airport extending 2 miles either side of the north course of the Jacksonville, Fla., radio range to a point 10 miles north of the airport.

§ 601.2231 *Vero Beach, Fla., control zone.* Within a 5-mile radius of the Vero Beach Municipal Airport extending 2 miles either side of a track 291° True to a point 10 miles west of the airport.

§ 601.2232 *Norfolk, Va., control zone* Within a 5-mile radius of the Naval Air Station excluding that portion which lies within the Norfolk Municipal Airport control zone.

§ 601.2233 *Quonset Point, R. I., control zone.* Within a 5-mile radius of the Naval Air Station excluding that portion which lies within the Providence, R. I., control zone.

§ 601.2234 *Miami, Fla., control zone.* Within a 5-mile radius of the MCAS, Miami, Fla. centered on Latitude 25°52'45'', Longitude 80°15'00'', excluding that portion which lies within the Miami International Airport control zone.

§ 601.2235 *Truth or Consequences, N. Mex., control zone.* Within a 5-mile radius of the Truth or Consequences Municipal Airport extending 2 miles either side of the 13° True radial of the Hot Springs, N. Mex., omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2236 *Whidbey Island, Wash., control zone.* Within a 5-mile radius of the Naval Air Station (Ault Field) extending to and including a 5 mile radius of the Whidbey Island Seaplane Base (Oak Harbor), Wash., excluding that portion lying within danger areas.

§ 601.2237 *Dyersburg, Tenn., control zone.* Within a 5-mile radius of the Dyersburg Municipal Airport and within 2 miles either side of a line bearing 95° True extending from the Dyersburg nondirectional radio beacon to a point 10 miles east of the Dyersburg Municipal Airport and within 2 miles either side of the 78° true radial of the Dyersburg omnirange extending from the airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2238 *New York, N. Y., control zone.* Within a 5-mile radius of the New York International Airport including a 5-mile radius of the Floyd Bennett NAS, extending 2 miles either side of the southeast course of the Idlewild, N. Y., radio range to its intersection with the southwest course of the Mitchel AFB radio range, extending 2 miles either side of the southwest course of the Idlewild, N. Y., radio range to its intersection with the northeast course of the Philadelphia, Pa., radio range and extending 2 miles either side of a direct line from the Scotland, N. Y., nondirectional radio beacon to the Floyd Bennett NAS.

§ 601.2239 *Cordova, Alaska, control zone.* Within a 5-mile radius of the Cordova, Alaska (Mile 13) Airport extending 2 miles either side of the southeast course of the Cordova, Alaska (localizer) radio range to Amber civil airway No. 1 and extending 2 miles either side of the southwest course of the Cordova, Alaska (localizer) radio range to Amber civil airway No. 1.

§ 601.2240 *Milton, Fla., control zone.* Within a 5-mile radius of North Whiting Naval Air Station extending 2 miles either side of the northwest course of the North Whiting (Navy) radio range to a point 10 miles northwest of the radio range station.

§ 601.2241 *Macon, Ga., control zone.* Within a 5-mile radius of Robbins AFB excluding that portion overlapping the Cochran Field control zone.

§ 601.2242 *Lexington, Ky., control zone.* Within a 5-mile radius of the Blue Grass Airport, Lexington, Ky., within 2 miles either side of a line bearing 222° True from the Lexington nondirectional radio beacon to a point 10 miles southwest of the non-directional beacon and within 2 miles either side of the 303° and 123° True radials of the Lexington omnirange extending from the Blue Grass Airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2243 *Hempstead, N. Y., control zone.* Within a 5-mile radius of Mitchel Air Force Base extending 2 miles either side of the southeast course of the Mitchel AFB radio range to the Babylon fan marker.

§ 601.2244 *Quantico, Va., control zone.* Within a 5-mile radius of the Marine Corps Air Station, excluding that portion overlapping danger areas.

§ 601.2245 *Chanute, Kans., control zone.* Within a 3-mile radius of the Chanute Municipal Airport extending 2 miles either side of the east course of the radio range to a point 10 miles from the radio range station.

§ 601.2246 *Oklahoma City, Okla., control zone.* Within a 5-mile radius of Will Rogers Municipal Airport and within 2 miles either side of the west course of the Oklahoma City radio range extending from the radio range station to the Mustang fan marker; within 2 miles either side of a direct line between the Will Rogers Municipal Airport and Tinker AFB including a 5-mile radius of Tinker AFB and within 2½ miles either side of the south and north courses of the Tinker AFB radio range extending from the AFB to a point 5 miles north of the Tinker AFB radio range station.

§ 601.2247 *Abilene, Tex., control zone.* Within a 5-mile radius of the Abilene Municipal Airport and within 2 miles either side of the north course of the Abilene radio range extending from the radio range station to the Phantom Hill fan marker; within a 3-mile radius of the Abilene Army Airfield and within 2 miles either side of the 174° True and 354° True radials of the Abilene omnirange extending from Abilene Army Airfield to a point 10 miles north of the omnirange station, and within 2 miles either side of a direct line extending from the Abilene Army Airfield to the Abilene radio range station.

§ 601.2248 *San Antonio, Tex., control zone.* Within a 5-mile radius of the San Antonio Airport extending 2 miles either side of the north course of the San Antonio radio range to the Cibolo Creek fan marker.

§ 601.2249 *Corpus Christi, Tex., control zone.* Within a 3-mile radius of the Cliff Maus Airport extending 2 miles either side of the northwest course of the radio range to the Odem fan marker.

§ 601.2250 *Tyler, Tex., control zone.* Within a 5-mile radius of Pounds Field extending 2 miles either side of the northwest course of the radio range to a point 5 miles northwest of the radio range station.

§ 601.2251 *Albany, Ga., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the west and east courses of the Albany radio range to a point 10 miles east of the radio range station, including a 5-mile radius of Turner Air Force Base, and extending 2 miles either side of the north and south courses of the Albany radio range to a point 10 miles south of the radio range station and within 2 miles either side of the 155° True and 335° True radials of the Albany omnirange extending from the Municipal Airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2252 *El Toro, Calif., control zone.* Within a 5-mile radius of the El Toro, Calif., MCAS, including the area within 5 miles either side of the north and south courses of the El Toro, Calif., radio range between Amber civil airway No. 1, Amber civil airway No. 2, and Green civil airway No. 5.

§ 601.2253 *Kenai, Alaska, control zone.* Within a 5-mile radius of the Kenai Airport extending 2 miles either side of the southeast course of the Kenai radio range to Green Civil Airway No. 8.

§ 601.2254 *Falmouth, Mass., control zone.* Within a 3-mile radius of the Otis AFB, Falmouth, Mass., excluding that portion overlapping danger areas.

§ 601.2255 *Aguadilla, P. R., control zone.* Within a 10-mile radius of the Ramey AFB, Aguadilla, P. R.

§ 601.2256 *Parkersburg, W. Va., control zone.* Within a 5-mile radius of the Wood County Airport, Parkersburg, W. Va., extending 2 miles either side of the southwest course of the Parkersburg, W. Va., VHF radio range to a point 10 miles southwest of the VHF radio range station.

§ 601.2257 *Rantoul, Ill., control zone.* Within a 5-mile radius of the Chanute AFB, Rantoul, Ill., extending 2 miles either side of the southwest course of the Chanute AFB radio range to a point 10 miles southwest of the radio range station.

§ 601.2258 *Wichita Falls, Tex., control zone.* Within a 5-mile radius of Sheppard (Kell) Field, Wichita Falls, Tex., extending 2 miles either side of the southeast course of the Wichita Falls, Tex., radio range to the Jolly fan marker.

§ 601.2259 *Kodiak, Alaska, control zone.* Within a 5-mile radius of the Kodiak Naval Air Base, Kodiak, Alaska, extending 2 miles either side of the southwest course of the Kodiak radio range to the radio range station.

§ 601.2260 *Fort Smith, Ark., control zone.* Within a 5-mile radius of the Fort Smith Municipal Airport extending 2 miles either side of a track 8° True to a point 10 miles north of the airport and within 2 miles either side of the 54° True and 234° True radials of the Fort Smith omnirange extending from the airport to a point 10 miles northeast of the omnirange station.

§ 601.2261 *Yakataga, Alaska, control zone.* Within a 5-mile radius of the Yakataga Airport extending 2 miles either side of the south course of the Yakataga radio range to Amber civil airway No. 1.

§ 601.2262 *Honolulu, T. H., control zone.* Within a 5-mile radius of the Honolulu International Airport extending 2 miles either side of the southwest course of the Honolulu radio range to a point 10 miles southwest of the radio range station.

§ 601.2263 *Lafayette, La., control zone.* Within a 5-mile radius of the Lafayette Municipal Airport extending 5 miles either side of a track 7° True to a point 10 miles north of the airport.

§ 601.2264 *Dunkirk, N. Y., control zone.* Within a 5-mile radius of the Dunkirk Municipal Airport extending 2 miles either side of a track 358° True from the Dunkirk non-directional radio beacon to a point 10 miles north of the non-directional radio beacon.

§ 601.2265 *Wright-Patterson AFB, Ohio, control zone.* Within a 5-mile radius of the Wright-Patterson AFB (Patterson) including a 5 mile radius of the Wright-Patterson AFB (Wright), extending 2 miles either side of the southwest course of the Wright-Patterson AFB radio range to the Fairfield, Ohio, Fan Marker and extending 2 miles either side of the northeast course of the Wright-Patterson AFB radio range to a point 10 miles northeast of Wright-Patterson AFB (Patterson).

§ 601.2266 *Springfield, Ohio, control zone.* Within a 5-mile radius of the Springfield Municipal Airport extending 2 miles either side of a 51° True track from the end of the northeast-southwest runway to a point 10 miles northeast of the Springfield Airport.

§ 601.2267 *Baltimore, Md., control zone.* Within a 5-mile radius of the Baltimore, Md., Friendship International Airport, extending 2 miles either side of the ILS localizer course to a point 10 miles west of the outer marker.

§ 601.2268 *Ottumwa, Iowa, control zone.* Within a 5-mile radius of the Ottumwa Municipal Airport extending 2 miles either side of a bearing 187° True from the Ottumwa non-directional radio beacon to a point 10 miles south of the airport and within 2 miles either side of the 311° and 131° True radials of the Ottumwa omnirange extending from the Ottumwa Municipal Airport to a point 10 miles southeast of the omnirange station.

§ 601.2269 *Fort Dix, N. J., control zone.* Within a 7-mile radius of the McGuire Air Force Base extending 5 miles either side of the southwest course of the McGuire AFB radio range to a point 10 miles southwest of the radio range station, excluding that portion which lies over Red civil airway No. 3, the Fort Dix, N. J., danger area, and the Lakehurst, N. J., caution area.

§ 601.2270 *Enid, Okla., control zone.* Within a 5-mile radius of the Vance Air Force Base extending 2 miles either side of the northeast course of the Vance AFB radio range to a point 10 miles northeast of the radio range station.

§ 601.2271 *Saginaw, Mich., control zone.* Within a 5-mile radius of the Tri City Airport, Saginaw, Mich., extending 2 miles either side of a track 347° True from the Saginaw non-directional radio beacon to a point 10 miles north of the non-directional radio beacon.

§ 601.2272 *Wake Island control zone.* Within a 5-mile radius of Wake Island Airport (Lat. 19° 16′ 53″, Long. 166° 38′ 40″), within 2 miles either side of a line bearing 102° True extending from the Wake HHW Type non-directional radio beacon (Lat. 19° 18′ 13″, Long. 166° 38′ 22″), to a point 10 miles east, and within 2 miles either side of a line bearing 282° True extending from the Wake MHW Type non-directional radio beacon (Lat. 19° 17′ 05″, Long. 166° 37′ 26″) to a point 10 miles west.

§ 601.2273 *Cincinnati, Ohio, control zone.* Within a 5-mile radius of Greater Cincinnati Airport, Covington, Ky., extending 2 miles either side of the front course of the Cincinnati ILS localizer to its intersection with the southwest course of the Cincinnati radio range, extending 2 miles either side of the back course of the Cincinnati ILS localizer to its intersection with the northwest course of the Cincinnati radio range, and extending 2 miles either side of the 223° True radial of the Cincinnati omnirange to a point 10 miles southwest of the omnirange station.

§ 601.2274 *Craig AFB, Selma, Ala., control zone.* Within a 5-mile radius of the Craig Air Force Base extending 2 miles either side of the southeast course of the Craig AFB radio range to a point 10 miles southeast of the radio range station.

§ 601.2275 *Pensacola, Fla., control zone.* Within a 5-mile radius of the NAAS Saufley Field, Pensacola, Fla., excluding that portion which overlaps Blue civil airway No. 59.

§ 601.2276 *Westover, Mass., control zone.* Within a 5-mile radius of Westover AFB extending 2 miles either side of the northeast course of the Westover AFB (Chicopee) radio range to a point 10 miles northeast of the Quabbin fan marker, excluding that portion which overlaps the Barnes Airport, Westfield, Mass., control zone, and excluding the airspace within ½ mile radius of the Springfield, Mass., Municipal Airport.

§ 601.2277 *Carlsbad, N. Mex., control zone.* Within a 5-mile radius of the Carlsbad, N. Mex., Municipal Airport extending 2 miles either side of the southeast course of the Carlsbad radio range to a point 5 miles southeast of the radio range station.

§ 601.2278 *New Bedford, Mass., control zone.* Within a 5-mile radius of the New Bedford Municipal Airport extending 2 miles either side of the ILS localizer course to a point 10 miles southwest of the localizer.

§ 601.2279 *Anchorage, Alaska, control zone.* Within a 10-mile radius of Anchorage International Airport (lat. 61°10′00″, long. 149°59′30″).

§ 601.2280 *Hobbs, N. Mex., control zone.* Within a 15-mile radius of Lea County Airport, Hobbs, N. Mex.

§ 601.2281 *Tacoma, Wash., control zone.* Within a 5-mile radius of McChord AFB, excluding the portion which overlaps the Fort Lewis, Wash., danger area.

§ 601.2282 *Mt. Clemens, Mich., control zone.* Within a 7-mile radius of Selfridge AFB extending 2 miles either side of the north course of the Selfridge AFB radio range to a point 10 miles north of the radio range station.

§ 601.2283 *Atlanta, Ga., control zone.* Within a 5-mile radius of Dobbins AFB extending 2 miles either side of the west course of the Atlanta NAS radio range from the Dobbins AFB control zone to the Atlanta NAS control zone.

§ 601.2284 *Traverse City, Mich., control zone.* Within a 5-mile radius of Traverse City Airport extending 2 miles either side of the southeast course of the Traverse City radio range to a point 10 miles southeast of the radio range station.

§ 601.2285 *Victorville, Calif., control zone.* Within a 5-mile radius of George AFB, Victorville, Calif., extending 2 miles either side of a track bearing 360° True from the George AFB to a point 15 miles north.

§ 601.2286 *Columbus, Ga., control zone.* Within a 5-mile radius of the Muscogee County Airport, within 2 miles either side of the north course of the Columbus, Ga., radio range extending from the radio range station to include a 5-mile radius of Lawson Air Force Base, within 2 miles either side of the southwest course of the radio range extending from the radio range station to a point 10 miles southwest, and within 2 miles either side of the 57° True radial of the Columbus omnirange extending from the omnirange station to a point 10 miles northeast, excluding the airspace which overlaps danger areas.

§ 601.2287 *San Antonio, Tex., control zone.* Within a 5-mile radius of Randolph Air Force Base, San Antonio, Tex., extending 2 miles either side of the southeast course of the Randolph AFB radio range to a point 10 miles southeast of the radio range station.

§ 601.2288 *Longview, Tex., control zone.* Within a 5-mile radius of Gregg County Airport extending 2 miles either side of a track bearing 188° True from the Longview non-directional radio beacon to a point 10 miles south.

§ 601.2289 *Houghton, Mich., control zone.* Within a 5-mile radius of the Houghton County Airport extending 2 miles either side of the north course of the Houghton radio range to a point 10 miles north of the radio range station.

§ 601.2290 *Grand Marais, Mich., control zone.* Within a 5-mile radius of Grand Marais Airport extending 2 miles either side of the west course of the Grand Marais radio range to a point 10 miles west of the radio range station.

§ 601.2291 *Sault Ste. Marie, Mich., control zone.* Within a 10-mile radius of Kinross Airport, Sault Ste. Marie, Mich., extending 5 miles either side of the ILS localizer course to a point 10 miles northwest of the ILS outer marker compass locator, excluding that portion which lies outside the continental United States.

§ 601.2292 *Oceana, Va., control zone.* Within a 5-mile radius of the Oceana Virginia Naval Auxiliary Air Station excluding the portion overlapping danger areas.

§ 601.2293 *Chicago, Ill., control zone.* Within a 5-mile radius of the Chicago O'Hare International Airport extending 2 miles either side of the O'Hare ILS localizer course to a point 10 miles northwest of the O'Hare outer marker.

§ 601.2294 *St. Paul, Minn., control zone.* Within a 5-mile radius of Holman Field, St. Paul, Minn., extending 2 miles either side of the 40° True and 220° True radials of the Minneapolis, Minn., omnirange from the Holman Field control zone to a point 10 miles southwest of the Minneapolis omnirange station.

§ 601.2295 *Andrews, Md., control zone.* Within a 5-mile radius of the Andrews, Md., Air Force Base extending 2½ miles c'ther side of the north course of the Andrews AFB radio range to the Andrews AFB radio range station excluding that portion which overlaps the Washington National Airport Control zone.

§ 601.2296 *Valparaiso, Fla., control zone.* Within a 5-mile radius of Elgin AFB, Valparaiso, Fla., extending 2 miles either side of the north course of the Elgin AFB radio range to the southern boundary of Red civil airway No. 30.

§ 601.2297 *Jackson, Mich., control zone.* Within a 5-mile radius of Reynolds Airport, Jackson, Mich., extending 2 miles either side of a line bearing 313° True from the Jackson, Mich., non-directional radio beacon to a point 10 miles northwest.

§ 601.2298 *Omaha, Nebr., control zone.* Within a 5-mile radius of Offutt AFB, excluding the portion which overlaps Amber civil airway No. 4, and within 2 miles either side of a direct line from the center of Offutt AFB to the Weeping Water, Nebr., non-directional radio beacon extending from the Offutt AFB to a point 10 miles southwest of the Offutt Air Force Base.

§ 601.2299 *Limestone, Maine, control zone.* Within a 6-mile radius of Limestone AFB and within 2 miles either side of the northeast course of the Presque Isle, Maine, radio range extending from the Limestone AFB to the Presque Isle radio range station excluding that portion which lies outside of the United States and excluding that portion which overlaps the Presque Isle control zone.

§ 601.2300 *Upolu Point, Hawaii, T. H., control zone.* Within a 5-mile radius of the Upolu Point Airport and within 2 miles either side of the 261° True radial of the Upolu Point omnirange extending from the omnirange station to a point 10 miles west.

§ 601.2301 *Waco, Tex., control zone.* Within a 5-mile radius of the Waco Municipal Airport and within a 5-mile radius of the Connally AFB, Waco, Tex.

§ 601.2302 *Willow Grove, Pa., control zone.* Within a 5-mile radius of a point located at lat. 40°11'40", long. 75°06'25" and within 2 miles either side of the northeast and northwest courses of the Willow Grove (Navy) radio range extending from the radio range station to points 10 miles northeast and northwest.

§ 601.2303 *Great Falls, Mont., control zone.* Within a 5-mile radius of the Great Falls Air Force Base, excluding the portion which overlaps the Great Falls Municipal Airport control zone.

§ 601.2304 *Fort Knox, Ky., control zone.* Within a 5-mile radius of the Godman Air Force Base and within 2 miles either side of a line bearing 354° True extending from the Godman AFB non-directional radio beacon to a point 10 miles north, excluding the portion which overlaps danger areas.

§ 601.2305 *Lawton, Okla., control zone.* Within a 3-mile radius of Lawton Municipal Airport and within 2 miles either side of the 357° True and 177° True radials of the Lawton omnirange extending from the Lawton Municipal Airport to a point 10 miles south of the omnirange station.

§ 601.2306 *Paducah, Ky., control zone.* Within a 5-mile radius of the Paducah Municipal Airport (Barkley Field) and within 2 miles either side of a line bearing 220° True, from the non-directional radio beacon extending from the Paducah Municipal Airport to a point 10 miles southwest.

§ 601.2307 *Brunswick, Maine, control zone.* All that area within a 5-mile radius of the Brunswick, Me., Naval Air Station excluding the portion which overlaps Amber civil airway No. 7.

§ 601.2308 *Valdosta, Ga., control zone.* All that area within a 10-mile radius of Moody AFB, Valdosta, Ga.

§ 601.2309 *Valdosta, Ga., control zone.* All that area within a 5-mile radius of the Valdosta Municipal Airport, excluding that portion which overlaps the Moody AFB control zone.

§ 601.2310 *Oscoda, Mich., control zone.* Within a 10-mile radius of the Oscoda AFB extending 5 miles either side of the ILS localizer course to a point 10 miles southwest of the ILS outer marker compass locator, excluding the portion which overlaps danger areas.

§ 601.2311 *San Antonio, Tex., control zone.* Within a 5-mile radius of Kelly AFB and within 5 miles either side of a direct line from the Kelly AFB through the Leon nondirectional radio beacon extending from the AFB to a point 2½ miles northwest of the Leon non-directional radio beacon.

§ 601.2312 *Columbus, Ind., control zone.* Within a 5-mile radius of Atterbury AFB and within 2 miles either side of a line bearing 44° True from the Atterbury AFB to a point 10 miles northeast excluding the portion which overlaps danger areas.

§ 601.2313 *Pittsburgh, Pa., control zone.* Within a 5-mile radius of Greater Pittsburgh Airport and within 2 miles either

side of the Greater Pittsburgh Airport ILS localizer southeast course extending southeastward from the ILS localizer to the boundary of the Allegheny County Airport Control Zone.

§ 601.2314 *Bryan, Tex., control zone.* All that airspace within a 3-mile radius of the Easterwood Airport, College Station, Tex., including the airspace within a 5 mile radius of Bryan Air Force Base, Bryan, Tex.

§ 601.2315 *San Bernardino, Calif., control zone.* Within a 5-mile radius of Norton Air Force Base and within 2¼ miles either side of a line bearing 248° True extending from the Norton AFB to the centerline of the northwest course of the Riverside, Calif., radio range.

§ 601.2316 *Marianna, Fla., control zone.* Within a 5-mile radius of the Marianna Airport and within 2 miles either side of the 130° True radial of the Marianna omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2317 *Tuscaloosa, Ala., control zone.* Within a 5-mile radius of the Van De Graaff Airport and within 2 miles either side of the 60° True radial of the Tuscaloosa omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2318 *Myrtle Beach, S. C., control zone.* Within a 5-mile radius of the Myrtle Beach Municipal Airport and within 2 miles either side of the northeast course of the Myrtle Beach VHF VAR radio range extending from the VHF VAR radio range station to a point 10 miles northeast.

Subpart E—Colored Civil Airway Reporting Points

Designation of Reporting Points

§ 601.4001 *Designation of reporting points.* The locations described in Subpart E and Subpart G are designated as reporting points.

Green Civil Airways

§ 601.4011 *Green civil airway No. 1 (Patricia Bay, British Columbia), to United States-Canadian Border via Millinocket, Maine).* Millinocket, Maine, radio range station.

§ 601.4012 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Coeur d'Alene, Idaho, radio range station; Mullan Pass, Idaho, radio range station; Superior, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; Bozeman, Mont., radio range station; Livingston, Mont., radio range station; Billings, Mont., radio range station; Miles City, Mont., radio range station; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; LaCrosse, Wis., radio range station; Lone Rock, Wis., radio range station; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; the intersection of the north course of the Salem, Mich., VHF radio range and the east course of the Lansing, Mich., radio range; Detroit, Mich., radio range station; Buffalo, N. Y., radio range station; Rochester, N. Y., radio range station; Syracuse, N. Y., radio range station; Albany, N. Y., radio range station; Westfield, Mass., radio range station; the intersection of the northeast course of Hartford, Conn., radio range and the southeast course of the Westfield, Mass., radio range; Franklin, Mass., fan type radio marker beacon or the intersection of the northeast course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range; Boston, Mass., radio range station.

§ 601.4013 *Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).* San Francisco, Calif., radio range station; Oakland, Calif., radio range station; Bay Point, Calif., fan type radio marker station; Sacramento, Calif., radio range station; Donner Summit, Calif., radio range station; Reno, Nev., radio range station; Humboldt, Nev., radio range station; Elko, Nev., radio range station; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; Cheyenne, Wyo., radio range station; the intersection of the east course of the Cheyenne, Wyo., radio range and the southwest course of the Scottsbluff, Nebr., radio range; the Sidney, Nebr., nondirectional radio beacon; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; the intersection of the southeast course of the Detroit, Mich., radio range and the west course of the Cleveland, Ohio, radio range; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; Brookville, Pa., non-directional radio marker beacon; Philipsburg, Pa., radio range station; Selinsgrove, Pa., non-directional radio beacon; Allentown, Pa., radio range station; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the Newark, N. J., radio range; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York (La Guardia), N. Y. radio range; the intersection of the southwest course of the New York (La Guardia), N. Y., radio range and the northwest course of the Floyd Bennett, N. Y. (Navy), radio range; New York (La Guardia), N. Y., radio range station.

§ 601.4014 *Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).* The intersection of the southwest course of the Newhall, Calif., radio range and the northwest course of the Burbank, Calif., radio range; the intersection of the north course of the Los Angeles, Calif., radio range and the southwest course of the Palmdale, Calif., radio range or the Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; Zuni, N. Mex., radio range station; Acomita, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; Gage, Okla., radio range station; Wichita, Kans., radio range station; Lebo, Kans., nondirectional radio beacon; Kansas City, Mo., radio range station; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the northeast course of the Indianapolis, Ind., radio range and the northwest course of the Cincinnati, Ohio, radio range of the Greenfield, Ind., radio marker beacon; the intersection of the west course of the Columbus, Ohio, radio range and the north course of the Dayton, Ohio, radio range; Columbus, Ohio, radio range station; the intersection of the east course of the Columbus, Ohio, radio range and a track 360° magnetic from the Zanesville, Ohio, non-directional radio beacon; the intersection of the west course of the Pittsburgh, Pa., radio range and the northwest course of the Morgantown, W. Va., radio range; Pittsburgh, Pa., radio range station; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the southwest course of the Allentown, Pa., radio range and the east course of the Harrisburg, Pa., radio range; Philadelphia, Pa., radio range station.

§ 601.4015 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).* Riverside, Calif., radio range station; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; Rodeo, N. Mex., radio range station; Columbus, N. Mex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; the intersection of the southwest course of the Memphis, Tenn., radio range and the southeast course of the Little Rock, Ark., radio range; Memphis, Tenn., radio range station; Jackson, Tenn., radio range station; Nashville, Tenn., radio range station; Smithville, Tenn., radio range station; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio

range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; Quantico, Va. (Navy), radio range station; Andrews, Md., radio range station; the intersection of the south course of the New Castle, Del., radio range and the southwest course of the Millville, N. J., radio range; Millville, N. J., radio range station; the intersection of the southeast course of the Newark, N. J., radio range and the southwest course of the Mitchel Field, N. Y., AFB radio range; the intersection of the east course of the New York, N. Y. (La Guardia), radio range and the northeast course of the Mitchel Field AFB radio range; the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Hartford, Conn., radio range; the intersection of the west course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range.

