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# Presidential Documents

## Title 3—THE PRESIDENT

### Proclamation 3424

#### NATIONAL EMPLOY THE PHYSICALLY HANDICAPPED WEEK, 1961

By the President of the United States  
of America

#### A Proclamation

WHEREAS equality of opportunity has long been one of our most cherished ideals; and

WHEREAS equality of opportunity for employment should not be denied any qualified person because of a physical handicap; and

WHEREAS the physically handicapped of our country have amply demonstrated their productive capacity when employed in positions suited to their special skills and talents; and

WHEREAS there are in this Nation today those who are physically handicapped but are otherwise qualified for useful work who have not yet achieved equality of opportunity for employment; and

WHEREAS the Congress, by a joint resolution approved August 11, 1945 (59 Stat. 530), has designated the first week in October of each year as National Employ the Physically Handicapped Week and has requested the President to issue a suitable proclamation each year:

NOW, THEREFORE, I, JOHN F. KENNEDY, President of the United States of America, do call upon the people of our Nation to observe the week beginning October 1, 1961, as National Employ the Physically Handicapped Week, and to cooperate with the President's Committee on Employment of the Physically Handicapped in furthering equality of opportunity for employment of the physically handicapped.

I also urge the Governors of States, mayors of cities, and other public officials, as well as leaders of industry, educational and religious groups, labor, civic, veterans', agricultural, women's, scientific, professional, and fraternal organizations, and all other interested organizations and individuals, including the handicapped themselves, to participate actively in this observance.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this first day of August in the year of our Lord nineteen hundred and [SEAL] sixty-one, and of the Independence of the United States of America the one hundred and eighty-sixth.

JOHN F. KENNEDY

By the President:

DEAN RUSK,  
*Secretary of State.*

[P.R. Doc. 61-7463; Filed, Aug. 3, 1961;  
1:41 p.m.]

# Rules and Regulations

## Title 7—AGRICULTURE

### Chapter IX—Agricultural Marketing Service and Agricultural Stabilization and Conservation Service (Marketing Agreements and Orders), Department of Agriculture

[Valencia Orange Reg. 239]

#### PART 922—VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

##### Limitation of Handling

##### § 922.539 Valencia Orange Regulation 239.

(a) *Findings.* (1) Pursuant to the marketing agreement and Order No. 22, as amended (7 CFR Part 922), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Valencia Orange Administrative Committee, established under the said marketing agreement and order, as amended, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and informa-

tion concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on August 3, 1961.

(b) *Order.* (1) The respective quantities of Valencia oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., August 6, 1961, and ending at 12:01 a.m., P.s.t., August 13, 1961, are hereby fixed as follows:

- (i) District 1: Unlimited movement;
- (ii) District 2: 550,000 cartons;
- (iii) District 3: Unlimited movement.

(2) All Valencia oranges handled during the period specified in this section are subject also to all applicable size restrictions which are in effect pursuant to this part during such period.

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

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

Dated: August 3, 1961.

FLOYD F. HEDLUND,  
Director, Fruit and Vegetable  
Division, Agricultural Mar-  
keting Service.

[F.R. Doc. 61-7517; Filed, Aug. 4, 1961;  
11:18 a.m.]

[Lemon Reg. 911]

#### PART 953—LEMONS GROWN IN CALIFORNIA AND ARIZONA

##### Limitation of Handling

##### § 953.1018 Lemon Regulation 911.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 53, as amended (7 CFR Part 953), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on August 1, 1961.

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.s.t., August 6, 1961, and ending at 12:01 a.m., P.s.t., August 13, 1961, are hereby fixed as follows:

- (i) District 1: Unlimited movement;
- (ii) District 2: 325,500 cartons;
- (iii) District 3: Unlimited movement.

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

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

Dated: August 2, 1961.

FLOYD F. HEDLUND,  
Director, Fruit and Vegetable  
Division, Agricultural Mar-  
keting Service.

[F.R. Doc. 61-7458; Filed, Aug. 4, 1961;  
8:53 a.m.]