§ 601.4016 *Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).* Laredo, Tex., radio range station; Alice, Tex., radio range station; Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; the intersection of the northeast course of the Galveston, Tex., radio range and the south course of the Beaumont, Tex., radio range; Lake Charles, La., radio range station; New Orleans, La., radio range station; Mobile, Ala., radio range station; Maxwell AFB, Ala., radio range station; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; Richmond, Va., radio range station; Norfolk, Va., radio range station.

§ 601.4017 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).* Moses Point, Alaska, radio range station; the intersection of the east course of the Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range; the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range; the intersection of the west course of the Fairbanks, Alaska, radio range and the northwest course of the Nenana, Alaska, radio range; Fairbanks, Alaska, radio range station.

§ 601.4018 *Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).* King Salmon, Alaska, radio range station; the intersection of the northeast course of the King Salmon, Alaska, radio range and the southwest course of the Iliamna, Alaska, radio range; the intersection of the southeast course of the Iliamna, Alaska, radio range and the west course of the Homer, Alaska, radio range; the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range; Homer, Alaska, radio range station; the intersection of the east course of the Kenai, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station; the intersection of the northeast course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Gulkana, Alaska, radio range station; Northway, Alaska, radio range station.

§ 601.4019 *Green civil airway No. 9 (Hawaiian Islands).* The intersection of the south course of the Port Allen, T. H., radio range and the southwest course of the Honolulu, T. H., radio range; the intersection of the southeast course of the Port Allen, T. H., radio range and the southwest course of the Honolulu, T. H., radio range; Honolulu, T. H., radio range station; the intersection of the northeast course of the Honolulu, T. H., radio range and the north course of the Maui, T. H., radio range; the intersection of the northeast course of the Honolulu, T. H., radio range and the north course of the Hilo, T. H., radio range.

AMBER CIVIL AIRWAYS

§ 601.4101 *Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).* San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., radio range; Bakersfield, Calif., radio range station; Los Angeles, Calif., radio range station; Fresno, Calif., radio range station; Merced, Calif. (Castle), radio range station; the intersection of the east course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range; Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; McChord AFB radio range station, Tacoma, Wash.; Everett, Wash., radio range station; Bellingham, Wash., radio range station; Sitka (Biorka Island), Alaska, radio range station; the intersection of the northwest course of the Sitka (Biorka Island), Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range; Yakutat, Alaska, radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the south course of the Yakataga, Alaska, radio range; the intersection of the east course of the Hinchinbrook, Alaska, radio range and the southeast course of the Cordova, Alaska, radio range; Hinchinbrook, Alaska, radio range station; the intersection of the northwest course of the Hinchinbrook, Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; the intersection of the northeast course of the Kenai, Alaska, radio range and the northwest course of the Anchorage, Alaska, radio range; Skwentna, Alaska, radio range station; Puntilla Lake, Alaska, nondirectional radio beacon; Farewell, Alaska, radio range station; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station; Nome, Alaska, radio range station.

§ 601.4102 *Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska).* Las Vegas, Nev., radio range station; Enterprise, Utah, radio range station; Delta, Utah, radio range station; Salt Lake City, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; the intersection of the north course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range.

§ 601.4103 *Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).* Truth or Consequences, N. Mex., radio range station; Las Vegas, N. Mex., radio range station; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; Colorado Springs, Colo., radio range station; Denver, Colo., radio range station; the intersection of the north course of the Cheyenne, Wyo., radio range and the northeast course of the Laramie, Wyo., radio range; Casper, Wyo., radio range station; Sheridan, Wyo., radio range station; Lewistown, Mont., radio range station.

§ 601.4104 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).* Brownsville, Tex., radio range station; the intersection of the south course of the Alice, Tex., radio range and the southwest course of the Corpus Christi, Tex., radio range; the intersection of the south course of the San Antonio, Tex., radio range and the southeast course of the Kelly, Tex., radio range; San Antonio, Tex., radio range station; Cibolo, Tex., fan type radio marker station or the intersection of the north course of the San Antonio, Tex., radio range and the southwest course of the Austin, Tex., radio range; Austin, Tex., radio range station; Waco, Tex., radio range station; the intersection of the south course of the Fort Worth, Tex., radio range and the west course of the Dallas, Tex., radio range; Oklahoma City, Okla., radio range station; Tulsa, Okla., radio range station; Chanute, Kans., radio range station; St. Joseph, Mo., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; Minot, N. Dak., radio range station.

§ 601.4105 *Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).* Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Advance, Mo., radio range station; Springfield, Ill., radio range station; the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range; Joliet, Ill., radio range station.

§ 601.4106 *Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).* Jacksonville, Fla., radio range station; Alma, Ga., radio range

station; Macon, Ga., radio range station; Chattanooga, Tenn., radio range station; Bowling Green, Ky., radio range station; Louisville, Ky., radio range station.

§ 601.4107 *Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border).* Key West, Fla., radio range station; the intersection of the northeast course of the Key West, Fla., radio range and the southwest course of the Homestead, Fla., radio range; Miami, Fla., radio range station; West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Brunswick, Ga., radio marker beacon; Savannah, Ga., radio range station; Charleston, S. C., radio range station; Florence, S. C., radio range station; Lumberton, N. C., nondirectional radio beacon; Raleigh, N. C., radio range station; the intersection of the southwest course of the Richmond, Va., radio range and the southeast course of the Blackstone, Va., radio range; the intersection of the southwest course of the Washington, D. C., radio range and the southeast course of the Quantico, Va., radio range; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the west course of the Baltimore, Md., radio range; Newark, N. J., radio range station; Hartford, Conn., radio range station; Portland, Maine, radio range station; Augusta, Maine, radio range station; the intersection of the southwest course of the Millinocket, Maine, radio range and the northwest course of the Bangor, Maine, radio range; Presque Isle, Maine, radio range station.

§ 601.4108 *Amber civil airway No. 8 (Los Angeles, Calif., to The Dalles, Oreg.).* The intersection of the west course of the Los Angeles, Calif., VHF radio range and the southeast course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station; Santa Barbara, Calif., radio range station; Paso Robles, Calif., VHF radio range station; Salinas, Calif., VHF radio range station; the intersection of the southwest course of the San Francisco, Calif., radio range and the northwest course of the Salinas, Calif., VHF radio range; the intersection of the northwest course of the San Francisco, Calif., radio range and the southwest course of the Travis AFB, Fairfield, Calif., radio range; the intersection of the southwest course of the Travis AFB, Fairfield, Calif., radio range and the northwest course of the Oakland, Calif., radio range; Travis AFB, Fairfield, Calif., radio range station; Whitmore, Calif., radio range station; Klamath Falls, Oreg., radio range station; Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station.

§ 601.4109 *Amber civil airway No. 9 (Charleston, S. C., to New York, N. Y.).* Myrtle Beach, S. C., VHF radio range station; Wilmington, N. C., VHF radio range station; New Bern, N. C., VHF radio range station; Williamston, N. C., VHF radio range station; the intersection of the northeast course of the Williamston, N. C., VHF radio range and the southwest course of the Norfolk, Va., radio range; Salisbury, Md., VHF radio range station.

§ 601.4110 *Amber civil airway No. 10 (Hawaiian Islands).* Intersection of the south course of the Honolulu, T. H., radio range and the west course of the Hilo, T. H., radio range.

§ 601.4111 *Amber civil airway No. 11 (Hawaiian Islands).* Intersection of the south course of the Maui, T. H., radio range and the west course of the Hilo, T. H.. radio range.

§ 601.4112 *Amber civil airway No. 12 (Hawaiian Islands).* Hilo, T. H., radio range station; the intersection of the east course of the Maui, T. H., radio range and the north course of the Hilo, T. H., radio range.

RED CIVIL AIRWAYS

§ 601.4201 *Red civil airway No. 1 (Portland, Oreg., to Goodland, Kans.).* Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; Gooding, Idaho, non-directional radio beacon; Burley, Idaho, radio range station; Laramie, Wyo., radio range station; Goodland, Kans., non-directional radio beacon.

§ 601.4202 *Red civil airway No. 2 (Butte, Mont., to Rapid City, S. Dak.).* Butte, Mont., radio range station; Rapid City, S. Dak., radio range station.

§ 601.4203 *Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).* No reporting point designation.

§ 601.4204 *Red civil airway No. 4 (Albuquerque, N. Mex., to Tucumcari, N. Mex.).* No reporting point designation.

§ 601.4205 *Red civil airway No. 5 (Sioux Falls, S. Dak., to St, Paul, Minn.).* No reporting point designation.

§ 601.4206 *Red civil airway No. 6 (Las Vegas, Nev., to Omaha, Nebr.).* St. George, Utah, VHF radio range station; Bryce Canyon, Utah, VHF radio range station; Hanksville, Utah, VHF radio range station; Grand Junction, Colo., VHF radio range station; Eagle, Colo., VHF radio range station; Akron, Colo., radio range station; Lincoln, Nebr., radio range station.

§ 601.4207 *Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.)* Greenville, S. C., radio range station; Charlotte, N. C., radio range station.

§ 601.4208 *Red civil airway No. 8 (Dayton, Ohio, to Williamsport, Pa.).* The intersection of the south course of the Dayton, Ohio radio range and the west course of the Wright-Patterson, Ohio, AFB radio range; the intersection of the east course of the Wright-Patterson, Ohio, AFB radio range and the south course of the Columbus, Ohio, radio range; Williamsport, Pa., radio range station.

§ 601.4209 *Red civil airway No. 9 (San Diego, Calif., to Winslow, Ariz.).* El Centro, Calif., radio range station; Gila Bend, Ariz., radio range station.

§ 601.4210 *Red civil airway No. 10 (Pueblo, Colo., to Charleston, S. C.).* The intersection of the southwest course of the La Junta, Colo., radio range and the northeast course of the Trinidad, Colo., radio range; Dalhart, Tex., non-directional radio beacon; Wichita Falls, Tex., radio range station; Dallas, Tex., radio range station; the intersection of the north course of the Tyler, Tex., radio range and the west course of the Shreveport, La., radio range; Shreveport, La., radio range station; Monroe, La., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; Augusta, Ga., radio range station.

§ 601.4211 *Red civil airway No. 11 (Enid, Okla., to Boston, Mass.).* The intersection of the south course of the Joplin, Mo., radio range and the northeast course of the Tulsa, Okla., radio range; Springfield, Mo., radio range station; Vichy, Mo., radio range station; the intersection of the northeast course of the Scott Field, Belleville, Ill., radio range and the northwest course of the Evansville, Ind., radio range; Evansville, Ind., radio range station; Huntington, W. Va., radio range station; Elmira, N. Y., radio range station; the intersection of the northeast course of the Westover Field, Chicopee Falls, Mass., radio range and the west course of the Boston, Mass., radio range; the intersection of the east course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range.

§ 601.4212 *Red civil airway No. 12 (Kansas City, Mo., to Williamsport, Pa.).* Kirksville, Mo., radio range station; Burlington, Iowa, radio range station; South Bend, Ind., radio range station; the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range; the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Romulus, Mich., radio range.

§ 601.4213 *Red civil airway No. 13 (Butler, Pa., to Boston, Mass.).* Wilkes-Barre, Pa., radio range station; Poughkeepsie, N. Y., radio range station; Providence, R. I., radio range station.

§ 601.4214 *Red civil airway No. 14 (Lone Rock, Wis., to Bowling Green, Ky.).* Rockford, Ill., radio range station; Chicago, Ill., radio range station; the intersection of the east course of the Harvey, Ill., radio range and the southeast course of the Chicago, Ill., radio range; the intersection of the northeast course of the La Fayette, Ind., radio range and the northwest course of the Indianapolis, Ind., radio range.

§ 601.4215 *Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).* The intersection of the southeast course of the Las Vegas, Nev., radio range and the north course of the Needles, Calif., radio range.

§ 601.4216 *Red civil airway No. 16 (Tallahassee, Fla., to Florence, S. C.).* Albany, Ga., radio range station; Columbia, S. C., radio range station.

§ 601.4217 *Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.).* Scott AFB, Belleville, Ill., radio range station; Fort Wayne, Ind., radio range station;

Findlay, Ohio, nondirectional radio beacon; Mansfield, Ohio, nondirectional radio beacon; the intersection of the northeast course of the Arcola, Va., radio range and the west course of the Baltimore, Md., radio range; Baltimore, Md., radio range station.

§ 601.4218 *Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).* Cincinnati, Ohio, radio range station; Charleston, W. Va., radio range station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station.

§ 601.4219 *Red civil airway No. 19 (Detroit, Mich., to Norfolk, Va.).* Wellington, Ohio, VHF radio range station; Morgantown, W. Va., radio range station.

§ 601.4220 *Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).* Akron, Ohio, radio range station; the intersection of the south course of the Youngstown, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range; the intersection of the northwest course of the Washington, D. C., radio range and the east course of the Martinsburg, W. Va., radio range.

§ 601.4221 *Red civil airway No. 21 (Pittsburgh, Pa., to Boston, Mass.).* The intersection of the northeast course of the Pittsburgh, Pa., radio range and the north course of the Altoona, Pa., radio range; the Crystal Lake, Pa., non-directional radio beacon; the intersection of the northeast course of the Allentown, Pa., radio range and the northwest course of the Newark, N. J., radio range.

§ 601.4222 *Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.).* The intersection of the northeast course of the Buffalo, N. Y., radio range and the northwest course of the Rochester, N. Y., radio range; Utica, N. Y., radio range station, the intersection of the southeast course of the Utica, N. Y., radio range and the west course of the Albany, N. Y., radio range.

§ 601.4223 *Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).* The Houghton, Mich., radio range station; Sault Ste. Marie, Mich., radio range station; the intersection of the northeast course of the Buffalo, N. Y., radio range and the southeast course of the Toronto, Ont., Canada, radio range; the intersection of the northeast course of the Allentown, Pa., radio range and the northwest course of the New York (La Guardia), N. Y., radio range; the Paterson, N. J., non-directional radio beacon.

§ 601.4224 *Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).* No reporting point designation.

§ 601.4225 *Red civil airway No. 25 (Tallahassee, Fla., to Miami, Fla.).* Cross City, Fla., radio range station; Tampa, Fla., radio range station; Fort Myers, Fla., radio range station.

§ 601.4226 *Red civil airway No. 26 (Syracuse, N. Y., to Allentown, Pa.).* The intersection of the southeast course of the Elmira, N. Y., radio range and the north course of the Wilkes-Barre, Pa., radio range.

§ 601.4227 *Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.).* Corbin Ky., radio range station; Dayton, Ohio, radio range station.

§ 601.4228 *Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).* The intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range; the intersection of the northeast course of the Chicago, Ill., radio range and the north course of the South Bend, Ind., radio range.

§ 601.4229 *Red civil airway No. 29 (Rochester, N. Y., to Baltimore, Md.).* No reporting point designation.

§ 601.4230 *Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).* Alexandria, La., radio range station; Baton Rouge, La., radio range station; Keesler AFB, Biloxi, Miss., radio range station; Crestview, Fla., radio range station; Tallahassee, Fla., radio range station.

§ 601.4231 *Red civil airway No. 31 (Cheyenne, Wyo., to Minneapolis, Minn.).* Scottsbluff, Nebr., radio range station; Pierre, S. Dak., radio range station; Watertown, S. Dak., radio range station; Willmar, Minn., radio range station.

§ 601.4232 *Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).* Kelly, Tex., radio range station.

§ 601.4233 *Red civil airway No. 33 (Richmond, Va., to Boston, Mass.).* Arcola, Va., radio range station; the intersection of the northeast course of the Arcola, Va., radio range and the south course of the Harrisburg, Pa., radio range.

§ 601.4234 *Red civil airway No. 34 (Charleston, W. Va., to Elizabeth City, N. C.).* Pulaski, Va., radio range station; Rocky Mount, N. C., VHF radio range station; Elizabeth City, N. C., VHF radio range station.

§ 601.4235 *Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).* La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station.

§ 601.4236 *Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).* Rochester, Minn., radio range station.

§ 601.4237 *Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).* Tyler, Tex., radio range station; Little Rock, Ark., radio range station; Lynchburg, Va., radio range station.

§ 601.4238 *Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).* San Angelo, Tex., radio range station; the intersection of the northwest course of the Kelly, Tex., radio range and the west course of the San Antonio, Tex., radio range.

§ 601.4239 *Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).* Minchumina, Alaska, radio range station; Nenana, Alaska, radio range station.

§ 601.4240 *Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).* Kodiak, Alaska, radio range station; Shuyak, Alaska, non-directional radio beacon; Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai, Alaska, radio range and the west course of the Anchorage (Merrill), Alaska, radio range.

§ 601.4241 *Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).* Gustavus, Alaska, radio range station.

§ 601.4242 *Red civil airway No. 42 (Milwaukee, Wis., to La Fayette, Ind.)* No reporting point designation.

§ 601.4243 *Red civil airway No. 43 (Chicago, Ill., to La Fayette, Ind.).* No reporting point designation.

§ 601.4244 *Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border).* No reporting point designation.

§ 601.4245 *Red civil airway No. 45 (Blackstone, Va., to Allentown, Pa.).* Manakin, Va., non-directional radio beacon.

§ 601.4246 *Red civil airway No. 46 (Jamestown, N. Dak., to Rochester, Minn.).* No reporting point designation.

§ 601.4247 *Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).* Orlando, Fla., radio range station.

§ 601.4248 *Red civil airway No. 48 (Missoula, Mont., to Livingston, Mont.).* No reporting point designation.

§ 601.4249 *Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).* Wendover, Utah, radio range station.

§601.4250 *Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).* Tanana, Alaska, radio range station.

§ 601.4251 *Red civil airway No. 51 (Erie, Pa., to Elmira, N. Y.).* Bradford, Pa., non-directional radio beacon.

§ 601.4252 *Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).* Muscle Shoals, Ala., radio range station.

§ 601.4253 *Red civil airway No. 53 (Joplin, Mo., to Springfield, Mo.).* Joplin, Mo., radio range station.

§ 601.4254 *Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).* No reporting point designation.

§ 601.4255 *Red civil airway No. 55 (Burlington, Iowa, to Columbus, Ohio).* Peoria, Ill., radio range station.

§ 601.4256 *Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).* No reporting point designation.

§ 601.4257 *Red civil airway No. 57 (Moline, Ill., to Youngstown, Ohio).* Battle Creek, Mich., radio range station.

§ 601.4258 *Red civil airway No. 58 (Salinas, Calif., to Hollister, Calif.).* No reporting point designation.

§ 601.4259 *Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).* No reporting point designation.

§ 601.4260 *Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).* Stockton, Calif., radio range station.

§ 601.4261 *Red civil airway No. 61 (Butler, Pa., to Washington, D. C.).* The intersection of the northwest course of

the Arcola, Va., radio range and the west course of the Martinsburg, W. Va., radio range.

§ 601.4262 *Red civil airway No. 62 (Pittsburgh, Pa., to Altoona, Pa.).* No reporting point designation.

§ 601.4263 *Red civil airway No. 63 (Battle Creek, Mich., to United States-Canadian Border).* Salem, Mich., VHF radio range station.

§ 601.4264 *Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).* Annette Island, Alaska, radio range station.

§ 601.4265 *Red civil airway No. 65 (Oceanside, Calif., to Blythe, Calif.).* No reporting point designation.

§ 601.4266 *Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).* No reporting point designation.

§ 601.4267 *Red civil airway No. 67 (Crestview, Fla., to Dothan, Ala.).* Dothan, Ala., radio range station.

§ 601.4268 *Red civil airway No. 68 (Midland, Tex., to Shreveport, La.).* Midland, Tex., radio range station.

§ 601.4269 *Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.).* No reporting point designation.

§ 601.4270 *Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.)* No reporting point designation.

§ 601.4271 *Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.)* Roswell, New Mex., radio range station; Lubbock, Tex., radio range station.

§ 601.4272 *Red civil airway No. 72 (Millville, N. J., to Idlewild, N. Y.).* No reporting point designation.

§ 601.4273 *Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).* No reporting point designation.

§ 601.4274 *Red civil airway No. 74 (Louisville, Ky., to Cincinnati, Ohio).* No reporting point designation.

§ 601.4275 *Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).* No reporting point designation.

§ 601.4276 *Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).* No reporting point designation.

§ 601.4277 *Red civil airway No. 77 (Lynchburg, Va., to Millville, N. J.).* No reporting point designation.

§ 601.4278 *Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).* No reporting point designation.

§ 601.4279 *Red civil airway No. 79 (Port Angeles, Wash., to Everett, Wash.).* No reporting point designation.

§ 601.4280 *Red civil airway No. 80 (Lewistown, Mont., to Miles City, Mont.).* No reporting point designation.

§ 601.4281 *Red civil airway No. 81 (Cadillac, Mich., to Elkins, W. Va.).* No reporting point designation.

§ 601.4282 *Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).* No reporting point designation.

§ 601.4283 *Red civil airway No. 83 (Gila Bend, Ariz., to Rodeo, N. Mex.).* Douglas, Ariz., radio range station.

§ 601.4284 *Red civil airway No. 84 (Lafayette, La., to Atlanta, Ga.).* Craig AFB radio range station, Selma, Ala.

§ 601.4285 *Red civil airway No. 85 (Dayton, Ohio, to Martinsburg, Pa.).* Butler, Pa., non-directional radio beacon.

§ 601.4286 *Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).* No reporting point designation.

§ 601.4287 *Red civil airway No. 87 (Hawaiian Islands).* Intersection of the northwest course of the Port Allen, T. H., radio range and a point 100 miles northwest of the Port Allen, T. H., radio range station; Port Allen, T. H., radio range station; Maui, T. H., radio range station; intersection of the east course of the Maui, T. H., radio range and the east course of the Hilo, T. H., radio range.

§ 601.4288 *Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).* Hobbs, N. Mex., radio range station.

§ 601.4289 *Red civil airway No. 89 (St. Joseph, Mo., to Peoria, Ill).* No reporting point designation.

§ 601.4290 *Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).* No reporting point designation.

§ 601.4291 *Red civil airway No. 91 (Salt Flat, Tex., to Hobbs, N. Mex.).* Carlsbad, N. Mex., radio range station.

§ 601.4292 *Red civil airway No. 92 (New York, N. Y., to Islip, N. Y.).* No reporting point designation.

§ 601.4293 *Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.).* No reporting point designation.

§ 601.4294 *Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).* No reporting point designation.

§ 601.4295 *Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.).* The intersection of the south course of the Syracuse, N. Y., radio range and the northeast course of the Elmira, N. Y., radio range.

§ 601.4296 *Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.).* The intersection of the southwest course of the Houston, Tex., radio range and the southeast course of the Richmond, Tex., radio range; Houston, Tex., radio range station; Beaumont, Tex., radio range station.

§ 601.4297 *Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).* No reporting point designation.

§ 601.4298 *Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.).* No. reporting point designation.

§ 601.4299 *Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska).* The Iliamna, Alaska, radio range station.

§ 601.4312 *Red civil airway No. 112 (Hawaiian Islands).* No reporting point designation.

BLUE CIVIL AIRWAYS

§ 601.4601 *Blue civil airway No. 1 (Pendleton, Oreg., to Spokane, Wash.).* Walla Walla, Wash., radio range station.

§ 601.4602 *Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.).* Erie, Pa., radio range station.

§ 601.4603 *Blue civil airway No. 3 (Tallahassee, Fla., to Sault Ste. Marie, Mich.).* Traverse City, Mich., radio range station; Pellston, Mich., non-directional radio beacon.

§ 601.4604 *Blue civil airway No. 4 (Nantucket, Mass., to United States-Canadian Border).* Concord, N. H., radio range station; the intersection of the southeast course of the Burlington, Vt., radio range and the southwest course of the Montpelier, Vt., radio range; Burlington, Vt., radio range station.

§ 601.4605 *Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.).* Galveston, Tex., radio range station; the intersection of the northwest course of the Houston, Tex., radio range and the northeast course of the Richmond, Tex., radio range; Bryan, Tex., radio range station.

§ 601.4606 *Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.).* No reporting point designation.

§ 601.4607 *Blue civil airway No. 7 (Paso Robles, Calif., to Williams, Calif.).* The intersection of the northeast course of the Salinas, Calif., radio range and the southeast course of the Oakland, Calif., radio range.

§ 601.4608 *Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).* Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station.

§ 601.4609 *Blue civil airway No. 9 (Columbia, Mo., to United States-Canadian Border).* Duluth, Minn., radio range station.

§ 601.4610 *Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).* Los Banos, Calif., fan type radio marker station or the intersection of the northwest course of the Fresno, Calif., radio range and the south course of the Stockton, Calif., radio range; Evergreen, Calif., non-directional radio marker beacon.

§ 601.4611 *Blue civil airway No. 11 (Toledo, Ohio, to Niagara Falls, N. Y.).* No reporting point designation.

§ 601.4612 *Blue civil airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.).* Yakima, Wash., radio range station.

§ 601.4613 *Blue civil airway No. 13 (Houston, Tex., to Minneapolis, Minn.).* Van Buren, Ark., non-directional radio beacon.

§ 601.4614 *Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).* The intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range.

§ 601.4615 *Blue civil airway No. 15 (Huntington, W. Va., to Erie, Pa.).* No reporting point designation.

§ 601.4616 *Blue civil airway No. 16 (Dillon, Mont., to Helena, Mont.).* No reporting point designation.

§ 601.4617 *Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).* Houlton, Maine, radio range station.

§ 601.4618 *Blue civil airway No. 18 (Philadelphia, Pa., to United States-Canadian Border).* No reporting point designation.

§ 601.4619 *Blue civil airway No. 19 (Miami, Fla., to Orlando, Fla.).* The intersection of the north course of the Miami, Fla., radio range and the west course of the West Palm Beach, Fla., radio range.

§ 601.4620 *Blue civil airway No. 20 (Atlantic City, N. J., to Allentown, Pa.).* No reporting point designation.

§ 601.4621 *Blue civil airway No. 21 (Louisville, Ky., to Erie, Pa.).* Parkersburg, W. Va., VHF radio range station.

§ 601.4622 *Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.).* No reporting point designation.

§ 601.4623 *Blue civil airway No. 23 (Detroit, Mich., to Flint, Mich.).* No reporting point designation.

§ 601.4624 *Blue civil airway No. 24 (El Centro, Calif., to Daggett, Calif.).* Indio, Calif., radio range station; the intersection of the northwest course of the Indio, Calif., radio range and the east course of the Riverside, Calif., radio range.

§ 601.4625 *Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska).* No reporting point designation.

§ 601.4626 *Blue civil airway No. 26 (Anchorage, Alaska, to Nenana, Alaska).* The intersection of the north course of the Anchorage, Alaska (Merrill), Localizer radio range and the southeast course of the Skwentna, Alaska, radio range; Talkeetna, Alaska, non-directional radio beacon; Summit, Alaska, radio range station.

§ 601.4627 *Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).* The intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the King Salmon, Alaska, radio range.

§ 601.4628 *Blue civil airway No. 28 (Charleston, S. C., to Spartanburg, S. C.).* No reporting point designation.

§ 601.4629 *Blue civil airway No. 29 (Raliegh, N. C., to Lynchburg, Va.).* The intersection of the northeast course of the Greensboro, N. C., radio range and the southeast course of the Lynchburg, Va., radio range.

§ 601.4630 *Blue civil airway No. 30 (Brownsville, Tex., to Amarillo, Tex.).* No reporting point designation.

§ 601.4631 *Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.).* No reporting point designation.

§ 601.4632 *Blue civil airway No. 32 (Pendleton, Oreg., to Talkeetna, Alaska).* The intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, B. C., radio range.

§ 601.4633 *Blue civil airway No. 33 (Archbold, Ohio, to Saginaw, Mich.).* No reporting point designation.

§ 601.4634 *Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).* No reporting point designation.

§ 601.4635 *Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.).* No reporting point designation.

§ 601.4636 *Blue civil airway No. 36 (Thurman, Colo., to North Platte, Nebr.).* No reporting point designation.

§ 601.4637 *Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).* No reporting point designation.

§ 601.4638 *Blue civil airway No. 38 (Annette Island, Alaska, to United States-Canadian Border).* Petersburg, Alaska, radio range station; the intersection of the northwest course of the Petersburg, Alaska, radio range and the northeast course of the Sitka (Biorka Island), Alaska, radio range; Haines, Alaska, radio range station.

§ 601.4639 *Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).* The intersection of the southeast course of the Pittsburgh, Pa., radio range and the northeast course of the Morgantown, W. Va., radio range.

§ 601.4640 *Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).* Montpelier, Vt., radio range station.

§ 601.4641 *Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).* No reporting point designation.

§ 601.4642 *Blue civil airway No. 42 (Goshen, Ind., to Saginaw Mich.).* No reporting point designation.

§ 601.4644 *Blue civil airway No. 44 (Advance, Mo., to United States-Canadian Border).* No reporting point designation.

§ 601.4646 *Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.).* Dyersburg, Tenn., non-directional radio beacon; Paducah, Ky., non-directional radio beacon.

§ 601.4647 *Blue civil airway No. 47 (Front Royal, Va., to Dunkirk, N. Y.).* The intersection of the south course of the Altoona, Pa., radio range and the southeast course of the Pittsburgh, Pa., radio range.

§ 601.4648 *Blue civil airway No. 48 (New York, N. Y., to Poughkeepsie, N. Y.).* No reporting point designation.

§ 601.4649 *Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).* No reporting point designation.

§ 601.4650 *Blue civil airway No. 50 (Augusta, Maine, to United States-Canadian Border).* Bangor, Maine, radio range station.

§ 601.4651 *Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).* No reporting point designation.

§ 601.4652 *Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).* No reporting point designation.

§ 601.4653 *Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).* No reporting point designation.

§ 601.4654 *Blue civil airway No. 54 (Salinas, Calif., to Hamilton Field, Calif.)* No reporting point designation.

§ 601.4655 *Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).* No reporting point designation.

§ 601.4656 *Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).* Langley, Va., AFB radio range station; the intersection of the southeast course of the Andrews, Md., radio range and the northeast course of the Tappahannock, Va., radio range.

§ 601.4657 *Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).* No reporting point designation.

§ 601.4658 *Blue civil airway No. 58 (Sioux Falls, S. Dak., to Watertown, S. Dak.).* No reporting point designation.

§ 601.4659 *Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.).* Pensacola, Fla., radio range station.

§ 601.4660 *Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).* No reporting point designation.

§ 601.4661 *Blue civil airway No. 61 (Springfield, Mo., to Kansas City, Mo.).* No reporting point designation.

§ 601.4662 *Blue civil airway No. 62 (Ypsilanti, Mich., to Traverse City, Mich.).* The Saginaw, Mich., non-directional radio beacon.

§ 601.4664 *Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).* No reporting point designation.

§ 601.4666 *Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).* Bridgeport, Conn., radio range station.

§ 601.4667 *Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).* No reporting point designation.

§ 601.4668 *Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).* No reporting point designation.

§ 601.4669 *Blue civil airway No. 69 (St. Louis, Mo., to Des Moines, Iowa).* Quincy, Ill., non-directional radio beacon; Ottumwa, Iowa, non-directional radio beacon.

§ 601.4670 *Blue civil airway No. 70 (Ardmore, Okla., to Tulsa, Okla.).* Ardmore, Okla., non-directional radio beacon.

§ 601.4671 *Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).* Shelton, Wash., radio range station.

§ 601.4672 *Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).* Vance AFB radio range station.

§ 601.4673 *Blue civil airway No. 73 (Brookville, Pa., to Buffalo, N. Y.).* No reporting point designation.

§ 601.4674 *Blue civil airway No. 74 (Carlsbad, N. Mex., to Santa Fe, N. Mex.).* No reporting point designation.

§ 601.4675 *Blue civil airway No. 75 (Miami, Fla., to Tampa, Fla.)* The in-

tersection of the northeast course of the Fort Myers, Fla., radio range with the southeast course of the Tampa, Fla., radio range.

§ 601.4676 *Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).* No reporting point designation.

§ 601.4677 *Blue civil airway No. 77 (Promontory Point, Utah, to Corinne, Utah).* No reporting point designation.

§ 601.4678 *Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).* No reporting point designation.

§ 601.4679 *Blue civil airway No. 79 (Burlington, Iowa, to Iowa City, Iowa).* No reporting point designation.

§ 601.4681 *Blue civil airway No. 81 (Charleston, W. Va., to United States-Canadian Border).* No reporting point designation.

§ 601.4682 *Blue civil airway No. 82 (Lebo, Kans., to Topeka, Kans.).* No reporting point designation.

§ 601.4684 *Blue civil airway No. 84 (Bangor, Maine, to Millinocket, Maine).* No reporting point designation.

§ 601.4685 *Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).* No reporting point designation.

§ 601.4686 *Blue civil airway No. 86 (Goshen, Ind., to Dayton, Ohio).* No reporting point designation.

§ 601.4687 *Blue civil airway No. 87 (Lexington, Ky., to Dayton, Ohio).* No reporting point designation.

OTHER REPORTING POINTS

§ 601.5001 *Other reporting points.* Whidbey Island, Wash.; Navy Radio Range.

Bass Intersection: The intersection of the southeast course of the Weeksville, N. C. (Navy) radio range and the Western boundary of the New York Oceanic Control Area.

Carp Intersection: Intersection of the southeast course of the Wilmington, N. C., VHF radio range and the western boundary of the New York Oceanic control area.

Cod Intersection: Intersection of the east course of the Nantucket, Mass., VHF radio range and the western boundary of the New York Oceanic control area.

East Charleston Intersection: Intersection of the southeast course of the Charleston, S. C., radio range and the centerline of the Wilmington, N. C.-West Palm Beach, Fla., Domestic control area.

East Melbourne Intersection: Intersection of the northeast course of the Melbourne, Fla., radio range and the centerline of the Wilmington, N. C.-West Palm Beach, Fla., Domestic control area.

East Nantucket Intersection: Intersection of the east course of the Nantucket, Mass., VHF radio range and the southeast course of the Squantum, Mass. (Navy) radio range.

East Norfolk Intersection: Intersection of the east course of the Norfolk, Va. (Navy) radio range and the northeast course of the Weeksville, N. C. (Navy) radio range.

Eel Intersection: Intersection of the southeast course of the Boston, Mass., radio range and the western boundary of the New York Oceanic control area.

Gateway Intersection: Intersection of the east course of the Jacksonville, Fla., radio range and the centerline of the Wilmington, N. C.-West Palm Beach, Fla., Domestic Control area.

North Nantucket Intersection: Intersection of the east course of the Boston, Mass., radio range and the centerline of the Nantucket, Mass.-Yarmouth, N. S., Domestic control area.

Shad Intersection: Intersection of the southeast course of the Millville, N. J., radio range and the western boundary of the New York Oceanic control area.

Seal Intersection: Intersection of the south course of the Nantucket, Mass., VHF radio range and the western boundary of the New York Oceanic control area.

South Bangor Intersection: Intersection of the southeast course of the Bangor, Maine, radio range and the centerline of the Nantucket, Mass.-Yarmouth, N. S., Domestic control area.

South Island Intersection: Intersection of the southeast course of the Newark, N. J., radio range and the northeast course of the Atlantic City, N. J. (Navy) radio range.

South Millville Intersection: Intersection of the southeast course of the Millville, N. J., radio range and the southeast course of the Atlantic City, N. J. (Navy) radio range.

South Portland Intersection: Intersection of the southeast course of the Portland, Maine, radio range and the centerline of the East Boston, Mass.-Yarmouth, N. S., Domestic control area.

Smelt Intersection: Intersection of the southeast course of the Charleston, S. C., radio range and the western boundary of the New York Oceanic control area.

Trout Intersection: Intersection of the east course of the Jacksonville, Fla., radio range and the western boundary of the New York Oceanic control area.

Tuna Intersection: Intersection of the southeast course of the Newark, N. J., radio range and the western boundary of the New York Oceanic control area.

Vineyard Intersection: Intersection of the west course of the Nantucket, Mass., VHF radio range and the southeast course of the Quonset Point, R. I. (Navy) radio range.

San Pedro Intersection: The intersection of the southeast course of the Los Angeles, Calif., radio range and the southwest course of the Long Beach, Calif., radio range.

Bon Secour Intersection: The intersection of the southeast course of the Mobile, Ala., radio range and the west course of the Pensacola, Fla., radio range.

Gulfstream Intersection: The intersection of the southeast course of the Miami, Fla., radio range and the northeast course of the Key West, Fla., radio range.

Abeam Annette Intersection: The intersection of the southwest course of the Annette, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Abeam Sitka Intersection: The intersection of the southwest course of the Sitka, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Abeam Gustavus Intersection: The intersection of the southwest course of the Gustavus, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Abeam Yakutat Intersection: The intersection of the southwest course of the Yakutat, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Abeam Yakataga Intersection: The intersection of the centerline of the Anchorage-Sandspit route and a line bearing 90° therefrom and lying over the Yakataga, Alaska, radio range station.

SUBPART F—VOR CIVIL AIRWAY CONTROL AREAS

§ 601.6001 *VOR civil airway No. 1 control areas (Norfolk, Va., to New York, N. Y.).* All of VOR civil airway No. 1.

§ 601.6002 *VOR civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).* All of VOR civil airway No. 2 including north and south alternates.

§ 601.6003 *VOR civil airway No. 3 control areas (Key West, Fla., to Bangor, Maine).* All of VOR civil airway No. 3 including east and west alternates.

§ 601.6004 *VOR civil airway No. 4 control areas (Seattle, Wash., to Washington, D. C.).* All of VOR civil airway No. 4 including north and south alternates.

§ 601.6005 *VOR civil airway No. 5 control areas (Jacksonville, Fla., to Cleveland, Ohio).* All of VOR civil airway No. 5 including east and west alternates.

§ 601.6006 *VOR civil airway No. 6 control areas (Oakland, Calif., to New York, N. Y.).* All of VOR civil airway No. 6 including north and south alternates.

§ 601.6007 *VOR civil airway No. 7 control areas (Miami, Fla., to Milwaukee, Wis.).* All of VOR civil airway No. 7 including east and west alternates.

§ 601.6008 *VOR civil airway No. 8 control areas (Long Beach, Calif., to Washington, D. C.).* All of VOR civil airway No. 8 including north and south alternates.

§ 601.6009 *VOR civil airway No. 9 control areas (New Orleans, La., to Naperville, Ill.).* All of VOR civil airway No. 9 including east and west alternates.

§ 601.6010 *VOR civil airway No. 10 control areas (Pueblo, Colo., to New York, N. Y.).* All of VOR civil airway No. 10 including north and south alternates.

§ 601.6011 *VOR civil airway No. 11 control areas (Houston, Tex., to Detroit, Mich.).* All of VOR civil airway No. 11 including an east alternate.

§ 601.6012 *VOR civil airway No. 12 control areas (Daggett, Calif., to Philadelphia, Pa.).* All of VOR civil airway No. 12 including north and south alternates.

§ 601.6013 *VOR civil airway No. 13 control areas (Houston, Tex., to Duluth, Minn.).* All of VOR civil airway No. 13 including east and west alternates.

§ 601.6014 *VOR civil airway No. 14 control areas (Roswell, N. Mex., to Boston, Mass.).* All of VOR civil airway No. 14 including north and south alternates.

§ 601.6015 *VOR civil airway No. 15 control areas (Galveston, Tex., to Minot, N. Dak.).* All of VOR civil airway No. 15 including east and west alternates.

§ 601.6016 *VOR civil airway No. 16 control areas (Los Angeles, Calif., to Nashville, Tenn.).* All of VOR civil airway No. 16 including north and south alternates.

§ 601.6017 *VOR civil airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.).* All of VOR civil airway No. 17 including east and west alternates.

§ 601.6018 *VOR civil airway No. 18 control areas (Dallas, Tex., to Tuscaloosa, Ala.).* All of VOR civil airway No. 18 including north and south alternates.

§ 601.6019 *VOR civil airway No. 19 control areas (El Paso, Tex., to Sheridan, Wyo.).* All of VOR civil airway No. 19 including east alternates.

§ 601.6020 *VOR civil airway No. 20 control areas (Laredo, Tex., to Montgomery, Ala.).* All of VOR civil airway No. 20.

§ 601.6021 *VOR civil airway No. 21 control areas (Long Beach, Calif., to United States-Canadian Border).* All of VOR civil airway No. 21.

§ 601.6022 *VOR civil airway No. 22 control areas (New Orleans, La., to Tallahassee, Fla.).* All of VOR civil airway No. 22.

§ 601.6023 *VOR civil airway No. 23 control areas (San Diego, Calif., to Bellington, Wash.).* All of VOR civil airway No. 23 including a west alternate.

§ 601.6024 *VOR civil airway No. 24 control areas (Jamestown, N. Dak., to Redwood Falls, Minn.).* All of VOR civil airway No. 24 including north alternates.

§ 601.6025 *VOR civil airway No. 25 control areas (Oakland, Calif., to Ellensburg, Wash.).* All of VOR civil airway No. 25.

§ 601.6026 *VOR civil airway No. 26 control areas (Rapid City, S. Dak., to Minneapolis, Minn.).* All of VOR civil airway No. 26 including north and south alternates.

§ 601.6027 *VOR civil airway No. 27 control areas (Santa Barbara, Calif., to Medford, Oreg.).* All of VOR civil airway No. 27 including east and west alternates.

§ 601.6028 *VOR civil airway No. 28 control areas (Oakland, Calif., to Modesto, Calif.).* All of VOR civil airway No. 28.

§ 601.6029 *VOR civil airway No. 29 control areas (Philadelphia, Pa., to United States-Canadian Border).* All of VOR civil airway No. 29.

§ 601.6030 *VOR civil airway No. 30 control areas (Milwaukee, Wis., to New York, N. Y.).* All of VOR civil airway No. 30 including a north alternate.

§ 601.6031 *VOR civil airway No. 31 control areas (Baltimore, Md., to Syracuse, N. Y.).* All of VOR civil airway No. 31.

§ 601.6032 *VOR civil airway No. 32 control areas (Wells, Nev., to Fort Bridger, Wyo.).* All of VOR civil airway No. 32.

§ 601.6033 *VOR civil airway No. 33 control areas (Baltimore, Md., to Buffalo, N. Y.).* All of VOR civil airway No. 33.

§ 601.6034 *VOR civil airway No. 34 control areas (Rochester, N. Y., to New York, N. Y.).* All of VOR civil airway No. 34.

§ 601.6035 *VOR civil airway No. 35 control areas (Pittsburgh, Pa., to Syracuse, N. Y.).* All of VOR civil airway No. 35.

§ 601.6036 *VOR civil airway No. 36 control areas (Buffalo, N. Y., to New York, N. Y.).* All of VOR civil airway No. 36.

§ 601.6037 *VOR civil airway No. 37 control areas (Elkins, W. Va., to Erie, Pa.).* All of VOR civil airway No. 37.

§ 601.6038 *VOR civil airway No. 38 control areas (Chicago Heights, Ill., to Columbus, Ohio).* All of VOR civil airway No. 38 including south alternates.

§ 601.6039 *VOR civil airway No. 39 control areas (Gordonsville, Va., to Boston, Mass.).* All of VOR civil airway No. 39.

§ 601.6040 *VOR civil airway No. 40 control areas (Flint, Mich., to Pittsburgh, Pa.).* All of VOR civil airway No. 40.

§ 601.6041 *VOR civil airway No. 41 control areas (Pittsburgh, Pa., to Youngstown Ohio).* All of VOR civil airway No. 41.

§ 601.6042 *VOR civil airway No. 42 control areas (Detroit, Mich., to Pittsburgh, Pa.).* All of VOR civil airway No. 42.

§ 601.6043 *VOR civil airway No. 43 control areas (Columbus, Ohio, to Erie, Pa.).* All of VOR civil airway No. 43.

§ 601.6044 *VOR civil airway No. 44 control areas (Martinsburg, W. Va., to Baltimore, Md.).* All of VOR civil airway No. 44.

§ 601.6045 *VOR civil airway No. 45 control areas (Columbus, Ohio, to Lansing, Mich.).* All of VOR civil airway No. 45.

§ 601.6046 *VOR civil airway No. 46 control areas (Cleveland, Ohio, to Pittsburgh, Pa.).* All of VOR civil airway No. 46.

§ 601.6047 *VOR civil airway No. 47 control areas (Louisville, Ky., to Detroit, Mich.).* All of VOR civil airway No. 47 including west alternates.

§ 601.6048 *VOR civil airway No. 48 control areas (Burlington, Iowa, to Chicago Heights, Ill.).* All of VOR civil airway No. 48 including a south alternate.

§ 601.6049 *VOR civil airway No. 49 control areas (Dillon, Mont., to Drummond, Mont.).* All of VOR civil airway No. 49.

§ 601.6050 *VOR civil airway No. 50 control areas (Kirksville, Mo., to Peoria, Ill.).* All of VOR civil airway No. 50 including a south alternate.

§ 601.6051 *VOR civil airway No. 51 control areas (Louisville, Ky., to Indianapolis, Ind.).* All of VOR civil airway No. 51.

§ 601.6052 *VOR civil airway No. 52 control areas (Des Moines, Iowa, to St. Louis, Mo.).* All of VOR civil airway No. 52 including north and south alternates.

§ 601.6053 *VOR civil airway No. 53 control areas (Louisville, Ky., to Madison, Wis.).* All of VOR civil airway No. 53 including east and west alternates.

§ 601.6054 *VOR civil airway No. 54 control areas (Texarkana, Ark., to Muscle Shoals, Ala.).* All of VOR civil airway No. 54 including a north alternate.

§ 601.6055 *VOR civil airway No. 55 control areas (Dayton, Ohio, to Muskegon, Mich.).* All of VOR civil airway No. 55 including a west alternate.

§ 601.6056 *VOR civil airway No. 56 control areas (Tallahassee, Fla., to Florence, S. C.).* All of VOR civil airway No. 56.

§ 601.6057 *VOR civil airway No. 57 control areas (Muscle Shoals, Ala., to Graham, Tenn.).* All of VOR civil airway No. 57.

§ 601.6058 *VOR civil airway No. 58 control areas (Pittsburgh, Pa., to Hartford, Conn.).* All of VOR civil airway No. 58.

§ 601.6059 *VOR civil airway No. 59 control areas (Evansville, Ind., to Bradford, Ill.).* All of VOR civil airway No. 59 including an east alternate.

§ 601.6060 *VOR civil airway No. 60 control areas (Albuquerque, N. Mex., to Tucumcari, N. Mex.).* All of VOR civil airway No. 60 including a south alternate.

§ 601.6061 *VOR civil airway No. 61 control areas (Wichita Falls, Tex., to Lawton, Okla.).* All of VOR civil airway No. 61.

§ 601.6062 *VOR civil airway No. 62 control areas (Santa Fe, N. Mex., to Anton Chico, N. Mex.).* All of VOR civil airway No. 62.

§ 601.6063 *VOR civil airway No. 63 control areas (Quincy, Ill., to Milwaukee, Wis.).* All of VOR civil airway No. 63 including a west alternate.

§ 601.6064 *VOR civil airway No. 64 control areas (Ontario, Calif., to Blythe, Calif.).* All of VOR civil airway No. 64.

§ 601.6065 *VOR civil airway No. 65 control areas (Columbia, Mo., to Des Moines, Iowa).* All of VOR civil airway No. 65 including an east alternate.

§ 601.6066 *VOR civil airway No. 66 control areas (San Diego, Calif., to Midland, Tex.).* All of VOR civil airway No. 66 including a north alternate.

§ 601.6067 *VOR civil airway No. 67 control areas (Mason City, Iowa, to Rochester, Minn.).* All of VOR civil airway No. 67 including an east alternate.

§ 601.6068 *VOR civil airway No. 68 control areas (Albuquerque, N. Mex., to Brownsville, Tex.).* All of VOR civil airway No. 68 including north and south alternates.

§ 601.6069 *VOR civil airway No. 69 control areas (Walnut Ridge, Ark., to St. Louis, Mo.).* All of VOR civil airway No. 69 including a west alternate.

§ 601.6070 *VOR civil airway No. 70 control areas (Palacios, Tex., to Lake Charles, La.).* All of VOR civil airway No. 70.

§ 601.6071 *VOR civil airway No. 71 control areas (Pine Bluff, Ark., to Kansas City, Mo.).* All of VOR civil airway No. 71 including east alternates.

§ 601.6072 *VOR civil airway No. 72 control areas (Bradford, Pa., to Binghamton, N. Y.).* All of VOR civil airway No. 72.

§ 601.6073 *VOR civil airway No. 73 control areas (Tulsa, Okla., to Salina, Kans.).* All of VOR civil airway No. 73 including an east alternate.

§ 601.6074 *VOR civil airway No. 74 control areas (Ponca City, Okla., to Little Rock, Ark.).* All of VOR civil airway No. 74 including south alternates.

§ 601.6075 *VOR civil airway No. 75 control areas (Morgantown, W. Va., to Petersburg, W. Va.).* All of VOR civil airway No. 75.

§ 601.6076 *VOR civil airway No. 76 control areas (Lubbock, Tex., to San Angelo, Tex.).* All of VOR civil airway No. 76 including a north alternate.

§ 601.6077 *VOR civil airway No. 77 control areas (San Angelo, Tex., to Wichita, Kans.).* All of VOR civil airway No. 77 including east alternates.

§ 601.6078 *VOR civil airway No. 78 control areas (Huron, S. Dak., to Watertown, S. Dak.).* All of VOR civil airway No. 78 including a south alternate.

§ 601.6079 *VOR civil airway No. 79 control areas (Culberson, Tex., to Lubbock, Tex.).* All of VOR civil airway No. 79.

§ 601.6080 *VOR civil airway No. 80 control areas (Sioux Falls, S. Dak., to Redwood Falls, Minn.).* All of VOR civil airway No. 80 including a south alternate.

§ 601.6081 *VOR civil airway No. 81 control areas (Midland, Tex., to Amarillo, Tex.).* All of VOR civil airway No. 81 including an east alternate.

§ 601.6082 *VOR civil airway No. 82 control areas (Minneapolis, Minn., to La Crosse, Wis.).* All of VOR civil airway No. 82 including south alternates.

§ 601.6083 *VOR civil airway No. 83 control areas (Carlsbad, N. Mex., to Santa Fe, N. Mex.).* All of VOR civil airway No. 83 including an east alternate.

§ 601.6084 *VOR civil airway No. 84 control areas (Lansing, Mich., to Flint Mich.).* All of VOR civil airway No. 84.

§ 601.6085 *VOR civil airway No. 85 control areas (Rock River, Wyo., to Casper, Wyo.).* All of VOR civil airway No. 85 including an east alternate.

§ 601.6086 *VOR civil airway No. 86 control areas (Butte, Mont., to Whitehall, Mont.)* All of VOR civil airway No. 86.

§ 601.6087 *VOR civil airway No. 87 control areas (Gila Bend, Ariz., to Hassayampa, Ariz.).* All of VOR civil airway No. 87.

§ 601.6088 *VOR civil airway No. 88 control areas (Dayton, Ohio, to Mansfield, Ohio).* All of VOR civil airway No. 88 including a north alternate.

§ 601.6089 *VOR civil airway No. 89 control areas (Cheyenne, Wyo., to Rapid City, S. Dak.).* All of VOR civil airway No. 89 including east and west alternates.

§ 601.6090 *VOR civil airway No. 90 control areas (Lansing, Mich., to Detroit, Mich.).* All of VOR civil airway No. 90.

§ 601.6091 *VOR civil airway No. 91 control areas (Wilton, Conn., to Plattsburg, N. Y.).* All of VOR civil airway No. 91.

§ 601.6092 *VOR civil airway No. 92 control areas (Toledo, Ohio, to Mansfield, Ohio).* All of VOR civil airway No. 92.

§ 601.6093 *VOR civil airway No. 93 control areas (Baltimore, Md., to Lancaster, Pa.).* All of VOR civil airway No. 93.

§ 601.6094 *VOR civil airway No. 94 control areas (Salt Flat, Tex., to Hobbs, N. Mex.).* All of VOR civil airway No. 94.

§ 601.6095 *VOR civil airway No. 95 control areas (Phoenix, Ariz., to Winslow, Ariz.).* All of VOR civil airway No. 95.

§ 601.6096 *VOR civil airway No. 96 control areas (Fort Wayne, Ind., to Toledo, Ohio).* All of VOR civil airway No. 96.

§ 601.6097 *VOR civil airway No. 97 control areas (Charleston, S. C., to Minneapolis, Minn.).* All of VOR civil airway No. 97 including an east alternate and west alternates.

§ 601.6098 *VOR civil airway No. 98 control areas (San Francisco, Calif., to Bakersfield, Calif.).* All of VOR civil airway No. 98.

§ 601.6099 *VOR civil airway No. 99 control areas (Lafayette, La., to Baton Rouge, La.).* All of VOR civil airway No. 99.

§ 601.6100 *VOR civil airway No. 100 control areas (San Francisco, Calif., to Fresno, Calif.).* All of VOR civil airway No. 100.

§ 601.6101 *VOR civil airway No. 101 control areas (Ogden, Utah, to Burley, Idaho).* All of VOR civil airway No. 101.

§ 601.6102 *VOR civil airway No. 102 control areas (Lubbock, Tex., to Wichita Falls, Tex.).* All of VOR civil airway No. 102.

§ 601.6103 *VOR civil airway No. 103 control areas (Pendleton, Oreg., to Spokane, Wash.).* All of VOR civil airway No. 103.

§ 601.6104 *VOR civil airway No. 104 control areas (United States-Canadian Border to Plattsburg, N. Y.).* All of VOR civil airway No. 104.

§ 601.6105 *VOR civil airway No. 105 control areas (Phoenix, Ariz., to Prescott, Ariz.).* All of VOR civil airway No. 105.

§ 601.6106 *VOR civil airway No. 106 control areas (Selinsgrove, Pa., to Scranton, Pa.).* All of VOR civil airway No. 106.

§ 601.6107 *VOR civil airway No. 107 control areas (Santa Barbara, Calif., to Bakersfield, Calif.).* All of VOR civil airway No. 107.

§ 601.6108 *VOR civil airway No. 108 control areas (Bangor, Maine, to Princeton, Maine).* All of VOR civil airway No. 108.

§ 601.6109 *VOR civil airway No. 109 control areas (Paso Robles, Calif., to Fresno, Calif.).* All of VOR civil airway No. 109.

§ 601.6110 *VOR civil airway No. 110 control areas (San Francisco, Calif., to Modesto, Calif.).* All of VOR civil airway No. 110.

§ 601.6111 *VOR civil airway No. 111 control areas (Salinas, Calif., to Los Banos, Calif.).* All of VOR civil airway No. 111.

§ 601.6112 *VOR civil airway No. 112 control areas (Portland, Oreg., to Pendleton, Oreg.).* All of VOR civil airway No. 112.

§ 601.6113 *VOR civil airway No. 113 control areas (Modesto, Calif., to Reno, Nev.).* All of VOR civil airway No. 113.

§ 601.6114 *VOR civil airway No. 114 control areas (Dalhart, Tex., to New Orleans, La.).* All of VOR civil airway No. 114.

§ 601.6115 *VOR civil airway No. 115 control areas (Crestview, Fla., to Montgomery, Ala.).* All of VOR civil airway No. 115.

§ 601.6116 *VOR civil airway No. 116 control areas (Austin, Tex., to Houston, Tex.).* All of VOR civil airway No. 116.

§ 601.6117 *VOR civil airway No. 117 control areas.* [Unassigned].

§ 601.6118 *VOR civil airway No. 118 control areas (Laramie, Wyo., to Cheyenne, Wyo.).* All of VOR civil airway No. 118.