# Title 14—AERONAUTICS AND SPACE

## Chapter III—Federal Aviation Agency

### SUBCHAPTER C—AIRCRAFT REGULATIONS [Regulatory Docket No. 838; Amdt. 321]

#### PART 507—AIRWORTHINESS DIRECTIVES

##### Alouette II SE 3130 Helicopters

As a result of low time main rotor hubs on two Alouette II SE 3130 helicopters being found cracked, it is necessary to insure safety in flight by limiting the service lives of the hubs on all helicopters of like design to 660 hours' time in service.

As a situation exists which demands immediate action in the interest of safety, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective upon publication in the FEDERAL REGISTER.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

**SUD AVIATION.** Applies to all Alouette II SE 3130 helicopters.

Compliance required as indicated.

As a result of two cases of cracks in the main rotor hubs, all main rotor hubs P/N 3130 S12.20.001 must be retired from service upon accumulation of 660 hours' time in service, except that main rotor hubs which have already accumulated 650 or more hours' time in service on the effective date of this directive must be retired from service within the next 10 hours' time in service.

(Sud Aviation Helicopters Service Alouette II SE 3130 No. AL 12.11.204 covers this subject.)

This amendment shall become effective August 5, 1961.

(Sec. 313(a), 601, 608; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on August 1, 1961.

GEORGE C. PRILL,  
Director,  
Flight Standards Service.

[F.R. Doc. 61-7438; Filed, Aug. 4, 1961; 8:52 a.m.]

### SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 59-LA-81]

#### PART 600—DESIGNATION OF FEDERAL AIRWAYS

##### PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

###### Federal Airway and Associated Control Areas; Modification

On June 21, 1960, there were published in the FEDERAL REGISTER (25 F.R. 5568)

amendments to Parts 600 and 601 of the regulations of the Administrator. These amendments, to be effective December 15, 1960, designated VOR Federal airway No. 500 and its associated control areas from Portland, Oreg., to Denver, Colo., concurrently with the commissioning of a VOR near John Day, Oreg.

On November 9, 1960, due to a delay in the commissioning date of the John Day VOR, a modification of amendments changing the effective date of these actions to March 9, 1961, was published in the FEDERAL REGISTER (25 F.R. 10698).

On January 27, 1961, because of further delay, another modification of amendments changing the effective date of these actions to August 24, 1961, was published in the FEDERAL REGISTER (26 F.R. 714).

On February 4, 1961, Airspace Docket No. 60-WA-53 was published in the FEDERAL REGISTER (26 F.R. 1079) which established a low altitude airway system and an intermediate altitude airway system. A ceiling of up to, but not including 14,500 feet MSL, was placed on the low altitude airway system of which Victor 500 would be a part.

On various segments of the proposed Victor 500 from Boise, Idaho, to Cherokee, Wyo., the minimum en route altitudes which have been established are at 14,000 feet MSL and above, making these segments unusable in the low altitude airway system. Additionally, the segment of the proposed Victor 500 from Cherokee to Denver would coincide with low altitude VOR Federal airway No. 4 and would result in dual designation of the airspace.

Therefore, the Federal Aviation Agency considers that the designation of Victor 500 from Boise to Denver is unjustified as an assignment of airspace and is modifying this docket accordingly.

Since this action imposes no additional burden on any person, this change is made in compliance with section 4 of the Administrative Procedure Act.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) effective immediately, the text of Airspace Docket No. 59-LA-81 is amended to read:

##### § 600.500 VOR Federal airway No. 500 (Portland, Oreg., to Boise, Idaho).

From the Portland, Oreg., VORTAC via the Newberg, Oreg., VOR; John Day, Oreg., VOR; to the Boise, Idaho, VORTAC.

##### § 601.500 VOR Federal airway No. 500 control areas (Portland, Oreg., to Boise, Idaho).

All of VOR Federal airway No. 500.

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

Issued in Washington, D.C., on July 31, 1961.

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

[F.R. Doc. 61-7395; Filed, Aug. 4, 1961; 8:45 a.m.]