Subpart G—VOR Civil Airway Reporting Points

§ 601.7001 *VOR reporting points.*

Aberdeen, S. Dak., omnirange station.
Abilene, Tex., omnirange station.
Akron, Colo., omnirange station.
Albany, Ga., omnirange station.
Albany, N. Y. omnirange station.
Albuquerque, N. Mex., omnirange station.
Alexandria, La., omnirange station.
Alexandria, Minn., omnirange station.
Allentown, Pa., omnirange station.
Alma, Ga., omnirange station.
Altoona intersection: The intersection of the Philipsburg, Pa., omnirange 202° True and the Harrisburg, Pa., omnirange 273° True radials.
Amarillo, Tex., omnirange station.
Andres intersection: The intersection of the Naperville, Ill., omnirange 155° True and the Chicago Heights, Ill., omnirange 228° True radials.
Anthony, Kans., omnirange station.
Anton Chico, N. Mex., omnirange station.
Ardmore, Okla., omnirange station.
Augusta, Ga., omnirange station.
Austin, Tex., omnirange station.
Baker, Oreg., omnirange station.
Baltimore, Md., omnirange station.
Baton Rouge, La., omnirange station.
Beaumont, Tex., omnirange station.
Big Spring, Tex., omnirange station.
Binghamton, N. Y., omnirange station.
Bismarck, N. Dak., omnirange station.
Boise, Idaho, omnirange station.
Boston, Mass., omnirange station.
Bowling Green, Ky., omnirange station.
Bradford, Ill., omnirange station.
Bradford intersection: The intersection of the Buffalo, N. Y., omnirange 178° True and the Elmira, N. Y., omnirange 254° True radials.
Branchville intersection: The intersection of the Scranton, Pa., omnirange 117° True and the Allentown, Pa., omnirange 53° True radials.
Brunswick, Ga., omnirange station.
Burley, Idaho, omnirange station.
Buffalo, N. Y., omnirange station.

Butler, Mo., omnirange station.
Caldwell, N. J., omnirange station.
Carlsbad, N. Mex., omnirange station.
Casper, Wyo., omnirange station.
Chadron, Nebr., omnirange station.
Charleston, S. C., omnirange station.
Cherokee, Wyo., omnirange station.
Cheyenne, Wyo., omnirange station.
Chicago Heights, Ill., omnirange station.
Childress, Tex., omnirange station.
Cincinnati, Ohio, omnirange station.
Cleveland, Ohio, omnirange station.
Coalinga, Calif., omnirange station.
College Station, Tex., omnirange station.
Columbia, Mo., omnirange station.
Columbia, S. C., omnirange station.
Columbus, N. Mex., omnirange station.
Columbus, Ohio, omnirange station.
Conowingo intersection: The intersection of the Baltimore, Md., omnirange 36° True and West Chester, Pa., omnirange 241° True radials.
Corono, N. Mex., omnirange station.
Cotulla, Tex., omnirange station.
Crazy Woman, Wyo., omnirange station.
Crescent City, Calif., omnirange station.
Crestview, Fla., omnirange station.
Cross City, Fla., omnirange station.
Culberson, Tex., omnirange station.
Dayton, Ohio, omnirange station.
Daytona Beach, Fla., omnirange station.
Dalhart, Tex., omnirange station.
Dallas, Tex., omnirange station.
Delaware Springs intersection: The intersection of the Salt Flat, Tex., omnirange 85° True and the Carlsbad, N. Mex., omnirange 215° True radials.
Des Moines, Iowa, omnirange station.
Detroit, Mich., omnirange station.
Dickinson, N. Dak., omnirange station.
Dodge City, Kans., omnirange station.
Douglas, Wyo., omnirange station.
Duluth, Minn., omnirange station.
El Dorado, Ark., omnirange station.
Elkins, W. Va., omnirange station.
Elmira, N. Y., omnirange station.
El Paso, Tex., omnirange station.
Emporia, Kans., omnirange station.
Erie, Pa., omnirange station.
Evansville, Ind., omnirange station.
Fairville intersection: The intersection of Rochester, N. Y., omnirange 091° True and the Elmira, N. Y., omnirange 356° True radials.
Fargo, N. Dak., omnirange station.
Farmington, Mo., omnirange station.
Fayetteville, Ark., omnirange station.
Findlay, Ohio, omnirange station.
Fort Bridger, Wyo., omnirange station.
Fort Myers, Fla., omnirange station.
Fort Smith, Ark., omnirange station.
Fort Wayne, Ind., omnirange station.
Fort Worth, Tex., omnirange station.
Flint intersection: The intersection of the Lansing, Mich., omnirange 74° True and the Detroit, Mich., omnirange 343° True radials.
Flintstone intersection: The intersection of the Front Royal, Va., omnirange 335° True and the Martinsburg, W. Va., omnirange 398° True radials.
Flippin, Ark., omnirange station.
Florence, S. C., omnirange station.
Fortuna, Calif., omnirange station.
Fresno, Calif., omnirange station.
Front Royal, Va., omnirange station.
Gage, Okla., omnirange station.
Galveston, Tex., omnirange station.
Garden City, Kans., omnirange station.
Gardner, Mass., omnirange station.
Gooding, Idaho, omnirange station.
Goodland, Kans., omnirange station.
Gordonsville, Va., omnirange station.
Goshen, Ind., omnirange station.
Grand Island, Nebr., omnirange station.
Grantsburg, Wis., omnirange station.
Gregg County, Tex., omnirange station.
Greenwood, Miss., omnirange station.
Guthrie, Tex., omnirange station.
Harrington intersection: The intersection of the Truth or Consequences, N. Mex., omnirange 162° True and the El Paso, Tex., omnirange 271° True radials.
Harrisburg, Pa., omnirange station.
Hartford, Conn., omnirange station.
Herndon, Va., omnirange station.
Hill City, Kans., omnirange station.
Hobart, Okla., omnirange station.
Hobbs, N. Mex., omnirange station.
Hope intersection: The intersection of the Minneapolis, Minn., omnirange 184° True and the Rochester, Minn., omnirange 275° True radials.
Houston, Tex., omnirange station.
Hudspeth, Tex., omnirange station.
Huron, S. Dak., omnirange station.
Hutchinson, Kans., omnirange station.
Imperial, Nebr., omnirange station.
Indianapolis, Ind., omnirange station.
Iowa City, Iowa, omnirange station.
Jackson, Miss., omnirange station.
Jackson, Tenn., omnirange station.
Jacksonville, Fla., omnirange station.
Jamestown, N. Dak., omnirange station.
Junction, Tex., omnirange station.
Kansas City, Mo., omnirange station.
Key West, Fla., omnirange station.
Kirksville, Mo., omnirange station.
Knoxville, Tenn., omnirange station.
La Crosse, Wis., omnirange station.
Lafayette, Ind., omnirange station.
Lafayette, La., omnirange station.
Lake Carey intersection: The intersection of the Binghamton, N. Y., omnirange 160° True and the Scranton, Pa., omnirange 299° True radials.
Lake Charles, La., omnirange station.
Lamar, Colo., omnirange station.
Lamoni, Iowa, omnirange station.
Lancaster intersection: The intersection of the Harrisburg, Pa., omnirange 108° True and the Allentown, Pa., omnirange 228° True radials.
Lansing, Mich., omnirange station.
Laramie, Wyo., omnirange station.
Las Vegas, N. Mex., omnirange station.
Lawton, Okla., omnirange station.
Lexington, Ky., omnirange station.
Lexington, Nebr., omnirange station.
Lisbon intersection: The intersection of the Herndon, Va., omnirange 45° True and the Baltimore, Md., omnirange 281° True radials.
Little Rock, Ark., omnirange station.
Lubbock, Tex., omnirange station.
Lufkin, Tex., omnirange station.
Lumberton, N. C., omnirange station.
Macon, Ga., omnirange station.
Malad City, Idaho, omnirange station.
Malden, Miss., omnirange station.
Manchester intersection: The intersection of the Lansing, Mich., omnirange 141° True and the Detroit, Mich., omnirange 257° True radials.
Mansfield, Ohio omnirange station.
Marianna, Fla., omnirange station.
Martinsburg, W. Va., omnirange station.
Mason City, Iowa, omnirange station.
Massena, N. Y., omnirange station.
McComb, Miss., omnirange station.
Medford, Oreg., omnirange station.
Medicine Bow, Wyo., omnirange station.
Memphis, Tenn., omnirange station.
Mercer intersection: The intersection of the Youngstown, Ohio, omnirange 101° True and the Erie, Pa., omnirange 174° True radials.
Meridian, Miss., omnirange station.
Miami, Fla., omnirange station.
Midland, Tex., omnirange station.
Miles City, Mont., omnirange station.
Milford intersection: The intersection of the Lansing, Mich., omnirange 99° True and the Detroit, Mich., omnirange 343° True radials.
Milwaukee, Wis., omnirange station.
Mineral Wells, Tex., omnirange station.
Minneapolis, Minn., omnirange station.
Minot, N. Dak., omnirange station.
Mobile, Ala., omnirange station.
Moline, Ill., omnirange station.
Monroe, La., omnirange station.
Morgantown, W. Va., omnirange station.
Mt. Lola intersection: The intersection of the Reno, Nev., omnirange 268° True and the Sacramento, Calif., omnirange 40° True radials.
Muscle Shoals, Ala., omnirange station.
Muskegon, Mich., omnirange station.
Naperville, Ill., omnirange station.
Nashville, Tenn., omnirange station.
Neosho, Mo., omnirange station.
New Orleans, La., omnirange station.
Northfield intersection: The intersection of the Minneapolis, Minn., omnirange 184° True and the Rochester, Minn., omnirange 319° True radials.
North Platte, Nebr., omnirange station.
Oakland, Calif., omnirange station.
Oakwood intersection: The intersection of the Watertown, S. Dak., omnirange 169° True and the Huron, S. Dak., omnirange 088° True radials.
Oklahoma City, Okla., omnirange station.
Omaha, Nebr., omnirange station.
Ontario, Calif., omnirange station.
Otto, N. Mex., omnirange station.
Ottumwa, Iowa, omnirange station.
Paducah, Ky., omnirange station.
Palacios, Tex., omnirange station.
Palm Springs intersection: The intersection of the Thermal, Calif., omnirange 340° True and the Ontario, Calif., omnirange 91° True radials.
Paso Robles, Calif., omnirange station.
Pendleton, Oreg., omnirange station.
Petersburg intersection: The intersection of the Morgantown, W. Va., omnirange 134° True and the Elkins, W. Va., omnirange 83° True radials.
Philipsburg, Pa., omnirange station.
Phillip, S. Dak., omnirange station.
Pierre, S. Dak., omnirange station.
Pine Bluff, Ark., omnirange station.
Pittsburgh, Pa., omnirange station.
Point Reyes intersection: Intersection of the Oakland, Calif., omnirange 305° True and the Ukiah, Calif., omnirange 162° True radials.
Ponca City, Okla., omnirange station.
Poughkeepsie, N. Y., omnirange station.
Pueblo, Colo., omnirange station.
Quincy, Ill., omnirange station.
Quitman, Tex., omnirange station.
Raleigh, N. C., omnirange station.
Rapid City, S. Dak., omnirange station.
Raton, N. Mex., omnirange station.
Red Bluff, Calif., omnirange station.
Redwood Falls, Minn., omnirange station.
Rochester, Minn., omnirange station.
Rochester, N. Y., omnirange station.
Rock Springs, Wyo., omnirange station.
Roswell, N. Mex., omnirange station.
Russell, Kans., omnirange station.
St. Joseph, Mo., omnirange station.
St. Louis, Mo., omnirange station.
Sacramento, Calif., omnirange station.
Salina, Kans., omnirange station.
Salinas, Calif., omnirange station.
Salisbury, Md., omnirange station.
Salt Flat, Tex., omnirange station.
San Angelo, Tex., omnirange station.
San Antonio, Tex., omnirange station.
San Francisco, Calif., omnirange station.
Santa Barbara, Calif., omnirange station.
Santa Fe, N. Mex., omnirange station.
Savannah, Ga., omnirange station.
Scranton, Pa., omnirange station.
Seeley intersection: The intersection of the Yuma, Ariz., omnirange 267° True and the Thermal, Calif., omnirange 155° True radials.
Selinsgrove, Pa., omnirange station.
Sheridan, Wyo., omnirange station.
Shreveport, La., omnirange station.
Sidney, Nebr., omnirange station.
Sioux City, Iowa, omnirange station.
Sioux Falls, S. Dak., omnirange station.
South Bend, Ind., omnirange station.
South Haven intersection: The intersection of the Litchfield, Mich., omnirange 290° True and the South Bend, Ind., omnirange 003° True radials.
Spartanburg, S. C., omnirange station.
Springfield, Ill., omnirange station.
Springfield, Mo., omnirange station.
Sulphur Springs, Tex., omnirange station.
Syracuse, N. Y., omnirange station.

Tallahassee, Fla., omnirange station.
Tampa, Fla., omnirange station.
Tecumseh intersection: The intersection of the Detroit, Mich., omnirange 228° True and the Toledo, Ohio, omnirange 321° True radials.
Terre Haute, Ind., omnirange station.
Texarkana, Ark., omnirange station.
The Dalles, Oreg., omnirange station.
Thurmon, Colo., omnirange station.
Toledo, Ohio, omnirange station.
Topeka, Kans., omnirange station.
Trumansburg intersection: The intersection of the Elmira, N. Y., omnirange 29° True and the Rochester, N. Y., omnirange 130° True radials.
Truth or Consequences, N. Mex., omnirange station.
Tucumcari, N. Mex., omnirange station.
Tulsa, Okla., omnirange station.
Tuscaloosa, Ala., omnirange station.
Ukiah, Calif., omnirange station.
Vero Beach, Fla., omnirange station.
Vichy, Mo., omnirange station.
Waco, Tex., omnirange station.
Walnut Ridge, Ark., omnirange station.
Walton intersection: The intersection of the Moline, Ill., omnirange 82° True and the Bradford, Ill., omnirange 360° True radials.
Watertown, N. Y., omnirange station.
Watertown, S. Dak., omnirange station.
Westchester, Pa., omnirange station.
West Palm Beach, Fla., omnirange station.
Wichita, Kans., omnirange station.
Wichita Falls, Tex., omnirange station.
Williamsport intersection: The intersection of the Philipsburg, Pa., omnirange 71° True and the Selinsgrove, Pa., omnirange 11° True radials.
Wilton, Conn., omnirange station.
Wink, Tex., omnirange station.
Youngstown, Ohio, omnirange station.

[F. R. Doc. 52-12885; Filed, Dec. 4, 1952; 8:47 a. m.]

TITLE 7—AGRICULTURE

Chapter VIII—Production and Marketing Administration (Sugar Branch), Department of Agriculture

Subchapter I—Determination of Prices

[Sugar Det. 878.5]

PART 878—SUGARCANE: VIRGIN ISLANDS

FAIR AND REASONABLE PRICES FOR 1953 CROP

Pursuant to the provisions of section 301 (c) (2) of the Sugar Act of 1948, as amended, (herein referred to as "act"), after investigation, and due consideration of the evidence obtained at the public hearing held in Christiansted, St. Croix, Virgin Islands, on September 29, 1952, the following determination is hereby issued:

§ 878.5 *Fair and reasonable prices for the 1953 crop of Virgin Islands sugarcane.* A processor-producer of sugarcane in the Virgin Islands who applies for payment under the act shall be deemed to have complied with the provisions of section 301 (c) (2) of the act with respect to the 1953 crop, if the requirements of this determination are met.

(a) *Definitions.* For the purpose of this determination, the term:

(1) "Raw sugar" means 96° raw sugar.

(2) "Settlement period" means the two-week period in which sugarcane is delivered by the producer to the processor-producer. The first such period shall start on Monday of the week grinding commences and successive periods shall start at two-week intervals thereafter.

(3) "Average price of raw sugar" means the simple average of the daily spot quotations of raw sugar of the New York Coffee and Sugar Exchange (domestic contract), adjusted to a duty paid basis by adding to each daily quotation the United States duty prevailing on Cuban raw sugar on that day, for the period on which settlement is based, except that, if the Director of the Sugar Branch determines that for any such period such average price does not reflect the true market value of raw sugar because of inadequate volume or other factors, the Director may designate the average price to be effective under this determination.

(4) "F. o. b. mill price" means the average price of raw sugar minus selling and delivery expenses (converted to a pound unit) actually incurred by the processor-producer in the marketing of 1953 crop raw sugar (other than bags or storage in company warehouses).

(5) "Yield of raw sugar" means the yield of raw sugar per 100 pounds of sugarcane determined for each settlement period in accordance wtih the following procedure:

(i) A representative sample of not less than six stalks of sugarcane shall be taken from each producer's truckload or partial load and the juice extracted by a laboratory power mill. Correlating factors based on experience shall be established not less than twice weekly between the laboratory mill juice and the factory crusher juice brix and sucrose, respectively. These correlating factors then shall be applied to the laboratory mill analysis of brix and sucrose to bring the laboratory mill analysis to the equivalent of factory crusher juice analysis.

(ii) Application shall then be made of the formula, $R=(S-0.3B)F$, in which:

R=Recoverable sugar yield, 96° polarization.
S=Polarization of the crusher juice obtained from the sugarcane of each producer.
B=Brix of the crusher juice obtained from the sugarcane of each producer.
F=Factor obtained from the fraction whose numerator is the average yield of sugar, 96° polarization, obtained from the aggregate grinding during each settlement period in which the sugarcane of the producer has been ground and whose denominator is the average polarization of the crusher juice minus three-tenths of the brix of the crusher juice, both components of the denominator being obtained from the aggregate grinding during the settlement period in which the sugarcane of the producer has been ground.

(b) *Basic payment.* The processor-producer shall pay, or contract to pay, the producer for sugarcane delivered during a settlement period the f. o. b. mill price of that portion of the raw sugar determined by applying the following applicable percentage to the yield of raw sugar from the producer's sugarcane.

Yield of raw sugar per 100 pounds of sugarcane (pounds):	Percentage
6.0	59.0
7.0	60.0
8.0	61.0
9.0	62.0
10.0	63.0
11.0	64.0
12.0	65.0

Intermediate points within the scale are to be interpolated to the nearest one-tenth point. Points below 6 pounds or above 12 pounds of raw sugar are to be in proportion to the immediately preceding interval.

(c) *Molasses payment.* The processor-producer shall pay the producer for each 100 pounds of sugarcane delivered an amount computed by applying the following applicable percentage to the net proceeds derived from the sale of blackstrap molasses produced per 100 pounds of sugarcane for the 1953 crop:

Yield of raw sugar per 100 pounds of sugarcane (pounds):	Percentage
6.0	86.0
7.0	80.0
8.0	74.0
9.0	68.0
10.0	62.0
11.0	56.0
12.0	50.0

Intermediate points within the scale are to be interpolated to the nearest one-tenth point. Points below 6 pounds or above 12 pounds of raw sugar are to be in proportion to the immediately preceding interval.

(d) *Reporting requirement.* The processor-producer shall submit in duplicate to the Caribbean Area Office of the Production and Marketing Administration, San Juan, Puerto Rico, a certified statement of the actual deductions made in determining the f. o. b. mill price of raw sugar and the net proceeds from blackstrap molasses.

(e) *Subterfuge.* The processor-producer shall not reduce returns to the producer below those determined herein through any subterfuge or device whatsoever.

STATEMENT OF BASES AND CONSIDERATIONS

(a) *General.* The foregoing determination provides fair and reasonable prices to be paid by a processor-producer (i. e., a producer who is directly or indirectly a processor of sugarcane—hereinafter referred to as "processor") for sugarcane of the 1953 crop purchased from other producers. It prescribes the minimum requirements with respect to prices for sugarcane which must be met as one of the conditions for payment under the act.

(b) *Requirements of the act.* In determining fair and reasonable prices, the act requires that a public hearing be held and investigations be made. Accordingly, on September 29, 1952, a public hearing was held in Christiansted, St. Croix, Virgin Islands, at which time interested parties presented testimony with respect to fair and reasonable prices for the 1953 crop of sugarcane. In addition, investigations have been made of conditions relating to the sugar industry in the Virgin Islands. In this price determination, consideration has been given to testimony presented at the hearing and to information resulting from investigations.

(c) *1953 price determination.* The 1953 price determination differs from that of 1952 in two respects. First, the method of sampling and testing the sugarcane of individual producers provides for the use of a laboratory mill to test samples of each lot of cane purchased. Second, payment for all sugarcane delivered by a producer during a settlement period is based solely upon the average price of raw sugar, converted to the f. o. b. mill price, for that settlement period.

At the public hearing, the representative of the Virgin Islands Corporation, which is the only processor of sugarcane in the area, recommended that the method of sampling and testing sugarcane be changed inasmuch as it has been very difficult to obtain from the mill a true sample of the crusher juice from the many small bundles of cane delivered by producers. Grower representatives concurred in the recommendation and it is incorporated into the determination to provide for greater equity as among growers delivering sugarcane of varying quality.

The simplified method of settling for growers' cane on the basis solely of the average price of raw sugar during the sugarcane delivery period, rather than, as in the past, partially upon such basis and partially on the basis of raw sugar prices during the early months of the following year, recognizes the increased quota available to the Virgin Islands in 1953 and the fact that growers' production has not expanded to the same degree as has the Corporation's.

The representative of the Corporation recommended changes in sugarcane delivery terms, charges and allowances which were opposed by producers. Following the hearing, however, the Corporation and independent producers agreed to increase hauling allowances under the present method of delivery. In view of such agreement, this determination does not contain specific provisions regarding terms for the transportation and delivery of sugarcane.

A representative of the small growers recommended that in the event molasses is marketed at prices less than those in a comparable area such as Puerto Rico, growers should have a voice in such marketing. The recommendation has not been adopted because of the difficulty of establishing objectively the market value of molasses in comparable areas under varying conditions. Finally, the producer representatives recommended the adoption of a scale for sugar settlement which would return to producers for each 100 pounds of sugarcane ground, an additional pound of sugar above the quantity specified under the scale in the 1952 determination. A witness for the Virgin Islands Corporation recommended that the scale used for the 1952 crop be continued for the 1953 crop and presented financial data to support the contention that it would be economically unfeasible for the Corporation to pay for sugarcane in accordance with the scale recommended by producers.

An examination of conditions within the sugar industry in the Virgin Islands indicates, as it has in the past, that the standards customarily considered in price determinations in other cane producing areas, cannot be applied in the usual manner. The Virgin Islands Corporation, operated under the direction of the Department of Interior primarily to promote the general welfare of the people of the Islands, is both the largest producer and only processor of sugarcane. Financial results of the Corporation have been generally unfavorable and annual losses on sugar operations continue to mount despite the Corporation's efforts to reduce losses through improvements in agricultural and milling operations.

During the past two years, Virgin Islands sugarcane producers have enjoyed unusually favorable crop conditions, as a result of which, in conjunction with increased acreage, production has doubled. Nevertheless, it is recognized that independent producers still are subject to the hazards to agricultural production characteristic of the Virgin Islands and associated with insufficient rainfall, the poor moisture-retention quality of the soil, and low sugarcane yields. It is further recognized that the present basis for sharing the proceeds from raw sugar and molasses may not result in individually profitable operations for all producers. However, the sharing relationship specified in this determination provides returns to producers which compare favorably with those obtained by sugarcane producers in other offshore areas.

Accordingly, I hereby find and conclude that the foregoing price determination is fair and reasonable and will effectuate the price provisions of the Sugar Act of 1948, as amended.

(Sec. 403, 61 Stat. 932; 7 U. S. C. Sup. 1153. Interprets or applies sec. 301, 61 Stat. 929; 7 U. S. C. Sup. 1131)

Issued this 28th day of November 1952.

[SEAL] K. T. HUTCHINSON,
Acting Secretary.

[F. R. Doc. 52-12865; Filed, Dec. 4, 1952; 8:46 a. m.]

TITLE 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Bureau of Animal Industry, Department of Agriculture

Subchapter C—Interstate Transportation of Animals and Poultry

[B. A. I. Order 383, Amdt. 2]

PART 76—HOG CHOLERA, SWINE PLAGUE, AND OTHER COMMUNICABLE SWINE DISEASES

CHANGES IN AREAS QUARANTINED BECAUSE OF VESICULAR EXANTHEMA

Pursuant to the authority conferred by sections 1 and 3 of the act of March 3, 1905, as amended (21 U. S. C. 123 and 125), sections 1 and 2 of the act of February 2, 1903, as amended (21 U. S. C. 111 and 120), and section 7 of the act of May 29, 1884, as amended (21 U. S. C. 117), § 76.26 in Part 76 of Title 9, Code of Federal Regulations, containing a notice of the existence in certain areas of the swine disease known as vesicular exanthema and establishing a quarantine because of such disease, is hereby amended to read as follows:

§ 76.26 *Notice and quarantine.* (a) Notice is hereby given that the contagious, infectious and communicable disease of swine known as vesicular exanthema exists in the following areas:

The State of California, except Modoc and Siskiyou Counties;

Hartford County, in Connecticut;

St. Clair County; Columbia Township, in Monroe County; Peoria and Limestone Townships, in Peoria County, in Illinois;

City of Baltimore, in Maryland;

Bristol County, in Massachusetts;

Franklin and St. Louis Counties, in Missouri;

Burlington, Camden, Gloucester, Hudson, Morris, and Ocean Counties, in New Jersey;

Albany and New York Counties and Clarkstown Township, in Rockland County, in New York;

Council Grove, Mustang, Oklahoma and Greeley Townships, in Oklahoma County, in Oklahoma;

Bucks, Delaware and York Counties, in Pennsylvania;

The State of Rhode Island;

That part of Parker County lying north of U. S. Highway 180 and east of State Highway No. 51, in Texas.

(b) The Secretary of Agriculture, having determined that swine in the States named in paragraph (a) of this section are affected with the contagious, infectious and communicable disease known as vesicular exanthema and that it is necessary to quarantine the areas specified in paragraph (a) of this section and the following additional areas, in order to prevent the spread of said disease from said States, hereby quarantines the areas specified in paragraph (a) of this section and in addition:

Bergen, Essex, and Union Counties, in New Jersey;

Montgomery County, in Pennsylvania.

Effective date. This amendment shall become effective upon issuance. This amendment includes within the areas in which vesicular exanthema has been found to exist, and in which a quarantine has been established, Albany County, in New York.

Hereafter, all of the restrictions of the quarantine and regulations in 9 CFR Part 76, Subpart B, as amended (17 F. R. 10538) apply with respect to shipments of swine and carcasses, parts and offal of swine from this area.

The foregoing amendment imposes further restrictions necessary to prevent the spread of vesicular exanthema, a communicable disease of swine, and to this extent it must be made effective immediately to accomplish its purpose in the public interest. Accordingly, under section 4 of the Administrative Procedure Act (5 U. S. C. 1003) it is found upon good cause that notice and other public procedure with respect to the foregoing amendment are impracticable and contrary to the public interest and good cause is found for making the amendment effective less than 30 days after publication hereof in the FEDERAL REGISTER.

(Secs. 4, 5, 23 Stat. 32, as amended, sec. 2, 32 Stat. 792, as amended, secs. 1, 3, 33 Stat. 1264, as amended, 1265, as amended; 21

U. S. C. 111, 120, 123, 125. Interprets or applies sec. 7, 23 Stat. 32, as amended; 21 U. S. C. 117)

Done at Washington, D. C., this 2d day of December 1952.

[SEAL] K. T. HUTCHINSON,
Acting Secretary of Agriculture.

[F. R. Doc. 52-12891; Filed, Dec. 4, 1952; 8:48 a. m.]

TITLE 15—COMMERCE AND FOREIGN TRADE

Chapter III—Bureau of Foreign and Domestic Commerce, Department of Commerce

Subchapter C—Office of International Trade

[6th Gen. Rev. of Export Regs., Amdt. 22 [1]]

PART 371—GENERAL LICENSES

PART 373—LICENSING POLICIES AND RELATED SPECIAL PROVISIONS

PART 379—EXPORT CLEARANCE

PART 382—DENIAL OR SUSPENSION OF EXPORT PRIVILEGES

PART 398—PRIORITY RATINGS AND SUPPLY ASSISTANCE

MISCELLANEOUS AMENDMENTS

1. Section 371.25 *General license GMC unmanufactured cotton* is hereby deleted.

2. Section 373.9 *Special provisions for diamonds*, paragraph (d) *Export clearance of loose diamonds*, is amended by deleting the word "industrial" in the first sentence of the paragraph. The remainder of paragraph (d) is unchanged. The first sentence, as amended, is to read as follows: "Every shipment of loose diamonds in any form must be inspected by the U. S. Appraiser of Merchandise at New York, regardless of the means of exportation or the port of exit."

3. Section 379.1 *Presentation for export*, paragraph (f) *Shipments via mail*, is amended in the following particulars:

Subparagraph (1) *Export clearance* is amended to read as follows:

(1) *Export clearance.* In exporting merchandise by surface or air parcel post, the sender (exporter) must (i) whenever a validated license is required, enter the complete validated license number on the address side of the wrapper on the package and present the validated license to the postmaster, or (ii) whenever a validated license is not required, place the appropriate general license symbol on the address side of the wrapper on the package, followed by the words "Export License Not Required." The general license symbol and the phrase will constitute certification to the postmaster and the Office of International Trade that a validated export license is not required for the shipment. Only one shipment may be made against a validated export license if exportation is by mail. In all cases the sender must surrender his license to the postmaster at the time of shipment.

4. Section 382.51 *Table of compliance orders currently in effect denying export privileges*, paragraph (b), *Table of compliance orders* is amended by adding the following entries:

Name and address	Effective date of order	Expiration date of order	Export privileges affected	FEDERAL REGISTER citation
Alimable, S. A., 205 rue Americaine, Ixelles Brussels, Belgium.	8-3-49	Duration	General and validated licenses, all commodities, any destination. (Company related to Bernard Liebermann, which see.)	14 F. R. 4913, 8-9-49.
Bluda, George, c/o Caymex Corp., 50 Broad St., New York, N. Y.	11-3-52	5-3-53	General and validated licenses, all Positive List commodities, any destination.	17 F. R. 10149, 11-8-52.
Caymex Corp., 50 Broad St., New York, N. Y.	11-3-52	5-3-53	do	17 F. R. 10149, 11-8-52.
Centralimpex, S. A., 205 rue Americaine, Ixelles Brussels, Belgium.	8-3-49	Duration	General and validated licenses, all commodities, any destination. (Company related to Bernard Liebermann, which see.)	14 F. R. 4913, 8-9-49.
Intercontinental Import-Export, S. A., 70 rue du Lombard, Brussels, Belgium.	8-3-49	do	do	14 F. R. 4913, 8-9-49.
IPSA, A. G. fur Petroleum Industrie, Rothkreuz, Switzerland.	9-24-51	do	General and validated licenses, all commodities, any destination. (Company related to Albert von Tscharner, which see.)	16 F. R. 10088, 10-3-51.

5. Section 398.1 *DO (priority) ratings and allotment symbols (CMP) for foreign aircraft* is amended in the following particulars:

a. In paragraph (a) *Delegation of authority* the words "foreign countries other than those listed in § 398.53" are substituted for the words "foreign countries other than those listed in paragraph (c) of this section".

b. Paragraph (c) *Ratings not assigned by OIT* is amended to read as follows:

(c) *Ratings not assigned by OIT.* Requests for DO ratings or allotment symbols on purchase orders for delivery of maintenance, repair and operating supplies and supporting navigational aids to foreign civil air carriers registered in any of the countries listed in § 398.53 shall be submitted to the Office of Aviation Defense Requirements, Civil Aeronautics Administration, Temporary Building T-4, Washington 25, D. C.

6. Part 398, Priority ratings and supply assistance, is amended by adding a new section (§ 398.53) to read as follows:

§ 398.53 *Supplement 3: Countries for which the Mutual Security Agency is the claimant agency.*

EUROPEAN COUNTRIES

Austria.
Belgium-Luxembourg Economic Union.
Denmark, including Faroe Islands.
France, including the Saar.
Germany (Federal Republic).
Greece, including the Aegean Islands.
Iceland.
Ireland.
Italy.
Netherlands.
Norway, including Spitzbergen.
Portugal, including the Azores.
Sweden.
Switzerland, including Liechtenstein.
Trieste, Free Territory of.
Turkey.
United Kingdom, including the Channel Islands.
Yugoslavia.

OVERSEAS TERRITORIES

Belgian Overseas Territories:
- Belgian Congo.
- Ruanda-Urundi.

British Overseas Territories:
- Gibraltar.
- Malta and Gozo.
- Cyprus.
- British West Africa:
  - Nigeria, including British Cameroons.
  - Gold Coast, including British Togoland and Ashanti.
  - Sierra Leone.
  - Gambia.
- Northern Rhodesia.
- Southern Rhodesia.
- Nyasaland.
- British East Africa:
  - Kenya.
  - Uganda.
  - Tanganyika.
  - Zanzibar and Pemba.
- Somaliland Protectorate.
- Basutoland, Bechuanaland Protectorate, Swaziland.
- St. Helena, Ascension Island.
- Mauritius and Dependencies.
- Seychelles.
- Aden (Colony and Protectorate).
- Bahrein Island, Kuwait, Qatar and Trucial Oman.
- British Malaya, including Singapore.
- British Borneo (North Borneo, Sarawak and Brunei).
- Hong Kong.
- British Oceania:
  - Fiji Islands.
  - British Solomon Islands.
  - Other British Islands of the Pacific.
- Bermuda.
- British West Indies:
  - Bahamas.
  - Jamaica and Dependencies.
  - Windward Islands, including Dominica.
  - Leeward Islands.
  - Barbadoes.
  - Trinidad and Tobago.
- British Honduras.
- British Guiana.
- Falkland Islands and Dependencies.

French Overseas Departments, Protectorates and Territories:
- Overseas Departments:
  - Algeria.
  - French Guiana.
  - Guadeloupe.
  - Martinique.
  - Reunion Island.
- Protectorates:
  - French Zone of Morocco.
  - Tunisia.
- Overseas Territories:
  - Somaliland.
  - French West Africa, including French Togo.

[1] This amendment was published in Current Export Bulletin No. 685, dated November 28, 1952, part 1 appearing in the reprint pages, dated November 28, 1952.

French Overseas Departments, Protectorates and Territories—Continued
Overseas Territories—Continued
French Equatorial Africa, including French Cameroons.
Madagascar and Comoro Islands.
Saint Pierre and Miquelon.
French Pacific Islands, including New Caledonia and Dependencies.
French East Indian Possessions.
New Hebrides—Anglo-French Condominium.
Danish Overseas Territory:
Greenland.
Netherlands Overseas Territories:
Surinam.
Netherlands Antilles, including Curacao.
Portuguese Overseas Territories:
Angola (Portuguese West Africa), including Cabinda.
Mozambique (Portuguese East Africa).
Cape Verde Islands and Portuguese Guinea.
Madeira.
Sao Thome and Principe.
Timor.
Macao.
Portuguese East India.

FAR EASTERN COUNTRIES

Indochina.
Taiwan (Formosa).
Thailand.
Philippines.
Korea, Republic of.

This amendment shall become effective as of November 28, 1952.

(Sec. 3, 63 Stat. 7; 65 Stat. 43; 50 U. S. C. App. Sup. 2023. E. O. 9630, Sept. 27, 1945, 10 F. R. 12245; 3 CFR, 1945 Supp.; E. O. 9919, Jan. 3, 1948, 13 F. R. 59; 3 CFR, 1948 Supp.)

LORING K. MACY,
Director,
Office of International Trade.

[F. R Doc 52-12810; Filed, Dec 4, 1952; 8:45 a m.]

[6th Gen. Rev. of Export Regs., Amdt. P. L. 19 [1]]

PART 399—POSITIVE LIST OF COMMODITIES AND RELATED MATTERS

MISCELLANEOUS AMENDMENTS

Section 399.1 *Appendix A—Positive List of Commodities* is amended in the following particulars:

1. The following commodities are deleted from the Positive List:

Dept. of Commerce Schedule B No.	Commodity
300402 300403 300405 300406	Linters (specify grade): Grades 1 to 4 inclusive (U. S. Official Standard) (motes included). Grades 5 to 7 inclusive (U. S. Official Standard) (cottonseed hull fiber included).
820580	Agricultural insecticides containing 25 percent or more DDT (dichlorodiphenyl trichloroethane) (report as net quantity the weight of the DDT content).

This part of the amendment shall become effective as of 12:01 a. m., November 28, 1952.

2. The dollar value limit in the column headed "GLV dollar-value limit" set forth opposite the commodities listed below is amended to read as follows:

Dept. of Commerce Schedule B No.	Commodity	GLV dollar-value limits
914950	Microscopes, and specially fabricated accessories and parts, n. e. c.: Other microscopes, specially fabricated parts and accessories, n. e. c., except diamondscopes, micro-projectors, and microscope slides	50

This part of the amendment shall become effective as of 12:01 a. m., November 28, 1952.

3. The following revisions are made in commodity descriptions. These revisions include changes in validated license control where indicated.

Dept. of Commerce Schedule B No.	Commodity	Unit	Processing code and related commodity group	GLV dollar-value limits	Validated license required	Commodity
656501	Tin ore and concentrates [1]	Lb.	NONF	25	RO	B D
730610	Specialized mining machines and equipment, n. e. c., and parts, n. e. c.: Underground loading machines (report underground mine conveyors in 724905).[2]	No.	MINE	None	RO	A

[1] The above revised entry is substituted for the first entry presently on the Positive List under Schedule B No. 656501. The effect of this revision is to clarify the coverage.

[2] The above entry is substituted for the two entries presently on the Positive List under Schedule B No. 730610. The effect of this revision is to change the control from R to RO for slushers, 50 horsepower up to but not including 200 horsepower; and, to add the commodities included in the above entry to the commodities subject to the IC/DV procedure (see § 373.34), effective Jan. 12, 1953, as indicated in the column headed "Commodity Lists."

This part of the amendment shall become effective as of 12:01 a. m., December 5, 1952.

4. The letter "A" set forth in the column headed "Commodity Lists" opposite the commodity entries listed below is hereby deleted to indicate that these commodities are no longer subject to the IC/DV procedure (see § 373.34):

Dept. of Commerce Schedule B No.	Commodity
615450	Tools (all metals), n. e. c.: Hacksaw blades, power.
619039	Welding rods and wires: Lead and lead base (specify by name and metal content).

This part of the amendment shall become effective as of December 28, 1952.

Shipments of any commodities removed from general license to Country Group R or Country Group O destinations as a result of changes set forth in part 3 of this amendment which were on dock, on lighter, laden aboard an exporting carrier, or in transit to a port of exit pursuant to actual orders for export prior to 12:01 a. m., December 5, 1952, may be exported under the previous general license provisions up to and including December 29, 1952. Any such shipment not laden aboard the exporting carrier on or before December 29, 1952, requires a validated license for export.

(Sec. 3, 63 Stat. 7; 65 Stat. 43; 50 U. S. C. App. Sup. 2023. E. O. 9630, Sept. 27, 1945, 10 F. R. 12245; 3 CFR, 1945 Supp.; E. O. 9919, Jan. 3, 1948, 13 F. R. 59; 3 CFR, 1948 Supp.)

[SEAL] LORING K. MACY,
Director,
Office of International Trade.

[F. R. Doc. 52-12894; Filed, Dec. 4, 1952; 8:45 a. m.]

TITLE 32A—NATIONAL DEFENSE, APPENDIX

Chapter III—Office of Price Stabilization, Economic Stabilization Agency

[Ceiling Price Regulation 100, Interpretation 1]

CPR 100—RETAIL SALES OF NEW AND USED MECHANICAL FARM EQUIPMENT

INT. 1—SEPARATE STATEMENT OF EXTRA CHARGES IN INVOICE (SECTION 11 (e))

In accordance with section 11 of CPR 100, retail sellers of farm equipment covered by this regulation are required to furnish to purchasers an invoice containing the information set forth in the lettered paragraphs of this section. Paragraph 11 (e) requires "A separate statement of any extra charges permitted by this regulation."

Sellers of new complete farm equipment and new parts determine their ceiling prices for such commodities under section 2, 3 or 4 of CPR 100, depending upon the individual retail seller's pre-Korea pricing practice.

Sections 2 and 3 of CPR 100 specify that the retail seller's ceiling price shall be "the sum of the following," and the "following" includes many specified charges, such as transportation costs, manufacturers' or wholesale distributors' handling charges, etc. Consequently, section 11 (e) of CPR 100 does not require such retail dealers who are required to determine their ceiling prices under section 2 or 3 to list the specified charges in the invoice required by section 11 because these charges are actually a part of the ceiling price as determined under section 2 or 3. (An exception to this is taxes, which under sections 2 (b) (7) and 3 (b) (5) may be added to the seller's ceiling prices. Consequently, a seller pricing under section 2 or 3 must separately state in his in-

[1] This amendment was published in Current Export Bulletin No. 685, dated Nov. 28, 1952.

voice any charges made by him for such taxes.)

On the other hand, those retail sellers who determine their ceiling prices under section 4 of CPR 100 are required to list any extra charges in their invoice since section 4 states that the specified charges, such as transportation costs, service and handling charges, etc., may be added to the seller's ceiling price. In addition, section 4 (d) specifically requires that a seller separately state in his invoice each additional charge which he adds to his ceiling prices under that section.

(Sec. 704, 64 Stat. 816, as amended; 50 U. S. C. App. Sup. 2154)

HERBERT N. MALETZ,
Chief Counsel,
Office of Price Stabilization.

DECEMBER 4, 1952.

[F. R. Doc. 52-12962; Filed, Dec. 4, 1952; 12:02 p. m.]

CPR 181—STOCK MILLWORK

Pursuant to the Defense Production Act of 1950, as amended, Executive Order 10161, and Economic Stabilization Agency General Order No. 2, this Ceiling Price Regulation 181 is hereby issued.

STATEMENT OF CONSIDERATIONS

This regulation establishes dollar-and-cent ceiling prices for direct-mill sales of stock millwork, including doors, frames, windows, blinds and shutters, sash, window screens and screen doors, made in whole or in large part from the following species: Ponderosa pine (pinus ponderosa) Idaho pine (Pinus monticola); Sugar pine (Pinus lambertina); Northern or Northeastern pine (Pinus strobus). The regulation also provides a modification of the GCPR ceiling prices on direct-mill sales of hollow core flush veneered doors in all woods except Douglas Fir, which is covered in CPR 175, and for various stock millwork specialties. Dollars-and-cents ceiling prices for direct-mill sales of Douglas Fir window and door frames are also included in this regulation.

Nature of the industry. The millwork industry is made up of several product groupings which cover items that are built into and become part of a building. This regulation is concerned only with the standard or "stock" items of millwork.

Many companies manufacture stock millwork, but about 90 percent of them are small producers who make millwork in conjunction with the wholesale or retail distribution of lumber and other building materials. There are approximately 100 medium size millwork manufacturers whose sales volume is considerable. However, of the total industry output of stock millwork, a major portion is manufactured by about 30 companies on a mass production basis.

Whereas the small producers are scattered throughout the country, the large mills are located principally in Iowa, Wisconsin, and Illinois, about 60 percent of the total stock millwork production is concentrated in this area. Other centers of production, though somewhat less important, are located in New England, the lower Mississippi Valley, Texas, California and Washington.

Based on data furnished by the National Woodwork Manufacturers Association, it is estimated that the total value of shipments of stock millwork during 1951 was approximately $160,000,000. It is estimated that the value of screen doors sold in 1951 amounted to about $5,000,000.

Nature of this regulation. The stock millwork industry has developed a special system of pricing which is recognized and adhered to by most manufacturers in the industry. List prices and list extras are contained in standard catalogs, published under the auspices of trade associations in the millwork industry; as for example, Catalog 8–A "Standard Pine Frames" and Catalog 40 "Sash, Doors, Screens" which are both published by the National Door Manufacturers Association. The basic lists and list extras remain unchanged over long periods of time. Individual manufacturers issue price sheets, which are kept current, containing discounts and/or percentage additions to be applied to the basic list. For most items the ceiling prices under this regulation are determined by reference to these basic price lists, adjusted by the discounts or additions prevailing during the base period.

Most items of stock millwork are sold f. o. b. mill with carload rate of freight allowed within an established price zone. The regulation, therefore, establishes ceiling prices for a basic zone (Zone 1) which embraces the principal millwork production area and which has traditionally served as the center of the millwork market. The regulation provides that individual manufacturers may apply their base period (December 19, 1950–January 25, 1951) differentials for delivery to points outside of Zone 1. If a manufacturer did not quote prices for Zone 1 or had not established differentials for those zones in which he sold millwork, he may use the delivery differentials appearing in the price schedule of his closest competitor.

Zone pricing does not extend to all items of millwork. Solid core flush veneered doors as well as certain stock millwork specialties are usually priced f. o. b. mill, no freight allowed. Screen doors and blinds and shutters are usually priced f. o. b. mill, carload rate of freight allowed to all zones. In the latter case, there exists what amounts to a "delivered U. S. A." price. The regulation provides that manufacturers who used the f. o. b. mill method of pricing during the period December 19, 1950 to January 25, 1951, must continue to use that basis of quotation. Also, manufacturers who sold on what amounts to be a delivered basis (f. o. b. mill, carload rate of freight allowed to all zones) during the base period must continue to do so.

It has been a long established practice in the millwork industry to publish price schedules at the dealer carload level. However, over the years, there has developed a tendency to sell through jobbers to avoid the expense of a large sales organization. It is estimated that about 50 percent of the mills now publish price schedules at the jobber level only. Those continuing to price at the dealer carload level grant concessions from the published price schedules for sales to jobbers. For purposes of this regulation it was considered administratively desirable to establish ceiling prices at the dealer carload level, and to provide for concessions when sales are made through jobbers. In analyzing manufacturers' price schedules for setting prices under this regulation, all prices were adjusted to the dealer carload levels.

This regulation establishes mill level ceiling prices, and does not deal with pricing at the various distribution levels. The transactions covered are described as "direct-mill sales". Such a sale exists when a shipment originating at a mill reaches its ultimate destination with the shipment intact, regardless of who actually effected the sale and whether or not the title passes to an intermediate buyer. Thus the term direct-mill sale does not include a transaction where a shipment passes through a yard or warehouse and is actually unloaded before being resold. The treatment of the matter in the regulation conforms to the industry's traditional marketing practices.

Levels of prices in this regulation. The new ceiling prices established by this regulation will be approximately 3 percent above the average ceilings for stock millwork and from 3 to 4.5 percent above the average ceilings for screen doors established under the General Ceiling Price Regulation. These higher ceilings reflect increases in direct costs that have occurred in the millwork and screen door industry since January 1, 1952. This pass-through of recent direct cost increases has been found necessary in order to satisfy the requirement that ceiling prices be generally fair and equitable under the Industry Earnings Standard. Partial data available to the Office of Price Stabilization indicates that during the year 1951 the ratio of net profit before taxes to net worth in these industries fell below 85 percent of the average for the years 1947–1949. Because the data available was not collected for the purpose of making an earnings standard study of these industries, the information may not be adequate to give a final and conclusive indication of the earnings situation in these industries. Accordingly, a comprehensive study of earnings will be made by OPS in order to determine whether or not further adjustments in these ceilings are necessary.

FINDINGS OF THE DIRECTOR OF PRICE STABILIZATION

In the judgment of the Director of Price Stabilization the ceiling prices established by this regulation are generally fair and equitable and are necessary to effectuate the purpose of Title IV of the Defense Production Act of 1950, as amended.

So far as practical in the formulation of this regulation, the Director of Price Stabilization has given due considera-

tion to the national effort to achieve maximum production in furtherance of the objectives of the Defense Production Act of 1950, as amended; to prices prevailing during the period May 24, 1950 to June 24, 1950, inclusive; to those prevailing during the period January 25 through February 24, 1951, as well as to the level of prices prevailing just before the issuance of this regulation; and to all relevant factors of general applicability.

In formulating this regulation, there has been consultation with industry representatives, including trade association representatives, and consideration has been given to their recommendations. This included two meetings with the Stock Millwork Industry Advisory Committee.

Every effort has been made to conform this regulation to business practices existing with respect to the production, sale and distribution of the items of stock millwork covered by this regulation. Insofar as any provisions of this regulation may operate to compel changes in those business practices, such provisions are found by the Director of Price Stabilization to be necessary to prevent circumvention or evasion of this regulation.

REGULATORY PROVISIONS

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3. Transactions covered.
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AUTHORITY: Sections 1 to 33 issued under sec. 704, 64 Stat. 816 as amended; 50 U. S. C. App. Sup. 2154. Interpret or apply Title IV, 64 Stat. 803, as amended; 50 U. S. C. App. Sup. 2101–2110; E. O. 10161, Sept. 9, 1950, 15 F. R. 6105; 3 CFR, 1950 Supp.

SECTION 1. *What this regulation does.* This regulation establishes dollars-and-cents ceiling prices for direct mill sales of stock millwork and stock millwork specialties. The General Ceiling Price Regulation is superseded by this regulation as to the transactions covered herein.

SEC. 2. *Products covered.* This regulation covers open windows and sash, lineal sash stock, glazed windows and sash, panel doors, open garage doors, frames and frame stock, wired window and sash screens, outside blinds and shutters, hollow core flush doors veneered in all woods except Douglas fir (pseudotsuga taxifolia), solid core flush veneered doors having softwood cores, screen doors, and miscellaneous stock millwork items, made in whole or in part from lumber cut from the following species of wood: Ponderosa pine (Pinus ponderosa), Idaho pine (Pinus monticola), Sugar pine (Pinus lambertina), or Northern or Northeastern pine (Pinus strobus). It also covers Douglas fir window and door frames. It does not cover stock hardwood veneer panel, sash or flush doors; nor does it cover special millwork manufactured according to architect's details. This regulation also covers stock millwork specialties made in whole or in part from Ponderosa pine (Pinus ponderosa), Idaho pine (Pinus monticola), Sugar pine (Pinus lambertina), or Northern or Northeastern pine (Pinus strobus). These latter stock millwork specialties include, but are not limited to, the following items that cannot be priced from Lists 8, 8A, 9A, or 10A:

Ornamental entrance frames.
Complete casement sash and window units (including frames).
Louvre frames.
Complete gable frame and sash units.
Combination storm and screen units.
Door and frame units.
Stairwork.
Hardwood panel and sash doors.
Overhead garage doors without hardware.
Porch work.
Lock-joint or mitered trim, KD or set up.
Mantels, China or corner closets, breakfast nooks and linen cabinets.
Ironing boards.
Telephone and medicine cabinets.
Sectional kitchen units in the white.
Disappearing stairways.
Softwood mouldings, only when they are part of lock-joint or mitered trim.

The products covered by this regulation, described above generally and referred to in detail in the ceiling price tables, are those described in the following millwork and glass lists as published on the effective date of this regulation:

(1) "Standard Woodwork Lists, Catalog No. 50," corrected to December 1, 1951, published by the Pinney Printing Company, Clinton, Iowa. (Standard Woodwork Lists, Catalog No. 50 is Catalog No. 40 corrected to show the new Commercial Standards CS–163–49 and other minor corrections.)

(2) "Standard Pine Frames, Catalogs No. 8–A, 9–A and 10–A" published by the Pinney Printing Company, Clinton, Iowa.

(3) "Standard Pine Frame Base List No. 8," published by the Standard Frame List Publishing Company, Spokane, Washington.

(4) "Jobber's 'A' Light Glass List" of August 15, 1938, revised January 16, 1946, copyrighted 1946 by the National Glass Distributors' Association.

(5) "8000 Series Standard Moulding Book," Eighth Edition, copyrighted 1946 and published by Western Pine Club of New York, 70 East 45th Street, New York 17, New York.

(6) "Special List Extras Catalog No. 47–A Applying to Standard Lists Catalog No. 47", carrying list extras applicable to softwood door and window lists in Catalog 47 and list prices for solid core flush veneered doors.

NOTE: Extras for solid core flush veneered doors are net and are listed in section 19 of this regulation.

(7) "Design Book No. 25", published by Universal Catalog Bureau, Dubuque, Iowa.

(8) "Catalog No. 40 Standard Lists", published by National Door Manufacturers Association, Inc., Chicago, Illinois.

SEC. 3. *Transactions covered.* This regulation covers all direct-mill sales of the products covered by this regulation. A direct-mill sale is a sale in which the shipment originates at a producer's mill, factory or factory warehouse, no matter who the seller is, and no matter whether he usually is known as a millwork manufacturer, wholesaler, distributor, or by any other name. A direct-mill shipment which is temporarily stored in a distribution warehouse but does not become a part of the stock of the warehouse for purposes of resale or redistribution does not, because of such storage, lose its character as a direct-mill sale.

SEC. 4. *Geographical applicability.* The provisions of this regulation shall apply within the forty-eight States of the United States and the District of Columbia.

SEC. 5. *Explanation of ceiling prices—*(a) *General explanation.* (1) The basic ceiling prices established by this regulation for all products covered by it, except solid core flush veneered doors having softwood core screen doors, and outside blinds and shutters, are for carload direct-mill sales f. o. b. mill, carload rate of freight allowed, to destinations within a certain geographical area referred to in this regulation as Zone 1. Basic ceiling prices for carload direct-mill sales of solid core flush veneered doors having softwood cores are stated f. o. b. mill, no freight allowed (see section 20), and for screen doors and outside blinds and shutters, are stated f. o. b. mill, carload rate of freight allowed to all destinations (see sections 16 and 21).

(2) If, during the period December 19, 1950 to January 25, 1951, inclusive, you offered to sell some or all of the products

covered by this regulation on an f. o. b. mill carload rate of freight allowed basis, you shall continue that practice for all items covered by this regulation, except as provided differently in section 7 of this regulation.

(3) Section 6 explains how to determine ceiling prices for carload direct-mill sales, f. o. b. mill, carload rate of freight allowed to destinations outside of Zone 1. Section 7 explains how to determine ceiling prices for carload direct-mill sales, f. o. b. mill, no freight allowed. Section 8 explains how to determine ceiling prices for less-than-carload direct-mill sales, f. o. b. mill, no freight allowed.

(b) *Explanation of terms.* (1) The term "f. o. b. mill, with carload rate of freight allowed", means that where shipment is by rail, the seller must allow the buyer all rail charges, computed at the carload rate on the actual weight of the shipment, which are paid by the buyer. Where the shipment is by truck the seller must allow the buyer all trucking charges paid by the buyer, not in excess of the applicable rail charges for the same shipment.

(2) The term "carload" applies where the total weight of the shipment of products covered by this regulation equals or exceeds the weights set out in applicable railroad tariffs for minimum carload quantities, even though shipped by truck.

(3) The geographic area referred to in this regulation as Zone 1 includes:

(i) All of Illinois and Wisconsin; the upper peninsula of Michigan; that portion of Minnesota south of a direct line from Saint Paul to the Southwestern corner of the State, but not including Saint Paul; all Iowa except Sioux City and Council Bluffs; that portion of Texas and Oklahoma south of a line drawn through Amarillo, but not including Amarillo, and across Oklahoma through McAlester, but not including McAlester, to the Arkansas State line; all of Arkansas, except Fort Smith; all of Missouri except St. Joseph, Kansas City, and Joplin; all of Louisiana; Memphis as the only point in Tennessee; East Chicago, Indiana Harbor, Whiting, Hammond and Gary as the only points in Indiana.

(ii) If you had established variations to the above area and had published price lists showing that these variations were in effect during the period of December 19, 1950 to January 25, 1951, inclusive, you may consider the area as published to be your Zone 1.

SEC. 6. *Ceiling prices for carload direct-mill sales, f. o. b. mill, carload rate of freight allowed to destinations outside of Zone 1.* (a) The ceiling prices for carload direct-mill sales of the products covered by this regulation, f. o. b. mill, carload rate of freight allowed to destinations outside of Zone 1, shall be the ceiling prices for carload direct-mill sales, f. o. b. mill, carload rate of freight allowed to destinations within Zone 1 adjusted by the differentials for delivery to those points outside of Zone 1 which you had in effect during the period December 19, 1950 to January 25, 1951, inclusive, plus freight increases on outbound freight authorized by the Interstate Commerce Commission in Ex Parte 175, effective May 2, 1952.

(b) If you did not quote prices for Zone 1 delivery, or had not established differentials for points outside Zone 1 during the period December 19, 1950 to January 25, 1951, inclusive, you shall use the applicable delivery differentials for deliveries outside Zone 1 appearing in the price schedule of your most closely competitive seller in effect during that period.

SEC. 7. *Ceiling prices for carload direct-mill sales, f. o. b. mill, no freight allowed.* (a) Notwithstanding any other provision in this regulation, if, during the period December 19, 1950 to January 25, 1951, inclusive, you offered to sell some or all of the products covered by this regulation in carload direct-mill sales, "f. o. b. mill, no freight allowed", you shall continue that practice as to the items offered for sale during that period, and you shall continue to use the same terms of sale which you had in effect during that period as to those items.

(b) To establish your ceiling prices for carload direct-mill sales f. o. b. mill, no freight allowed, for those items, you shall adjust your prices in effect during that period for carload direct-mill sales, f. o. b. mill, no freight allowed by adding thereto or subtracting therefrom the differentials you had in effect during such period between your prices for direct-mill sales, f. o. b. mill, no freight allowed, and your prices for direct-mill sales, f. o. b. mill carload rate of freight allowed for Zone 1 delivery.

(c) If you did not have differentials in effect during that period you shall use the appropriate differentials of your most closely competitive seller who published prices for Zone 1 delivery during that period, in determining the adjustment differentials to be applied to the ceiling prices in this regulation for delivery to destinations within Zone 1.

SEC. 8. *Ceiling prices for less-than-carload direct-mill sales, f. o. b. mill, no freight allowed.* The ceiling prices for less-than-carload direct-mill sales f. o. b. mill, no freight allowed, of the products covered by this regulation shall be calculated as follows:

(a) From the ceiling price for a carload direct-mill sale, f. o. b. mill carload rate of freight allowed to the destination involved, computed as provided in this regulation;

(b) Deduct freight charge computed on the actual weight of the shipment at the carload rate from the mill to the place of delivery; and

(c) Increase the result so obtained by 5 percent. The total is the ceiling price for a less-than-carload direct-mill sale f. o. b. mill, no freight allowed.

(d) If shipment is made by common carrier, you may add to the ceiling price as computed above the actual common carrier transportation charges incurred by you. If shipment is by truck owned or controlled by you, or by contract carrier, a transportation charge not in excess of the applicable common carrier charge, may be added.

NOTE: A less-than-carload sale takes place only when a less-than-carload freight rate applies at the manufacturer's point of origin of the shipments.

SEC. 9. *Discounts.* If you customarily granted a service discount or concession, or quoted jobber carload prices during the period December 19, 1950 to January 25, 1951, inclusive, on sales to the class of customers to which you granted service discounts, concessions or jobber carload prices, the otherwise applicable ceiling prices for carload sales of the products covered by this regulation are reduced by the appropriate application of not less than the following discounts:

Open sash, windows, K.D. sash and lineal sash stock	4	points.
Glazed sash and windows	3	points.
Pine doors including toilet and blind doors	4	points.
Combination doors	4	points.
Frames, including inside door jambs	1½	points.
Lineal frame stock	4	points.
Window screens	4	points.
Blinds and shutters	10	percent.
Screen doors	10	percent.
Flush veneered doors with solid cores	3	points.
Flush veneered doors with solid cores, net extras	Net.	
Other net extras except treating, priming, crating and paper wrapping	10	percent.

SEC. 10. *Ceiling prices for open windows and sash, and lineal sash stock—* (a) *Ponderosa pine open windows and sash.* Your ceiling prices for carload direct-mill sales of Ponderosa pine open windows and sash f. o. b. mill, carload rate of freight allowed to destinations within Zone 1, whether sold alone or with other millwork, shall be the net prices computed by applying the following percentage additions to the list prices and list extras contained in Standard Woodwork Lists, Catalog No. 50:

Description of product	*Percentage additions*
No. 1 Ponderosa pine windows and sash; Modular openings; stock sticking; set up, cleated in bundles: 10 or more of a size and kind.	
All 1⅛" plain rail windows	+3
All 2-, 3-, 4-, and 6-light (3 wide only) cellar and barn sash	+3
All 2-light and 4-light windows and 1-light sash	+14
All other types of windows and sash	+12
All 1⅛" storm sash	+10

(b) *Northern, Idaho or Sugar pine windows and sash.* Your ceiling prices for carload direct-mill sales of Northern, Idaho or Sugar pine open windows and sash, f. o. b. mill, carload rate of freight allowed to destinations within Zone 1, whether sold alone or with other millwork, where specifically requested by the buyer, shall be the net prices computed as provided in paragraph (a) of this section, but with the percentage additions adjusted as follows:

1. Northern pine: 32½ points to be added to the percentage additions set out in paragraph (a) above.

2. Idaho pine: 15 points to be added to the percentage additions set out in paragraph (a) above.

3. Sugar pine: 3 points to be added to percentage additions set out in paragraph (a) above.

If you furnish those woods at your option, your ceiling prices shall be those established in paragraph (a) of this section.

(c) *Deductions.* Your ceiling prices for carload direct-mill sales established in paragraphs (a) and (b) of this section are subject to the following deductions:

1. Knock-down windows and sash. Less than 2,500 windows and 5,000 sash: 1 point longer discount, or shorter percentage addition to the list.

2,500 or more windows or 5,000 or more sash: 2 points longer discount, or shorter percentage addition to the list.

2. Blue stain Ponderosa pine open windows and sash: 4 points longer discount, or shorter percentage addition to the list.

(d) *Additions.* Your carload direct-mill ceiling prices established in paragraphs (a) and (b) of this section may be adjusted by applying not more than the following additions for the following services, specifications and conditions of sale:

1. Orders for five to nine of a size and kind: 10 percent of the net price for each unit in sales of 10 of a size and kind.

2. Orders for less than five of a size and kind: 20 percent of the net price for each unit in sales of 10 of a size and kind.

3. For 1¾" Open Sash listed on page 35 of List No. 50: Shorten discount for 1⅜" open windows and sash 8 points, or lengthen percentage addition to the list 8 points.

For all other 1¾" Windows and Sash use discount as for 1⅜" open windows and sash and adjust by increasing price 10 points, after applying rule 6, page 3, Special List Extras Catalog No. 47–A.

4. Special machining on window (involving the use of Unique, Grand Rapids, Pullman, N. S. W. or R. O. W. balances): Net extra per window as follows:

Quantities	Unique	Grand Rapids	Pullman		NSW	ROW and all others
			1 or 2 springs	More than 2 springs		
1 to 99	$0.14	$0.14	$0.16	$0.30	$0.20	$0.20
100 to 499	.05	.05	.08	.16	.10	.10
500 or more	.00	.00	.03	.06	.04	.04

5. Full crating for shipment: $1.00 per bundle to the net price.

6. For non-modular sizes and layouts use same practice of pricing as used during the period December 19, 1950 to January 25, 1951, inclusive.

7. Windows and sash are priced to include toxic treating or toxic and water repellent treating if customarily furnished by the manufacturer during the period December 19, 1950 to January 25, 1951, inclusive.

8. Priming other than provided in subparagraph 7 above, add as follows:

	Net per sash (except storm sash)	Net per window or storm sash
Dipped with regular sash primer	0.15	0.30
Dipped with lead and oil primer	.19	.38
Dipped with linseed oil primer	.19	.38
No divided lights	.32	.64
Divided lights	*Per light* .04½	*Per light* .04½

9. Wider stiles and rails: Ohio, Philadelphia, Baltimore and Washington sizes including cellar and barn sash, open: 8 points. Indianapolis and Wilkes-Barre openings, open: 9 points. You shall comply with the layouts and openings shown in Catalog No. 40.

(e) *Ponderosa pine lineal sash stock.* Your ceiling prices for carload direct-mill sales of Ponderosa pine lineal sash stock, f. o. b. mill, carload rate of freight allowed to destinations within Zone 1, whether sold alone or with other millwork (other than mouldings) shall be the net prices computed by applying the following percentage additions to the list prices on page 56 of Standard Woodwork Lists, Catalog No. 50.

Description of product	*Percentage Additions*
Sash stock, lineal, random lengths cutting grade, Ponderosa pine. Cutting grade to contain cuts 3' and longer. 8' and shorter free from defects; 9' and 10', 1 defect; 11' and 12', 2 defects; 13' and 16', 3 defects.	
Bars, muntin stock and rails list under $3.00	+103
Stiles, rails and bars, list $3.00 and over	+106

(f) *Addition.* Your carload direct-mill ceiling prices established in paragraph (e) of this section may be adjusted by applying not more than the following additions for the following service:

1. Treating lineal sash stock with toxic and water repellent ... 10 points.

SEC. 11. *Ceiling prices for glazed windows and sash*—(a) *Ponderosa pine glazed windows and sash.* Your ceiling prices for carload direct-mill sales of Ponderosa pine glazed windows and sash, f. o. b. mill, carload rate of freight allowed to destination within Zone 1, whether sold alone or with other millwork, shall be the net prices computed by applying the base discounts listed below to the list prices in Standard Lists Catalog No. 50 and list extras contained in special Lists Extras Catalog No. 47–A:

Description of product	*Base discounts (percent)*
No. 1 Ponderosa pine windows and sash: Modular openings; stack stickings; single strength "B" (SSB) or double strength "B" (DSB) glass; full bundles; not face crated.	
All 1⅛" plain rail windows	33½
All 2-, 3-, 4- and 6-light (3 wide only) cellar and barn sash	33
1⅛" storm sash	32½
All other types 2-light and 4-light windows and 1-light sash	31
All other types divided light windows and sash	32

(b) *Northern, Idaho or Sugar pine glazed windows and sash.* Your ceiling prices for carload direct-mill sales of Northern, Idaho or Sugar pine glazed windows and sash, f. o. b. mill, carload rate of freight allowed to destinations within Zone 1, whether sold alone or with other millwork, where specifically requested by the buyer, shall be the net prices computed by adding to the ceiling prices established in paragraph (a) of this section the differences between (1) the net ceiling prices for Ponderosa pine open windows and sash (as established in paragraph (a) of section 10) and (2) the net ceiling prices for Northern, Idaho or Sugar pine open windows and sash where specifically requested by the buyer (as established in paragraph (b) of section 10). If you furnish those woods at your option, the ceiling prices shall be those established in paragraph (a) of this section.

(c) *Additions.* Your ceiling prices for carload direct-mill sales established in paragraphs (a) and (b) of this section may be adjusted by applying not more than the following additions for the following services, and specifications and conditions of sale:

1. If face crated: 2 points shorter discount. If full carton packed: add $1.00 per bundle.

2. Less than full bundle lots of one size and kind: 4 points shorter discount.

3. Glazing with "A" glass: 3 points shorter discount.

4. All 1¾" glazed windows and sash listed page 35 Catalog No. 50, shorten 1⅜" discount 5 points. Other 1¾" glazed windows and sash shorten 1⅜" open window discount 10 points after applying rule 6, on page 3, special Lists Extras, Catalog 47–A applying to Catalog 47 (also Catalog 50), plus glass and glazing.

5. Windows or sash back puttied: 2 lights: 1 point shorter discount; more than 2 lights: 1½ points shorter discount.

6. Windows or sash bedded in putty: 2 light windows or 1 light sash: 3 points shorter discount. All other windows or sash: 3½ points shorter discount.

7. Glass in other than stock size windows and sash: apply to Jobber's "A" Light Glass List of August 15, 1938, revised January 16, 1946, the following discounts for glass (only), and add net extra for glazing:

Discounts applicable to glass

	Percent
SSB or DSB	70
SSA or DSA	67
⅛" Florentine, Maze or Syenite (from DSA list):	
12" x 16" and under	60
Over 12" x 16"	62

Net extras for glazing	*Cents*
1 light sash	13½
2 light windows and 2 light storm sash	27
For each additional light	4½

8. Wider stiles and rails: Ohio, Philadelphia, Baltimore, and Washington sizes, including cellar and barn sash, glazed: 4 points shorter discount. Indianapolis and Wilkes-Barre openings, glazed: 5 points shorter discount.

SEC. 12. *Ceiling prices for panel doors*—(a) *Ponderosa pine panel doors.* Your ceiling prices for carload direct-mill sales of Ponderosa pine panel doors f. o. b. mill, carload rate of freight allowed to destinations within Zone 1, whether sold alone or with other millwork, shall be the net prices computed by applying the following base discounts and percentage additions to the list prices and list extras contained in Standard Woodwork Lists, Catalog No. 50:

Description of product	*Base discounts or percentage additions*
1⅜" No. 1 Ponderosa pine doors, 5 of a size and kind.	
Panel doors:	
4 and 5 panels, raised or flat Ponderosa pine or laminated fir panels	+15½
Colonial doors:	
6 or 8 panels, raised or flat Ponderosa pine, or laminated pine or fir panels	+11

Description of product	Base discounts or percentage additions
1-, 2- and 3-panel doors:	
Fir plywood panels	+11
Pine plywood panels	+14
Gum wood panels	+13½
Unselected Birch panels	+17½
Sash doors, storm doors and side lights 1⅛" and 1⅜" thick: solid raised panels or flat fir or pine plywood	+7
French doors, designs 622 to 628 and 637 to 643:	
1⅜" thick	−2
Toilet and Blind doors, 1⅛" thick:	
Design ND 726 Raised panels or flat laminated fir or pine panels	+3
Designs 727 to 731	+6
Cupboard doors, ¾" and 1⅛":	
Solid raised cross panels	Net
Flat pine or fir laminated panels	−2
Combination storm and screen doors complete:	
Sash glazed SSB screen wired	−12½
Sash glazed SSB screen open	−9½
Sash open screen wired	−9½
Sash open screen open	−8

(b) *Northern pine doors.* Your ceiling prices for carload direct-mill sales of Northern, Idaho or Sugar pine doors f. o. b. mill, carload rate of freight allowed to destinations within Zone 1, whether sold alone or with other millwork, where specifically requested by the buyer, shall be the net prices computed in the same manner as provided in paragraph (a) of this section, but with base discounts or percentage additions adjusted as follows:

1. Northern pine: 38 points shorter than base discounts or longer than percentage additions set out in paragraph (a) above.

2. Idaho pine: 20 points shorter than base discounts or longer than percentage additions set out in paragraph (a) above.

3. Sugar pine: 3 points shorter than base discounts or longer than percentage additions set out in paragraph (a) above.

If you furnish these woods at your option, the ceiling prices shall be those established in paragraph (a) of this section.

(c) *Additions.* Your ceiling prices for carload direct-mill sales established in paragraphs (a) and (b) of this section may be adjusted by applying not more than the following additions for the following services, specifications and conditions of sale:

1. For 1¾" thick doors: 7 points to 1⅜" prices.

2. Glass and glazing extras for doors: Apply to Jobber's "A" Light Glass List of August 15, 1938, revised January 16, 1946, the following discounts for glass only, and add net extra for glazing:

Discounts applicable to glass	Percent
SSB or DSB	70
SSA and DSA	67
⅛" Florentine, Maze or Syenite (from DSA List):	
12" x 16" and under	60
Over 12" x 16"	62

Net extras for glazing per door not bedded (for bedding in putty, add 50 percent to net extras):

1 light up to 60 united inches	$0.25
1 light over 60 united inches	.42
3 lights	.32
4 lights	.40
2 horizontal lights	.30
3 horizontal lights	.45
4 horizontal lights	.55
5 horizontal lights	.65
6 lights	.51
8 lights	.64
9 lights marginal	.86
11 lights marginal	.90
9 equal lights	.68
10 equal lights	.78
12 equal lights	.90
15 equal lights	1.22
Mirror doors, light	1.15
Additional lights	.10
Design 600	.65
Design 606	.93
Design 607	1.25
Design 608	.90

3. Preservative treatment with water repellent and toxic preservative: Entire door: 30 cents net each. Panels only treated: 15 cents per door.

4. Preservative treatment with toxic preservative only: Entire door: 25 cents net each. Panels only treated: 15 cents per door.

5. Crating (other than combination doors): Sash doors open: $1.60 net per bundle. Glazed doors: $2.30 net per bundle. Cupboard doors: 85 cents net per bundle. Panel and toilet doors: $1.60 net per bundle.

6. Crating combinations doors: ¼ dozen to a crate: 4 points shorter discount. ½ dozen to a crate: 3 points shorter discount. ½ dozen to a crate: 8 points shorter discount.

7. Wider than standard combination doors: ¾" to 1" wider than standard (standard combination doors are usually ¼" wider, but may be net width, and 1" longer than regular doors): 30 cents to the list price, when specifically ordered by the purchaser.

8. Panel, French and sash doors in less than 5 of a size and kind: Add 20 percent of the net price each.

9. Combination doors: Less than 10 of a size and kind: add 10 percent to the net price each. Less than 5 of a size and kind: Add 20 percent to net price each.

10. For cutting horns off stiles: 10 cents net per door.

11. For fitting door to openings: 25 cents net per door.

12. For beveling stiles: Add to the above extra: 20 cents net per door.

13. For varnishing or painting top and bottom edges: 20 cents net per door.

14. For mortising for lock: 40 cents net per door.

15. For recessing for face plate: Add to above extra: 30 cents net per door.

16. Applying (only) lock and face plate: 50 cents net per door.

17. For slotting for hinges: 16 cents net per hinge.

18. For applying (only) hinges to door: 12 cents net per hinge.

19. For cutting letter slot: Straight cut: 50¢ net per opening. Medium bevel cut: 80¢ net per opening.

SEC. 13. *Ceiling prices for open garage doors*—(a) *Ponderosa pine open garage doors.* Your ceiling prices for carload direct-mill sales of Ponderosa pine open garage doors, f. o. b. mill, carload rate of freight allowed to destinations within Zone 1, whether sold alone or with other millwork, shall be the following net prices: (The design numbers refer to pages 97 and 98 in Standard Woodwork Lists, Catalog No. 50).

Description of product	Ceiling prices
1¾" Ponderosa pine mill-run grade garage doors; open; in pairs or sets of 3.	
N. D. 720 3 Vertical, flat panels: 8-0 x 8-0, open, beads	$29.65
N. D. 721 2 Vertical, raised panels, 4 lights: 8-0 x 8-0, open, beads	30.25
N. D. 722 6 Vertical flat panels, 6 lights: 8-0 x 8-0, open, beads	30.25
N. D. 723 4 Vertical, flat panels, 4 lights: 8-0 x 8-0, open, beads	32.40
N. D. 724 4 Vertical, flat panels, 6 lights: 8-0 x 8-0, open, beads	30.25
N. D. 725 4 Horizontal, raised panels, 6 lights: 8-0 x 8-0, open, beads	31.60

(b) *Additions.* Your ceiling prices for carload direct-mill sales established in paragraph (a) of this section may be adjusted by applying not more than the following additions for the following services, specifications and conditions of sale:

1. Garage doors glazed with SSB glass: $2.00 net per pair or set.

2. Less than 2 pairs or less than 2 sets of a size and kind: Add 10 percent of the net price of 1 pair or set.

3. Garage doors crated: $1.65 per bundle.

4. Garage doors rot-proofed with an approved toxic or toxic and water repellent solution: $0.70 per pair or set.

5. Single doors to fill opening of a pair or set: $2.50 per opening.

6. All panel doors with no glass opening: $1.00 per pair or set to open price.

(c) *Deductions.* Your ceiling prices for carload direct-mill sales established in paragraph (a) of this section, shall be subject to the following deductions:

1. Garage doors 1⅜" thick: $1.05 per pair or set, from the 1¾" price.

2. Garage doors 7' 6" high: $0.25 per pair or set, from the 8' 0" high price.

3. Garage doors 7' 0" high: $0.50 per pair or set, from the 8' 0" high price.

4. Garage doors with glass beads omitted: $0.03 per light.

SEC. 14. *Ceiling prices for Ponderosa pine and Douglas fir frames and Ponderosa pine lineal frame stock*—(a) *Ponderosa pine frames.* Your ceiling prices for carload direct-mill sales of Ponderosa pine frames f. o. b. mill, carload rate of freight allowed to destinations within Zone 1, whether sold alone or with other millwork, shall be the net prices computed by applying the following base discounts or percentage additions to the list prices and list extras contained in Standard Pine Frames, Catalog No. 10-A:

Description of product	Base discounts or percentage additions
Knocked down or semi-assembled Ponderosa pine frames: 1,200 or more frames.	
Window frames:	
Designs 5, 7, 9, 11 and similar	−6
Designs 6, 8, 10, 12, 14, 15, 17, 18 and similar	−3
Designs 13 and 16 and similar	−5½
Casement and cellar frames	−4½
Door frames:	
Outside door frames	−1½
Inside door jambs ¾" x 3⅜"	+7½
Inside door jambs ¾" x 5¼"	+7

(b) *Douglas Fir frames.* Your ceiling prices for carload direct-mill sales of Douglas Fir frames f. o. b. mill, carload rate of freight allowed to destinations within Zone 1, whether sold alone or with other millwork, shall be the net prices computed in the same manner as provided in paragraph (a) of this section, but with Ponderosa pine base discounts or percentage additions adjusted as follows:

Douglas Fir window frames: Shorten addition to the list or lengthen discount from the list 2 points.

Douglas Fir door frames: Shorten addition to the list or lengthen discount from the list 1 point.

(c) *Additions.* Your ceiling prices for carload direct-mill sales established in paragraphs (a) and (b) of this section may be adjusted by applying not more than the following additions for the following services, specification and conditions of sale:

1. 500 to 1,200 frames to one order: 1 point.
2. 200 to 500 frames to one order: 3 points.
3. Less than 200 frames to one order: 5 points.
4. For smaller quantities:

	Percent
24 to 15 to one order	+5
14 to 10 to one order	+10
Less than 10 to one order	+25

5. Priming joints and dadoes with aluminum paint or lead and oil: 5 cents net per single frame.
6. Preservative treatment with both water repellent and toxic preservative, entire frame: 20 cents net per frame.
7. Treatment with toxic solution, entire frame: 12 cents net per frame.
8. Single notching inside head jambs (for Pullman or similar balances): 2 cents net each notch. Double notching: 3 cents net each notch.
9. Boring pulley stile of window frame for spring bolt: 6 cents net per frame.
10. Slotting door frame for hinges: 8 cents net per hinge.
11. Applying (only) hinges: 4 cents net per hinge.
12. Housing jamb for keeper: 15 cents net per frame.
13. Applying (only) keeper to jamb: 7 cents net per jamb.
14. Applying weather strip: 60 cents net per frame.

(d) *Ponderosa pine lineal frame stock.* Your ceiling prices for carload direct-mill sales of Ponderosa pine lineal frame stock f. o. b. mill, carload rate of freight allowed to destinations within Zone 1, whether sold alone or with other millwork (other than mouldings) shall be the net prices computed by applying the following percentage additions to the list prices and list extras contained in the 8000 Series Standard Moulding Book.

Description of product	Percentage additions
Frame stock, lineal, random length, Ponderosa pine.	
Clear Grade:	
Under $3.00 list	+120
$3.00 list and over	+124
Cutting Grade:	
1 defect 8' to 10'	
2 defects 12' to 14'	
3 defects 16'	
Under $3.00 list	+108
$3.00 list and over	+116

SEC. 15. *Ceiling prices for Ponderosa pine wired window and sash screens.*—(a) *Basic ceiling prices.* Your basic ceiling prices for direct-mill sales of Ponderosa pine window and sash screens, f. o. b. mill, carload rate of freight allowed to destinations within Zone 1, set up wired in the white (unpainted) when sold in quantities equal to or exceeding one-half carload shall be the net prices computed by applying the following base discounts to the list prices and list extras printed on pages 106 through 108, inclusive, of Standard Woodwork Lists, Catalog No. 50.

Description of product	Base discounts (percent)
No. 1 Ponderosa pine window and sash screens; 1⅛" thick; in the white: Modular openings and Standard layout; set up and wired; cleated 12 to a bundle; 12 or more of a size and kind.	
18 x 14 mesh, galvanized wire	−24½
18 x 14 mesh, bronze wire	−28½
18 x 14 mesh, aluminum wire (use 16 mesh bronze list)	−29½

(b) *Additions.* Your ceiling prices for direct-mill sales established in paragraph (a) of this section may be adjusted by applying not more than the following additions for the following services, specifications and conditions of sale:

1. Ohio, Baltimore, and Washington openings: 2½ points shorter discount.
2. Segment head: $1.75 net per screen.
3. Circle or gothic head: $2.30 net per screen.
4. Raised, mitered mouldings: 15 cents per screen.
5. Check or filler strips attached to half screens: 15 cents net per screen.
6. Grooving half screens and furnishing softwood sliding strips: 25 cents net per screen: Hardwood sliding strips: 30 cents net per screen.
7. Lots of 1 to 5 of a size and kind: 10 percent of the net price each, for 12 of a size and kind.
8. Lots of 6 to 11 of a size and kind: 5 percent of the net price each, for 12 of a size and kind.
9. Preservative treatment with both water repellent and toxic preservative: 5 cents net per screen: toxic preservative only: 4 cents net per screen.
10. One coat linseed oil and white lead: 15 cents net per sash screen: 30 cents net per window screen.

(c) *Deductions.* Your ceiling prices for direct-mill sales established in paragraph (a) of this section are subject to deductions of 2 cents net per screen for ¾" screens.

SEC. 16. *Ceiling prices for outside blinds and shutters.*—(a) *Ponderosa pine blinds and shutters.* Your ceiling prices for carload direct-mill sales of Ponderosa pine outside blinds and shutters f. o. b. mill, carload rate of freight allowed to all destinations, whether sold alone or with other millwork, shall be the net prices as follows (Design numbers refer to Design Book No. 25):

Description of product	Ceiling prices
No. 2 and better Ponderosa pine blinds, with stationary slats, and shutters; rotproof treated; cleated in bundles; 10 or more of a size and kind.	
Net prices per lineal foot in height, per pair, figured in even inches: Openings up to 2' 10⅝" wide, inclusive, 1⅛" thick	$1.19
Openings up to 2' 10⅝" wide inclusive, 1⅜" thick	1.28

(b) *Northern, Idaho, or Sugar pine outside blinds and shutters.* Your ceiling prices for carload direct-mill sales of Northern, Idaho, or sugar pine blinds and shutters, f. o. b. mill, carload rate of freight allowed to all destinations, whether sold alone or with other millwork, where specifically requested by the buyer, shall be the net prices as established in paragraph (a) above, plus the following percentage additions:

1. Northern pine: +75 percent.
2. Idaho white pine: +45 percent.
3. Sugar pine: +12½ percent.

If you furnish these woods at your option, the ceiling prices shall be those established in paragraph (a) of this section.

(c) *Additions.* Your ceiling prices for carload direct-mill sales established in paragraphs (a) and (b) of this section may be adjusted by applying not more than the following additions for the following services, specifications and conditions of sale:

1. Five to nine pair of a size and kind: 20 percent.
2. Less than five pair of a size and kind: 30 percent.
3. Face crated: Add net per bundle for sizes not over 3'0" x 6'0" as follows:

1⅛" thick blinds, 6 pair of a size and kind to a bundle: 75 cents net per bundle.

1⅜" thick blinds, 5 pair of a size and kind to a bundle: 75 cents net per bundle.

4. Stiles and top rails wider than 2¼"; add for each ½" or part thereof: 10 percent.
5. Bottom and cross rails wider than 4¼"; add for each 1" or part thereof: 5 percent.
6. Each 2" or fraction thereof additional width of opening: $0.02 net per lineal foot in height per pair.
7. No. 1 quality: 10 percent.
8. Single blinds, take ½ the price of a pair which is double the width of a single blind, and add: 25 percent.
9. Blinds 4'0" high or higher, with one long stationary slat panel high: 25 percent.
10. Blinds, with 3 long stationary slat panels high: 30 percent.
11. Blinds, slat and panelled, in designs and cutouts shown in Catalog 25, use the extras for these features you had in effect during the period December 19, 1950 to January 25, 1951, inclusive.
12. Blinds and shutters with Segment, Circle and Gothic, add as follows:

	Shutters	Slat blinds
	Per pair	Per pair
Segment head	$1.35	$1.60
Circle head	1.85	2.45
Gothic head	2.50	2.95

13. For shutters, add the following, net per pair to the ceiling prices of regular stock stationary slat blinds set out in paragraph (a) of this section:

	Percent
1 flat panel	10
2 flat panels	15
3 flat panels	20
1 raised ½" thick panel	25
2 raised ½" thick panels	30
3 raised ½" thick panels	35
Bead and butt, two ¾" panels	50

14. Priming joints with lead and oil:

	Per pair
20 or more pair	$0.20
10 to 20 pair	.25
Less than 10 pair	.40

15. Wedging and glueing:

	Per pair
20 or more pair	$0.25
10 to 20 pair	.35
Less than 10 pair	.40

SEC. 17. *Ceiling prices for stock millwork specialties.* (a) Your ceiling prices to each class of your purchasers for carload direct-mill sales of stock millwork specialties covered by this regulation, whether sold alone or with other millwork, shall be your ceiling prices established under the General Ceiling Price Regulation to the same class of your purchasers in effect during the period December 19, 1950 to January 25, 1951, inclusive, plus 3 percent.

(b) If during the period December 19, 1950 to January 25, 1951, inclusive, you offered to sell some or all of the products covered by this regulation in carload direct-mill sales "f. o. b. mill, no freight allowed", you shall continue that practice as to the items offered for sale during that period, and you shall continue to use the same terms of sale which you had in effect during that period as to those items.

SEC. 18. *Ceiling prices for hollow core flush doors veneered in all woods except Douglas Fir.* Your ceiling prices f. o. b. mill, no freight allowed, to each class of your purchasers for carload direct-mill sales of hollow cored flush doors veneered in all woods except Douglas Fir (ceiling prices for which are established in CPR 175), whether sold alone or with other millwork, shall be your ceiling prices established under the General Ceiling Price Regulation f. o. b. mill, no freight allowed, to the same class of your purchasers, in effect during the period December 19, 1950 to January 25, 1951, inclusive, plus 3 percent.

SEC. 19. *Ceiling prices for solid core flush veneered doors having softwood cores*—(a) *Basic price.* Your basic ceiling prices, f. o. b. mill, no freight allowed, for carload direct-mill sales of solid core flush veneered doors having softwood cores, sold alone or with other millwork, shall be the net price computed by applying the following percentage additions to the list prices shown in Catalog No. 47-A, page 61:

PERCENTAGE ADDITIONS

Description of product	Standard thickness		1⅛" thickness	1⅛" thickness	1¼" thickness	1⅜" thickness
No. 1 flush veneered doors 1¾" thick; 5 of a size and kind—	Rotary cut faces	Sliced cut faces	Rotary cut faces	Sawn faces	Sawn faces	Sawn faces
	Percent	Percent	Percent	Percent	Percent	Percent
Birch, unselected	+7	+14½			+32½	
Red or white	+13					
Gum, unselected	Net	+3				
Red or white	+4½					
Oak, plain red	+13½	+13½	+14½			
Plain white	+13½	+13½	+17½			
Combed grain white		+32				
Mahogany, quartered:						
Plain striped		+22				
Philippine		+20½				
Walnut, American Black		+32		+15	+16	+18½

(b) *Additions.* Your basic ceiling prices for direct-mill sales established in paragraph (a) of this section may be adjusted by applying not more than the following additions for the following services, specifications and conditions of sale:

1. Doors thicker than 1¾":
   2" thickness add 5 points.
   2½" thickness add 10 points.
2. Less than 5 of a size and kind: Add 20 percent of the net price each for 5 of a size and kind.
3. Crating for domestic shipment: Add $1.00 per door.
4. For paper wrapping: Add 40 cents per door.

	Unselected gum, unselected birch, plain red and white oak, pine	Other woods
5. Light openings with sunken beads		
1 rectangular light, moulded	$2.75	$3.15
1 rectangular light, not moulded	1.10	1.10
2 or more rectangular lights (not made by inserting bars) add per light	2.25	2.75
Divided rectangular lights (made by inserting bars in 1-light door) add per light	.85	1.20
Lights for 2 wood doors, use average of both woods and add per light	.11	.11
Circle light, 8" beads 2 sides	6.65	7.45
Circle light, 8" to 14" beads 2 sides	7.75	8.55
Circle light, 14" to 20" beads 2 sides	8.90	9.65
Peak head lights, beads 2 sides per light	3.35	3.75
Peak top and bottom lights, beads 2 sides per light	4.40	4.90
Diamond light—per light	3.35	3.90
6. Louvers and wood grilles		
For louver openings, no beads, add per opening	1.10	1.10
For louver opening beads 2 sides	2.75	3.15
For wood louver inserted add for opening $1.10 plus following extras for wood louver:		
If louver is not wider than 24" and not higher than 12"	5.00	5.85
For each additional 6" in height or fraction thereof, add	1.10	1.25
Wider than 24" and 12" high or less	5.55	6.45
For each additional 6" in height or or fraction thereof, add	1.10	1.25
If grille construction, double the regular louver basis above.		
For V type louvers, double the regular louver basis above.		
Irregular top doors:		
Segment or peak top	3.90	4.65
Circle or gothic top	4.45	5.30
7. Two wood doors		
Compute the average of both woods and add per door	$1.10	
Width differential: Wider than 4' 0" to 4' 11" wide add for each 2" or fraction thereof	2.50	
V grooves: Regular V grooves, add per groove per side	.25	
Stopped V grooves, add per groove, per side	.45	
If joint of veneer must coincide with groove, triple the foregoing extras.		
8. Dutch doors		
Cut through center rail, not rabbeted, add	$1.95	$2.35
Cut through center rail, rabbeted, add	3.35	3.95
Shelf and bracket, 1 side	7.75	8.55
Shelf and bracket, 2 sides	10.50	12.50

NOTE: For other extras not listed above, apply the differentials you had in effect during the period December 19, 1950 to January 25, 1951, inclusive, to the prices in paragraph (a) above.

(c) *Deductions.* Your basic ceiling prices, for direct-mill sales established in paragraph (a) of this section are subject to the following deductions:

1. 1⅜" thick flush doors: 1 point from percentage additions.
2. 1⅛" thick flush doors: 2 points from percentage additions.

SEC. 20. *Ceiling prices for screen doors*—(a) *Ponderosa pine screen doors.* Your ceiling prices for carload direct-mill sales of screen doors, f. o. b. mill, carload rate of freight allowed to destination anywhere in the United States made in accordance with the patterns set out in Appendix A hereto,[1] whether sold alone or with other millwork, shall be the following net prices:

[1] Filed as a part of the original document.

1¼" Ponderosa Pine Screen Doors

Description of product	Price per dozen					
Ponderosa pine screen doors; 1¼" thick, in the white; not crated or bundled	2' 6" x 6' 6"	2' 6" x 6' 8" 2' 8" x 6' 8"	2' 8" x 7' 0"	2' 10" x 6' 10"	2' 10" x 7' 0" 3' 0" x 6' 8"	3' 0" x 7' 0"
A-2						
3⅜" stiles and top rail 8¾" to 11¾" bottom rail						
Open, with mouldings bundled	$53.05	$54.46	----------	$56.80	$56.84	$59.24
14 x 18 mesh galvanized wire	65.04	67.79	$69.55	70.53	71.55	73.48
14 x 18 mesh bronze wire	71.70	77.89	81.87	84.19	86.09	90.67
B-2						
3⅜" stiles and top rail 5¾" to 7¾" bottom rail 3⅜" cross rail						
Open, with mouldings bundled	58.51	60.41	62.07	----------	62.71	64.81
14 x 18 mesh galvanized wire	67.89	70.83	73.03	73.97	74.65	77.50
14 x 18 mesh bronze wire	74.16	80.93	86.39	88.11	89.84	96.22
C-1						
2¾" stiles and top rail 5¾" bottom rail 2½" cross rails						
Open, with mouldings bundled	44.66	46.21	47.04	47.43	47.78	49.00
14 x 18 mesh galvanized wire	57.54	59.84	61.31	62.39	63.77	64.94
14 x 18 mesh bronze wire	64.77	71.02	74.63	77.37	80.42	84.14
C-2						
3⅜" stiles and top rail 5¾" bottom rail 3½" cross rails						
14 x 18 mesh galvanized wire	71.04	73.13	74.49	75.43	76.67	77.74
14 x 18 mesh bronze wire	77.00	83.23	87.76	89.61	92.33	96.26
D-1						
2¾" stiles and top rail 5¾" bottom rail 2½" cross rails						
Open, with mouldings bundled	50.61	52.22	53.14	54.27	54.27	55.68
14 x 18 mesh galvanized wire	61.02	63.77	65.33	66.61	67.39	69.41
14 x 18 mesh bronze wire	68.25	74.95	78.65	81.59	84.04	88.51
D-2						
3⅜" stiles and top rail 5¾" to 7¾" bottom rail 2½" cross rails						
Open, with mouldings bundled	60.17	61.78	62.27	64.51	66.37	66.37
14 x 18 mesh galvanized wire	71.91	74.85	77.30	77.99	78.97	82.06
14 x 18 mesh bronze wire	77.87	84.95	90.57	92.17	94.63	100.58
F-1						
2¾" stiles and top rail 5¾" bottom rail 2½" cross rails						
Open, with mouldings bundled	46.26	47.73	49.53	49.53	52.02	52.02
14 x 18 mesh galvanized wire	57.16	59.84	62.29	63.27	64.01	66.33
14 x 18 mesh bronze wire	65.67	71.02	75.86	77.78	79.20	83.75
G-1						
2¾" stiles and top rail 5¾" bottom rail 1⅝" cross rails 1" mullions						
14 x 18 mesh galvanized wire	57.09	59.50	61.02	62.00	62.88	64.50
14 x 18 mesh bronze wire	65.88	70.68	73.64	75.60	77.28	80.49

1⅛" Ponderosa Pine Screen Doors—Continued

Description of product	Price per dozen					
Ponderosa pine screen doors; 1⅛" thick; in the white; not crated or bundled	2' 6" x 6' 6"	2' 6" x 6' 8" 2' 8" x 6' 8"	2' 8" x 7' 0"	2' 10" x 6' 10"	2' 10" x 7' 0" 3' 0" x 6' 8"	3' 0" x 7' 0"
H-1						
2¾" stiles and top rail 5¾" bottom rail 1⅝" cross rails 1" mullions						
Open, with mouldings bundled	$49.04	$50.65	$51.92	$52.61	$52.67	$53.97
14 x 18 mesh galvanized wire	58.86	61.36	63.67	64.11	64.84	66.86
14 x 18 mesh bronze wire	67.55	72.54	76.29	77.71	79.24	82.85
H-2						
3⅜" stiles and top rail 5¾" bottom rail 1⅝" cross rails 1" mullions						
14 x 18 mesh galvanized wire	74.56	77.06	79.36	79.82	80.54	82.55
I-1						
2¾" stiles and top rail 5¾" bottom rail 2¼" cross rails 2¾" mullions						
Open, with mouldings bundled	54.56	56.56	57.34	58.56	58.56	60.07
14 x 18 mesh galvanized wire	64.45	67.15	68.72	69.99	70.87	72.70
14 x 18 mesh bronze wire	70.66	78.33	82.42	84.91	87.26	92.07
I-2						
3⅜" stiles and top rail 5¾" to 7½" bottom rail 3⅜" cross rails 3⅜" mullions						
Open, with mouldings bundled	63.49	65.29	66.61	67.83	67.88	69.49
14 x 18 mesh galvanized wire	73.28	76.32	77.09	79.46	80.34	83.19
14 x 18 mesh bronze wire	79.32	86.42	89.55	93.63	95.31	101.77
N-2						
3⅜" stiles and top rail 5¾" to 7½" bottom rail 3⅜" cross rails						
Open, with mouldings bundled	60.32	62.32	64.90	64.90	----------	66.08
14 x 18 mesh galvanized wire	69.90	72.79	74.65	75.68	76.71	79.11
14 x 18 mesh bronze wire	76.21	82.89	87.03	89.67	91.82	87.21
Q-2						
3⅜" stiles and top rail 5¾" to 7½" bottom rail 3⅜" cross rails						
14 x 18 mesh galvanized wire	77.16	79.90	81.42	82.65	83.14	84.86
14 x 18 mesh bronze wire	84.04	90.00	94.52	96.25	97.53	101.74
R-2						
3⅜" stiles and top rail 5¾" to 7½" bottom rail 3⅜" cross rails						
14 x 18 mesh galvanized wire	78.58	81.32	82.99	84.22	85.10	86.62
14 x 18 mesh bronze wire	85.12	91.42	95.26	98.15	100.09	104.16

(b) *Additions.* Your ceiling prices established in paragraph (a) of this section shall be adjusted by applying not more than the following additions for the following services, specifications and conditions of sale:

(1) For toxic and water repellent preservative, add $2.30 per dozen net.

(2) For crating and bundling, you may use the extras you had in effect during the period December 19, 1950 to January 25, 1951, inclusive.

(c) *Differentials.* If you sold screen doors during the period December 19, 1950 to January 25, 1951, inclusive, in thicknesses other than 1⅛", or in woods other than Ponderosa pine, with or without stain, paint, or varnish finish, or with wider layouts, aluminum wire cloth or any other type of woven mesh, or with grilles or other additions to the doors for their physical or visual improvement, you shall apply the differentials, including those for classes of purchasers, which you had in effect during that period, to the ceiling prices established in paragraphs (a) and (b) of this section.

SEC. 21. *Charges for special cars and bracing*—(a) *Special cars.* If you ship millwork in a pool car, community car or stop-over car, no addition to the ceiling prices may be made, except that in the case of stop-over shipments by rail car, you may require the purchaser to pay stop-over charges made by the railroad.

(b) *Bracing.* Where bracing is required to permit partial unloading of a railroad car, a charge not to exceed $9.00 may be made by you for one brace and $6.50 for each additional brace.

SEC. 22. *Ceiling prices for items not specifically priced.* If you cannot ascertain a ceiling price for items subject to this regulation under any other provisions of this regulation, as, for example, should you wish to sell items with special workings, grades, specification, thicknesses, services, or other extras not specifically mentioned in this regulation, you must file an application signed by an authorized person, with the Office of Price Stabilization, Forest Products Division, Washington 25, D. C., by registered mail, return receipt requested for approval of a ceiling price.

(a) *Application.* Your application must contain the following:

(1) Your trade name and the address of your plant or plants.

(2) As complete a description as possible of the item for which the application is filed. This should include the species, grade, thickness, measurements of the item, together with a detailed description of the workings, specifications, services, or other extras involved.

(3) Your proposed ceiling price, f. o. b. mill or delivered price, together with a statement indicating why you believe it is in line with the level of ceiling prices established under this regulation.

(4) Your ceiling prices (f. o. b. mill no freight allowed; or f. o. b. mill carload rate of freight allowed, and destinations) immediately prior to the effective date of this regulation for your class of purchaser receiving your longest discount and for your class of purchaser receiving your shortest discount, both for the item in your application and for the most comparable item for which a specific ceiling price is established in this regulation. Explain the difference between the ceiling price requested and the ceiling price of the most comparable item either in terms of established price differentials, list or applicable base discounts, or percentage additions, or by furnishing a detailed analysis of the costs or cost comparisons of manufacturing the respective items.

(b) *Quotation of proposed prices.* After an application has been filed under this section, and before action by the Director of Price Stabilization, you may sell your item at a ceiling price no higher than the ceiling price proposed in your application: *Provided*, That you agree to and later, refund to the buyer, the amount, if any, by which your proposed ceiling price exceeds the ceiling price established by the Director of Price Stabilization.

(c) *Action by the Director of Price Stabilization.* (1) After the receipt of an application made under this section, the Director of Price Stabilization will approve, modify or disapprove your proposed ceiling price, will request additional information about it, or will establish a different ceiling price for the item that is the subject of your application.

(2) If the Director does not notify you to the contrary or request additional information from you within 20 days after the receipt of your application, or within 15 days after the receipt of requested additional information, your proposed ceiling price shall be deemed to have been approved, subject to non-retroactive disapproval or modification at a later time.

SEC. 23. *Excise, sales and similar taxes.* Any person may collect, in addition to the ceiling price established by this regulation, any excise, sales or similar tax imposed upon him by reason of his sale of a product covered by this regulation if he is not prohibited by law from making such collection and if he states separately from his selling price the amount of tax collected.

SEC. 24. *Transfer of business or stock in trade.* If the business, assets, or stock in trade of any stock millwork or stock millwork specialties business making products subject to this regulation are sold or otherwise transferred after the effective date of this regulation, and the transferee carries on the business, or continues to deal in the same products, in an establishment separate from any other stock millwork or stock millwork specialties establishment previously owned or operated by him, the ceiling prices of the transferee shall be the same as those to which his transferor would have been subject if no such transfer had taken place, and his obligation to keep records sufficient to verify such prices shall be the same. The transferor shall either preserve and make available, or turn over, to the transferee all records of transactions prior to the transfer which are necessary to enable the transferee to comply with the provisions of this regulation.

SEC. 25. *Modification of proposed ceiling prices by Director of Price Stabilization.* The Director of Price Stabilization may at any time disapprove or reduce ceiling prices proposed under this regulation so as to bring them into line with the level of ceiling prices otherwise established by this regulation.

SEC. 26. *Invoices.* On all sales of items covered by this regulation, you must submit an invoice to the buyer which shows the same information required under items (1) to (8) inclusive of section 29 of this regulation.

SEC. 27. *Petitions for amendment.* If you wish to have this regulation amended, you may file a petition for amendment in accordance with the provisions of Price Procedural Regulation 1, revised.

SEC. 28. *Adjustable pricing.* Nothing in this regulation prohibits you from making a contract or offer to sell at (a) the ceiling price in effect at the time of delivery or (b) the lower of a fixed price or the ceiling price in effect at the time of delivery. You may not, however, deliver or agree to deliver at a price to be adjusted upward in accordance with any increase in ceiling prices after delivery.

SEC. 29. *Records.*—(a) *Current records.* Every person who sells and every person who in the regular course of trade or business, buys items covered by this regulation, shall make and keep for inspection by the Director of Price Stabilization, for a period or two years after each sale, accurate records or invoices of each sale or purchase. The records must show the following:

(1) Date of purchase or sale;

(2) Names and addresses of buyer and seller;

(3) The prices charged or paid, including all additions, extras, and discounts, together with the quantity involved;

(4) Whether the sale is on a carload or less than carload basis;

(5) Whether the sale is on an "f. o. b. mill, no freight allowed," or "f. o. b. mill carload rate of freight allowed" basis;

(6) A description of the item sold, including the species, grade, thickness, and measurements. Any working, specification, extra, or service which bears upon the price charged for your commodity must be separately set forth on the invoice, but the invoice need not show separately the charges for such items.

(7) The point of origin and destination of shipment;

(8) The applicable rail or truck rate; or the amount added for transportation, or the points applied to base discount or percentage addition for transportation.

The retention by a buyer of an invoice furnished by a seller which includes the factual information required to be made a matter of record by this paragraph, shall be considered as compliance with the provisions of this paragraph.

(b) *Existing records.* On and after the effective date of this regulation, for so long as the Defense Production Act

of 1950, as amended, shall remain in effect and for two years thereafter, you shall preserve all your existing records relating to the discounts, percentage additions, concessions and differentials referred to in sections 5 through 23; and you shall also continue to preserve, for the applicable periods indicated in section 16 of the General Ceiling Price Regulation, all records which you made and kept under the provisions of section 16 of the General Ceiling Price Regulation with respect to sales and purchases of the items covered by this regulation.

SEC. 30. *Interpretations.* If you wish an official interpretation of this regulation, you should write to the District Counsel of your local OPS District Office. Any action taken by you in reliance upon, and in conformity with a written official interpretation will constitute action in good faith pursuant to this regulation. Further information on obtaining official interpretations is contained in Price Procedural Regulation 1, Revised.

SEC. 31. *Prohibitions and violations.* (a) You shall not do any act prohibited or omit to do any act required by this regulation, nor shall you offer, solicit, attempt, or agree to do or omit to do any such acts. Specifically, but not in limitation of the above, you shall not, regardless of any contract or other obligation, sell and no person in the regular course of trade or business shall buy from you at a price higher than the ceiling prices established by this regulation, and you and buyers from you shall keep, make, and preserve true and accurate records and reports required by this regulation. Prices lower than the ceiling prices may be charged, paid, or offered.

(b) If you violate any provisions of this regulation, you are subject to criminal penalties, enforcement actions, and actions for damages.

(c) If any person subject to this regulation fails to prepare or keep any record or file any report required by this regulation in connection with the establishment of the ceiling price, or if any person subject to this regulation fails to establish a ceiling price or apply to the Office of Price Stabilization for the establishment of a ceiling price, if he is required to do so, the Director of Price Stabilization may issue an order fixing his ceiling prices. Any ceiling price fixed in this manner will be in line with ceiling prices generally established by this regulation. The order fixing the ceiling price may apply to all deliveries or transfers completed prior to the date of issuance of the order. The issuance of such an order will not relieve the seller of his obligation to comply with the requirements of this regulation or of the various penalties for failure to do so.

SEC. 32. *Evasions.* Any means or devices which result in obtaining directly or indirectly a higher price than is permitted by this regulation, or in concealing or falsely representing information in records which this regulation requires to be kept, is a violation of this regulation. This prohibition includes, but is not limited to, means or devices making use of commissions, services, cross sales, transportation arrangements, premiums, discounts, special privileges, up-grading, tie-in agreements, and trade understandings, as well as the omission from records of true data and the inclusion in records of false data.

SEC. 33. *Definitions.* As used in this regulation the terms below have the following meanings:

(a) *Carload.* This term is defined in section 5.

(b) *Direct-mill sale.* This term is defined in section 3.

(c) *Director of Price Stabilization.* This term extends to any official (including officials of regional or local offices) to whom the Director of Price Stabilization delegates a function, power or authority referred to in this regulation.

(d) *F. o. b. mill, no freight allowed.* This term is defined in section 7.

(e) *F. o. b. mill, carload rate of freight allowed.* This term is defined in section 5.

(f) *Most closely competitive seller.* This term means the seller of products covered by this regulation with whom you are in most direct competition even though he may perform a different function with respect to the product he is selling.

(g) *Most comparable item.* This term means the item which differs the least from the item to be priced as determined by the use of the following tests:

(1) Identity of item (similarity of use);
(2) Design and size;
(3) Type of material;
(4) Type of purchaser.

(h) *Person.* This term includes any individual, corporation, partnership, association, or any other organized group of persons, or the legal successor or representative of the foregoing, and the United States and any other Government or their political subdivisions or agencies.

(i) *Point.* As used in this regulation, one "point" is one percent of the applicable base price list.

(j) *Purchaser of the same class.* The meaning of this term is determined by reference to your own practice of setting different prices for sales to different purchasers or groups of purchasers. The practice may, but need not be, based on the characteristic or distributive level of the buyer, for example, wholesalers, jobbers, dealers, contractors, municipalities, or government agencies. It may, but need not, be based on the location of the purchaser or the quantity of the item purchased by him. It may, but need not, be based on differing terms or conditions of sale or delivery. If you have followed the practice of giving an individual customer a price differing from that charged others, that customer is a purchaser of a separate class.

(k) *Records.* This term includes books of account, sales lists, sales slips, orders, vouchers, contracts, receipts, invoices, bills of lading, and other papers and documents.

(l) *Sell.* This term includes sell, supply, dispose, barter, trade, exchange, lease, transfer, deliver and contracts and offers to do any of the foregoing. The terms "buy" and "purchase" shall be construed in corollary terms.

(m) *You.* The pronoun "you" indicates any person who sells products subject to this regulation. The term "your" shall be construed accordingly.

Effective date. This regulation shall become effective December 9, 1952.

NOTE: The record keeping and reporting requirements of this regulation have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

TIGHE E. WOODS,
Director of Price Stabilization.

DECEMBER 4, 1952.

[F. R. Doc. 52-12963; Filed, Dec. 4, 1952; 4:00 p. m.]

[General Ceiling Price Regulation, Amdt. 2 to Supplementary Regulation 12]

GCPR, SR 12—SEASONAL WATER CARRIERS ON GREAT LAKES AND OTHER INLAND WATER CARRIERS

NEW CEILING RATES FOR INTERIM PERIOD FOR CONTRACT WATER CARRIERS OF IRON ORE ON THE GREAT LAKES

Pursuant to the Defense Production Act of 1950, as amended, Executive Order 10161 and Economic Stabilization Agency General Order No. 2, this amendment to Supplementary Regulation 12 to General Ceiling Price Regulation is hereby issued.

STATEMENT OF CONSIDERATIONS

Supplementary Regulation 12 to the General Ceiling Price Regulation was issued specifically to provide a method of establishing ceiling rates for contract water carriers operating on the Great Lakes who could not, by virtue of their peculiar operating season, establish ceiling rates under the General Ceiling Price Regulation. This amendment to Supplementary Regulation 12 establishes new ceiling rates for an interim period for the transportation of iron ore by contract water carriers operating on the Great Lakes. This is an operation which is of great importance to the defense effort.

The vast majority of the ceiling rates which have been established under Supplementary Regulation 12 were based on contracts entered into during the fall and early winter of 1949 and no increases in these ceiling rates have been approved by the Director of Price Stabilization. The carriers that are engaged in the transportation of iron ore on the Great Lakes are subject to varying seasonal operational factors, as well as other intermittent and varying hazards which seriously affect their operations. During 1952, the contract water carriers of iron ore on the Great Lakes have been subject to unusual cost increases, including the maintenance of a full labor force during an extended period in which they were unable to receive shipments of iron ore, which have resulted in a severe impairment of normal earnings and this condition will be aggravated during the latter part of 1952. This amendment is

designed to provide relief for these carriers during the period from July 26, 1952, the date on which shipping operations were resumed, through December 31, 1952. It is the opinion of the Director of Price Stabilization that the 10 cents per ton ceiling price increase permitted by this amendment will offset, to some extent, the reverses sustained by these carriers during 1952 and will enable them to continue this essential service.

In the formulation of this amendment there has been consultation with industry representatives, including trade association representatives to the extent practicable, and consideration has been given to their recommendations. In the judgment of the Director of Price Stabilization the provisions of this amendment are generally fair and equitable and will effectuate the purposes of the Defense Production Act of 1950, as amended.

AMENDATORY PROVISIONS

A new section 5 is added to read as follows:

SEC. 5. *Adjustments for carriers of iron ore.* (a) This section provides an adjustment for an interim period for all contract water carriers transporting iron ore on the Great Lakes.

(b) The ceiling rates for the transportation of iron ore by contract carriers on the Great Lakes shall be the ceiling rates in effect on December 1, 1952, plus ten (10) cents per ton.

(c) The adjusted ceiling rates established by this section shall be effective as to all transactions from July 26, 1952, to December 31, 1952, inclusive. Thereafter, the ceiling rates for the service described shall be the ceiling rates in effect on December 1, 1952.

(Sec. 704, 64 Stat. 816, as amended; 50 U. S. C. App. Sup. 2154)

Effective date. This amendment is effective December 3, 1952.

JOSEPH H. FREEHILL,
Acting Director of Price Stabilization.

DECEMBER 3, 1952.

[F. R. Doc. 52-12940; Filed, Dec. 3, 1952; 4:45 p. m.]

Chapter XXI—Office of Rent Stabilization, Economic Stabilization Agency

[Rent Procedural Regulation 3, Amdt. 1]

RPR 3—PROCEDURES FOR ADJUSTMENTS, ADMINISTRATIVE REVIEW AND INTERPRETATIONS

REPORT OF ORAL HEARING

Effective December 4, 1952, Rent Procedural Regulation 3 is amended as set forth below.

(Sec. 204, 61 Stat. 197, as amended; 50 U. S. C. App. Sup. 1894)

Issued this 2d day of December 1952.

JAMES MCI. HENDERSON,
Director of Rent Stabilization.

Section 12 (b) is amended to read as follows:

(b) *Report of oral hearing.* If a stenographic report of the oral hearing is to be made on behalf of the Area Rent Director, the notice of hearing shall so state. Otherwise, either or both parties may, at his or their expense, have a stenographic report prepared, certified and filed in the area rent office in duplicate, by a qualified reporter approved by the presiding officer upon application made prior to the date of hearing. A stenographic report of the oral hearing, certified by the presiding officer, shall become a part of the record. When a stenographic report is not made, the presiding officer shall prepare and sign in duplicate a written summary of the testimony, which summary shall thereupon become a part of the record. A copy of the stenographic report or summary of testimony shall be available for inspection during business hours in the area rent office.

[F. R. Doc. 52-12890; Filed, Dec. 4, 1952; 8:48 a. m.]

TITLE 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans' Administration

PART 6—UNITED STATES GOVERNMENT LIFE INSURANCE

PART 8—NATIONAL SERVICE LIFE INSURANCE

CHANGE OF BENEFICIARY; EFFECTIVE DATE OF PREMIUM WAIVER

1. In Part 6, § 6.60 is revised to read as follows:

§ 6.60 *Change of beneficiary.* The insured under United States Government life insurance shall have the right at any time and from time to time and without the consent or knowledge of the beneficiary to change the beneficiary. A change of beneficiary must be made by written notice to the Veterans' Administration over the signature of the insured and shall not be binding on the United States unless received by the Veterans' Administration. A change of beneficiary must be forwarded to the Veterans' Administration by the insured or his agent and must contain sufficient information to identify the insured. Whenever practicable, such notices shall be given on forms prescribed by the Veterans' Administration. Upon receipt by the Veterans' Administration, a change of beneficiary shall be deemed effective as of the date the insured signed the written notice. The United States shall be protected in all payments made to the beneficiary last of record and before receipt of notice of a change of beneficiary, and no payments so made shall be paid again to the changed beneficiary. The insured may exercise any right or privilege given under the provisions of a United States Government life insurance policy without the consent of the beneficiary. An original designation of a beneficiary may be made by the last will and testament, but no change of beneficiary may be made by the last will and testament. The provisions of the "beneficiary" clause in United States Government life insurance policies are hereby amended accordingly.

(Sec. 5, 43 Stat. 608, as amended, sec. 2, 46 Stat. 1016, sec. 7, 48 Stat. 9, sec. 6, Pub. Law 23, 82d Cong.; 38 U. S. C. 11a, 426, 707. Interpret or apply secs. 300, 301, 43 Stat. 624, as amended; 38 U. S. C. 511, 512)

2. In Part 8, § 8.41 (b) is amended to read as follows:

§ 8.41 *Effective date of premium waiver.* * * *

(b) Upon written application of the beneficiary as provided in § 8.40, waiver of premiums may be granted effective as of the date 6 months' continuous total disability commenced, but, except as hereafter provided in this paragraph, waiver in such cases shall not be effective as to any premium which became due more than 1 year prior to the date of insured's death: *Provided*, That the Administrator may grant waiver of premiums in excess of such 1-year period in any case in which he finds that the insured's failure to submit timely application or satisfactory evidence to show the existence or continuance of total disability was due to circumstances beyond the insured's control: *Provided further*, That upon written application of the beneficiary made on or before August 1, 1947, or within 1 year of the date of the insured's death where death occurred on or before August 1, 1947, the Administrator shall grant waiver of any premium which became due not more than 5 years prior to the date of enactment of the Insurance Act of 1946 (Pub. Law 589, 79th Cong., approved August 1, 1946), if otherwise authorized under the provisions of section 602 (n) of the act, as amended: *Provided further*, That on permanent plans of National Service life insurance issued pursuant to section 5 of the Servicemen's Indemnity Act of 1951 and on insurance issued under section 620 of the National Service Life Insurance Act, as amended, waiver of premiums shall not be effective prior to the premium due date in the month in which application for insurance is made or the effective date of such insurance, whichever is the later date: *Provided further*, That on permanent plans of National Service life insurance reinstated pursuant to section 5 of the Servicemen's Indemnity Act of 1951, waiver of premiums shall not be effective prior to the effective date of reinstatement of such insurance.

(Sec. 608, 54 Stat. 1012, as amended, sec. 6, Pub. Law 23, 82d Cong.; 38 U. S. C. 808. Interpret or apply sec. 602, 54 Stat. 1009, as amended; 38 U. S. C. 802)

This regulation is effective December 5, 1952.

[SEAL] H. V. STIRLING,
Deputy Administrator.

[F. R. Doc. 52-12856; Filed, Dec. 4, 1952; 8:45 a. m.]

TITLE 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

PART 1—GENERAL RULES OF PRACTICE

MISCELLANEOUS AMENDMENTS

At a general session of the Interstate Commerce Commission, held at its of-

fice in Washington, D. C., on the 28th day of November A. D. 1952.

There being under consideration Rule 5 (j) and (k), Rule 45 (b), Rule 46 (b), and Rule 53 (b) of the general rules of practice (§§ 1.5 (j), (k), 1.45 (b), 1.46 (b)), and 1.53 (b):

It is ordered, that the general rules of practice be amended as follows:

1. Delete the words "formal-complaint" from the phrase "formal-complaint proceedings" wherever such words occur in paragraphs (j) and (k) of § 1.5 *Definitions.* As amended these paragraphs will read:

§ 1.5 *Definitions.* • • •

(j) The term "shortened procedure" means the procedure specified in § 1.44 and rules therein mentioned. Such rules provide, upon written consent of the parties, and upon the Commission's initiative or its approval of a request therefor made prior to hearing by any party, for the filing and serving of pleadings in proceedings with a view to avoiding an oral hearing.

(k) The term "modified procedure" means the procedure specified in §§ 1.45 to 1.54, inclusive, which rules provide for the filing and serving of pleadings in proceedings with a view to limiting the matters upon which subsequent oral evidence, if any, will be introduced.

2. Add the following sentence at the end of paragraph (b) of § 1.45 *Modified procedure; how initiated:* "As used in §§ 1.49, 1.51, and 1.53 (a), the term 'complainant' shall comprehend the term 'respondent' or 'applicant,' and the term 'defendant' shall include the term 'protestant,' according as procedure under §§ 1.45 to 1.54, inclusive, may be ordered in a particular proceeding."

As amended this paragraph will read:

§ 1.45 *Modified procedure; how initiated.* • • •

(b) *Order directing modified procedure.* An order directing modified procedure will list the names and addresses of the persons who at that time are parties to the proceeding, and direct that they comply with the modified-procedure rules. As used in §§ 1.49, 1.51, and 1.53 (a) the term "complainant" shall comprehend the term "respondent" or "applicant," and the term "defendant" shall include the term "protestant," according as procedure under §§ 1.45 to 1.54, inclusive, may be ordered in a particular proceeding.

3. Delete the word "complaint" wherever it occurs in paragraph (b) of § 1.46 *Modified procedure; effect of order,* and paragraph (b) of § 1.53 *Modified procedure; hearings,* and substitute in lieu thereof the word "proceeding." As amended, these paragraphs will read:

§ 1.46 *Modified procedure; effect of order.* • • •

(b) *Default where failure to comply.* If within any time period provided in the modified-procedure rules a party fails to file a pleading required by those rules, or otherwise fails to comply therewith, such party shall be deemed to be in default and to have waived any further hearing. Thereafter the proceeding may be disposed of without further notice to the defaulting party, and without other formal proceedings as to such party.

§ 1.53 *Modified procedure; hearings.* • • •

(b) *Hearing issues limited.* The order setting the proceeding for oral hearing, if hearing is deemed necessary, will specify the matters upon which the parties are not in agreement and respecting which oral evidence is to be introduced.

Notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Commission, Washington, D. C., and by filing a copy with the Director, Division of the Federal Register.

(Secs. 12, 17, 24 Stat. 383, as amended, 385, as amended, 49 Stat. 546, as amended, 548, as amended, sec. 201, 54 Stat. 933, sec. 1, 56 Stat. 285; 49 U. S. C. 12, 17, 304, 305, 904, 1003)

By the Commission.

[SEAL] GEORGE W. LAIRD,
Acting Secretary.

[F. R. Doc. 52-12886; Filed, Dec. 4, 1952; 8:48 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Production and Marketing Administration

CANTON LIVESTOCK SALES CO.

POSTING OF STOCKYARD

The Secretary of Agriculture has information that the Canton Livestock Sales Company, Canton, South Dakota, is a stockyard as defined in section 302 of the Packers and Stockyards Act, 1921, as amended (7 U. S. C. 202), and should be made subject to the provisions of that act.

Therefore, notice is hereby given that the Secretary of Agriculture proposes to issue a rule designating the stockyard named above as a posted stockyard subject to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U. S. C. 181 et seq.), as is provided in section 302 of that act. Any interested person who desires to do so may submit, within 15 days of the publication of this notice, any data, views or arguments, in writing, on the proposed rule to the Director, Livestock Branch, Production and Marketing Administration, United States Department of Agriculture, Washington 25, D. C.

Done at Washington, D. C., this 2d day of December 1952.

[SEAL] DAVID M. PETTUS,
Acting Director, Livestock Branch, Production and Marketing Administration.

[F. R. Doc. 52-12892; Filed, Dec. 4, 1952; 8:48 a. m.]

NOTICES

DEPARTMENT OF COMMERCE

National Production Authority

[Suspension Order 49; Docket No. 52]

DURALUM PRODUCTS CO., INC., ET AL.

SUSPENSION ORDER

A hearing having been held in the above-entitled matter on the 1st and 21st days of October 1952, before George E. Brower, a hearing commissioner of the National Production Authority on a statement of charges made by the General Counsel, National Production Authority, in accordance with the National Production Authority General Administrative Order 16-06 (16 F. R. 8628) dated July 21, 1951, and Implementation 1 to National Production Authority General Administrative Order 16-06 (16 F. R. 8799), redesignated as RP-1, Rules of Practice Before Hearing Commissioners (16 F. R. 8894), and

The respondents, Duralum Products Co., Inc., a New York corporation; Leon M. Gordon as president of Duralum Products Co., Inc., and individually; Murray Kruta as secretary and treasurer of Duralum Products Co., Inc., and individually; all of 33-25 127th Street, City of New York, County of Queens, State of New York, having been duly apprised of the specific violations charged and the action which may be taken, and having been fully informed of the rules and procedures which govern these proceedings, and no answer having been filed on behalf of any or all of the respondents, and

The National Production Authority being represented by Herbert L. Saunders, attorney, and the respondents being represented by Roth and Margolis,

attorneys-at-law, Julius Roth, of counsel; and

On motion of the National Production Authority, Charge 1 of the statement of charges was amended to indicate figures differing from those set forth in the statement of charges, and said amendment to Charge 1 was consented to by the attorney for respondents and testimony and evidence having been offered and received in support of the charges and in opposition thereto and the hearing commissioner having been advised in the premises, it is hereby determined:

Findings of facts. 1. During the period from December 1, 1950, to June 30, 1951, Duralum Products Co., Inc., used in the manufacture of storm doors, storm windows, screen doors, and screen windows approximately 10,000 pounds of aluminum in excess of the limitations on such use as set forth in National Production Authority Order M-7, section 26.25 (a), as amended December 1, 1950 (15 F. R. 8576); section 26.25 (b), as amended December 1, 1950 (15 F. R. 8576); section 5 (b), as amended February 1, 1951 (16 F. R. 1122); section 5 (b) and section 6 (b), as amended March 1, 1951 (16 F. R. 2327), March 31, 1951 (16 F. R. 2922), and April 6, 1951 (16 F. R. 3118); section 6 (c), as amended May 1, 1951 (16 F. R. 3916), as amended June 1, 1951 (16 F. R. 5259).

2. During the third calendar quarter of 1951, Duralum Products Co., Inc., requested for delivery and received 19,468 pounds of aluminum controlled materials in excess of 19,440 pounds, the amount required to fulfill its authorized production schedule for said third calendar quarter 1951 in violation of section 17 (a) of National Production Authority CMP Regulation No. 1, dated May 3, 1951 (16 F. R. 4127).

3. During the fourth calendar quarter of 1951, Duralum Products Co., Inc., requested for delivery and received 47,920 pounds of aluminum controlled materials whereas said Duralum Products Co., Inc., had no authorized production schedule for said fourth calendar quarter 1951, thereby violating section 17 (a) of National Production Authority CMP Regulation No. 1 as amended November 23, 1951 (16 F. R. 11860).

4. During the first calendar quarter of 1952, Duralum Products Co., Inc., requested for delivery and received 46,286 pounds of aluminum controlled materials, whereas said Duralum Products Co., Inc., had no authorized production schedule for said first calendar quarter 1952, thereby violating section 17 (a) of National Production Authority CMP Regulation No. 1 as amended November 23, 1951 (16 F. R. 11860).

5. During the second calendar quarter of 1952, Duralum Products Co., Inc., requested for delivery and received 34,842 pounds of aluminum controlled materials in excess of 4,552 pounds, the amount required to fulfill its authorized production schedule for said second quarter of 1952 in violation of section 17 (a) of National Production Authority CMP Regulation No. 1 as amended November 23, 1951 (16 F. R. 11860).

6. Duralum Products Co., Inc., failed to maintain accurate records of inventories, receipts, deliveries, and uses of aluminum forms and products commencing with January 1, 1950, in violation of section 26.30 (a) of National Production Authority Order M-7 dated November 13, 1950 (15 F. R. 7764), as amended December 1, 1950 (15 F. R. 8576); section 11 (a) of National Production Authority Order M-7 as amended February 1, 1951 (16 F. R. 1122), as amended March 9, 1951 (16 F. R. 2337), as amended April 6, 1951 (16 F. R. 3118), as amended May 1, 1951 (16 F. R. 3916), as amended June 1, 1951 (16 F. R. 5259).

7. During the period commencing December 1, 1950, and terminating on June 30, 1952, Leon M. Gordon and Murray Kruta dominated, managed, and controlled Duralum Products Co., Inc., and directed and supervised Duralum Products Co., Inc., during the time Duralum Products Co., Inc., requested for delivery, received, and used the unauthorized quantities of aluminum set forth in paragraphs 1 through 5 above.

Conclusions. During the period commencing December 1, 1950, and terminating on June 30, 1951, Duralum Products Co., Inc., a New York corporation, Leon M. Gordon, and Murray Kruta, all of 33-25 127th Street, City of New York, County of Queens, State of New York, violated the provisions of National Production Authority Order M-7, as hereinabove cited by using in the manufacture of storm doors, storm windows, screen doors, and screen windows approximately 10,000 pounds of aluminum in excess of the quantities permitted; and

During the third calendar quarter 1951, fourth calendar quarter 1951, first calendar quarter 1952, and second calendar quarter 1952, the respondents requested for delivery and received a total of 148,516 pounds of aluminum controlled materials for unauthorized production in violation of National Production Authority CMP Regulation No. 1 as hereinabove cited.

In order to correct the unauthorized receipt and use of aluminum in the manufacture of storm doors, storm windows, screen doors, and screen windows occasioned by the violations found herein;

It is accordingly ordered: 1. That all outstanding allotments and allocations of aluminum for the fourth calendar quarter of 1952, including automatic allotments and allocations acquired through self-certification and/or self-authorization, directive, or otherwise, to respondent Duralum Products Co., Inc., of 33-25 127th Street, City of New York, County of Queens, State of New York, for the manufacture of doors and/or windows during the fourth calendar quarter 1952, be and they hereby are reduced in the amount of 10,000 pounds; and all excess allotments and allocations and purchase orders placed pursuant to such excess allotments and allocations shall be cancelled or reduced in accordance with section 13 of National Production Authority CMP Regulation No. 1 as amended November 23, 1951 (16 F. R. 11860), and Controlled Materials Plan Form CMP-12.

2. That commencing with the first calendar quarter 1953 all allotments and allocations of aluminum, including automatic allotments and allocations acquired through self-certification and/or self-authorization, directive, or otherwise, to said Duralum Products Co., Inc., for the manufacture of doors and/or windows during said first quarter or succeeding quarters, be and the same hereby are reduced to 10,000 pounds for each of said calendar quarters, or 50 percent of said allotments and allocations, whichever is greater; and all excess allotments and allocations and purchase orders placed pursuant to such excess allotments and allocations shall be cancelled or reduced in accordance with section 13 of National Production Authority CMP Regulation No. 1 as amended November 23, 1951 (16 F. R. 11860), and Controlled Materials Plan Form CMP-12, or as shall otherwise be provided.

3. The terms of this order shall continue for the duration of the Defense Production Act of 1950 as amended, or as hereafter amended or extended, until such time as the allotments and allocations of aluminum as withdrawn and withheld by the terms of this order total 80,000 pounds.

4. That said Duralum Products Co., Inc., its successors or assigns, Leon M. Gordon and Murray Kruta, as officers of Duralum Products Co., Inc., and individually, be and hereby are prohibited from acquiring and using aluminum in excess of the amounts permitted by the terms of this order in each of all foresaid periods.

Issued this 21st day of November 1952, at New York City, N. Y.

NATIONAL PRODUCTION AUTHORITY,
By GEORGE E. BROWER,
Hearing Commissioner.

[F. R. Doc. 52-12913; Filed, Dec. 4, 1952; 10:48 a. m.]

DEFENSE MATERIALS PROCUREMENT AGENCY

[Delegation No. 19]

ADMINISTRATOR OF GENERAL SERVICES

DELEGATION OF AUTHORITY TO PURCHASE AND SELL COLUMBIUM-TANTALUM ORES AND CONCENTRATES OF DOMESTIC ORIGIN

1. Pursuant to the authority vested in me as Defense Materials Procurement Administrator by Executive Order No. 10281, August 28, 1951 (16 F. R. 8789), I hereby delegate to the Administrator of General Services the authority to purchase, for Government use and resale, columbium-tantalum ores and concentrates, of domestic origin, under the terms, conditions and policies set forth in Amendment 1 to Revision 1 of the Columbium-Tantalum Purchase Program Regulation, dated October 24, 1952 (17 F. R. 9775); I further delegate to the Administrator of General Services the authority to sell the columbium-tantalum ores and concentrates purchased by the Administrator of General Services pursuant to this delegation.

2. The authority herein delegated shall be exercised in accordance with the provisions of section 303 (a) of the Defense Production Act, as amended,

and other applicable law, and in accordance with such policies as may be established by the Defense Materials Procurement Administrator.

3. The authority hereby delegated may be redelegated to officers and employees of the General Services Administration.

4. This delegation is effective as of the date hereof.

Dated: November 28, 1952.

JESS LARSON,
Defense Materials Procurement Administrator.

[F. R. Doc. 52-12861; Filed, Dec. 4, 1952; 8:45 a. m.]

DEFENSE PRODUCTION ADMINISTRATION

[DPAV-1 (h)]

ADDITIONAL COMPANY ACCEPTING REQUEST TO PARTICIPATE IN VOLUNTARY PLAN TO CONTRIBUTE TANKER CAPACITY

Pursuant to section 708 of the Defense Production Act of 1950, as amended, the name of the following company is herewith published which has accepted the request to participate in the voluntary plan entitled "Voluntary Plan under Public Law 774, 81st Congress, for the Contribution of Tanker Capacity for National Defense Requirements," dated January 18, 1951, which request, original list of companies accepting such request, and voluntary plan were published on March 1, 1951, at 16 F. R. 1964. Additional lists of companies accepting such request were published on April 14, 1951, at 16 F. R. 3315; on May 3, 1951, at 16 F. R. 3931; on July 4, 1951, at 16 F. R. 6545; on August 22, 1951, at 16 F. R. 8378; on September 25, 1951, at 16 F. R. 9734; on February 6, 1952, at 17 F. R. 1161; and on March 20, 1952, at 17 F. R. 2400.

Olga Konow, Inc., 25 Broadway, New York 4, N. Y.

(Sec. 704, 64 Stat. 816, Pub. Law 429, 82d Cong.; 50 U. S. C. App. Sup. 2154; E. O. 10200, Jan. 3, 1951, 16 F. R. 61; 3 CFR, 1951 Supp.)

Dated: December 4, 1952.

HENRY H. FOWLER,
Administrator.

[F. R. Doc. 52-12952; Filed, Dec. 4, 1952; 10:46 a. m.]

ECONOMIC STABILIZATION AGENCY

Office of the Administrator

[Determination No. 144]

ALBION, MICHIGAN, CRITICAL DEFENSE HOUSING AREA

APPROVAL OF EXTENT OF RELAXATION OF CREDIT CONTROLS

SECTION 1. *Authority.* This action is taken pursuant to the authority conferred by the Housing and Rent Act of 1947, as amended (Pub. Law 129, 80th Cong., as amended by Pub. Laws 422 and 464, 80th Cong., Pub. Laws 31, 574 and 880, 81st Cong.; and Pub. Laws 8, 69 and 96, 82d Cong.); and more particularly section 204 (m) of Public Law 96; and the Defense Production Act of 1950, as amended (Pub. Law 774, 81st Cong.; as amended by Pub. Law 96, 82d Cong.); and Executive Order 10161 of September 9, 1950 and Executive Order 10276 of July 31, 1951; and as implemented by Economic Stabilization Agency Order No. 9 of July 31, 1951.

SEC. 2. *Determination.* In view of the joint determination and certification by the Secretary of Defense and the Director of Defense Mobilization, dated December 2, 1952, that the Albion, Michigan, area (this area consists of the city of Albion and the townships of Albion, Eckford, Marengo, and Sheridan; all in Calhoun County, Michigan) is a critical defense housing area, and in view of the suspension of Regulation X on September 16, 1952 by the Board of Governors of the Federal Reserve System and announcement of a period of residential credit control relaxation by such Board, with the concurrence of the Housing and Home Finance Administrator, effective on that same date (17 F. R. 8350), it is hereby determined, after due consideration of relevant factors, that real estate construction credit controls have been relaxed in the Albion, Michigan, critical defense housing area to the extent necessary to encourage construction of housing for defense workers and military personnel.

ROGER L. PUTNAM,
Administrator.

DECEMBER 2, 1952.

[F. R. Doc. 52-12946; Filed, Dec. 4, 1952; 10:19 a. m.]

FEDERAL POWER COMMISSION

[Docket No. E-6463]

MONTANA-DAKOTA UTILITIES CO.

NOTICE OF APPLICATION

NOVEMBER 28, 1952.

Take notice that on November 24, 1952, an application was filed with the Federal Power Commission, pursuant to sections 203 and 204 of the Federal Power Act, by Montana-Dakota Utilities Co., a corporation organized under the laws of the State of Delaware and doing business in the States of Minnesota, Montana, North Dakota, South Dakota and Wyoming, with its principal business office at Minneapolis, Minnesota, seeking an order authorizing it to merge or consolidate facilities by taking over, operating and acquiring the utility properties to be constructed by or for Dakotas Electric Cooperative, Inc., to consist of an electric transmission line from DeVaul to Hettinger, North Dakota, a switching structure and substations, and for authority to assume upon purchase of facilities described above, two notes in the respective face amounts of $343,638.27 and $950,000, evidencing the indebtedness of Dakotas Electric Cooperative, Inc., to the United States of America in connection with the construction of said facilities and other facilities. This application is supplemental to the application in Docket No. E-6210, notice of which has heretofore been issued and published in the FEDERAL REGISTER (April 16, 1949, 14 F. R. 1855), all as more fully appears in the application on file with the Commission.

Any person desiring to be heard or to make any protest with reference to said application should, on or before the 19th day of December 1952, file with the Federal Power Commission, Washington 25, D. C., a petition or protest in accordance with the Commission's rules of practice and procedure. The application is on file with the Commission for public inspection.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 52-12883; Filed, Dec. 4, 1952; 8:47 a. m.]

[Docket Nos. G-996, G-1916, G-1917, G-1429, G-1908, G-1909, G-1526, G-1919, G-1920, G-1816, G-1817, G-1818, G-1918, G-1926, G-1927, G-1923, G-1924]

NORTHWEST NATURAL GAS CO. ET AL.

ORDER DENYING MOTIONS, ALLOWING AN AMENDMENT, AND RECONVENING HEARING

NOVEMBER 25, 1952.

In the matters of Northwest Natural Gas Company, Docket Nos. G-996, G-1916, G-1917; Pacific Northwest Pipe Line Corporation, Docket Nos. G-1429, G-1908, G-1909; Westcoast Transmission Company, Inc., Docket Nos. G-1526, G-1919, G-1920; Glacier Gas Company, Docket Nos. G-1816, G-1817, G-1818; Northern Natural Gas Company, Docket Nos. G-1918, G-1926, G-1927; Trans-Northwest Gas, Inc., Docket Nos. G-1923, G-1924.

On July 7, 1952, the Presiding Examiner recessed the hearing in the above-entitled consolidated proceedings, subject to further order of the Commission, and submitted to the Commission for disposition the following motions:

(a) Motion made orally by staff counsel on July 1, 1952, to deny all of the above applications largely on the grounds that each of the applicants had been given an opportunity in accordance with the Commission's procedural order issued May 28, 1952, to present evidence as to its proposed supply of natural gas and that none of the applicants had presented evidence disclosing a firm supply of natural gas. Counsel for intervener, Trans-Canada Pipe Lines Limited, joined in this motion.

(b) Motions made by counsel for Trans-Canada Pipe Lines Limited on June 23, 1952, to strike all the testimony of Northwest Natural Gas Company and to dismiss its applications; on June 30, 1952, to dismiss the applications of Northern Natural Gas Company; on July 2, 1952, to dismiss the applications of Pacific Northwest Pipe Line Corporation, Westcoast Transmission Company, Inc., Glacier Gas Company, and Trans-Northwest Gas, Inc. These motions were largely grounded on the failure of applicants to present evidence disclosing a firm supply of natural gas.

(c) Motion made by counsel for Glacier Gas Company on July 7, 1952, for severance of its applications from the