[Airspace Docket No. 60-WA-273]

#### PART 600—DESIGNATION OF FEDERAL AIRWAYS

##### PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

##### PART 608—SPECIAL USE AIRSPACE

###### Revocation, Designation and Alteration of Restricted Areas; Designation of Control Zone; Revocation and Alteration of Control Area Extensions; Alteration of Federal Airway

On December 31, 1960, a notice of proposed rule making was published in the FEDERAL REGISTER (25 F.R. 14046) stating that the Federal Aviation Agency (FAA) proposed to revoke the Jacksonville, Fla., Restricted Areas R-161A, R-161B, R-161C, and R-161D (since publication of the notice renumbered R-2903, R-2904, R-2905, and R-2906 respectively); designate the Stevens Lake, Putnam and Switzerland, Fla., Restricted Areas; alter Pinecastle, Fla., Restricted Area R-165 (renumbered R-2910); designate a control zone southwest of Jacksonville, Fla.; alter the Jacksonville, Fla., control area extension; revoke the Ocala and the Gainesville, Fla., control area extensions; and alter low altitude VOR Federal airway No. 267.

The Department of the Air Force, Air Transport Association of America, Aircraft Owners and Pilots Association, and the Florida Development Commission offered no objection to the proposals contained in the notice.

The Department of the Navy objected in detail to the proposals concerning special use areas contained in the notice. Predominantly, the basis for these objections were: The proposed reduction of restricted airspace is not compatible with the increase in training activity in the Jacksonville area; the reduction of restricted airspace forces high performance Navy aircraft to operate in the same area with slower civil aircraft, thereby creating a possible collision hazard; and the accelerated tempo of training with less airspace to accomplish such activity jeopardizes the Navy readiness program.

Additionally, the Department of the Navy submitted requirements for additional restricted airspace to encompass a target complex, now under construction (Rodman target area) southeast of Gainesville, Fla.; to encompass new targets at Townsend, Ga., and to increase the restricted airspace at the Pinecastle, Fla., target area.

The Department of Defense objected on the basis that the proposed changes would restrict activity essential to national defense requirements.

The purpose of the notice of proposed rule making concerning these restricted areas was to propose the release to general aviation of currently designated restricted airspace which was believed to be in excess of the amount necessary to contain the hazardous activities con-

ducted in the area. This proposal was the result of exhaustive research and study.

Although the notice stated that it is contrary to the policy of the Federal Aviation Agency and to the public interest to designate segments of restricted airspace to protect terminal area flight operations which are not hazardous to non-participating aircraft and routine flight training activities from interference and air traffic delays which are caused by the transit of the navigable airspace by other users, no action is taken at this time to alter the airspace set aside for this purpose. The actions contained herein are an interim step arrived at through a series of conferences with Department of the Navy personnel held in Washington, D.C., and NAS Jacksonville. The Federal Aviation Agency deems it advisable to release a substantial amount of airspace for public use immediately. Accordingly, the airspace set aside for the purposes stated above will be the subject of future review and possible action.

After a review of objections and recommendations submitted by the Department of the Navy, the Federal Aviation Agency is proceeding with the following actions:

1. Revoke the present Jacksonville, Fla., Restricted Areas R-2903, R-2904, R-2905, and R-2906 and designate four separate joint use areas, R-2903A, B, C, and D, as follows:

(a) R-2903A will be named the Jacksonville East Restricted Area and will be that portion of the present R-2903 which lies east of Long. 82°02'00" W. and south of Lat. 30°15'30" N., but will not include the Stevens Lake and Putnam target areas. The designated altitudes will be from the surface to Flight Level 600 and the time of designation, continuous.

(b) R-2903B will be named the Stevens Lake, Fla., Restricted Area, and will be designated beginning at Lat. 29°56'20" N., Long. 82°00'00" W.; to Lat. 30°02'05" N., Long. 81°54'45" W.; to Lat. 30°00'15" N., Long. 81°52'05" W.; to Lat. 29°53'50" N., Long. 81°57'50" W.; to Lat. 29°50'45" N., Long. 81°49'15" W.; to Lat. 29°47'55" N., Long. 81°50'30" W.; to Lat. 29°50'55" N., Long. 81°58'20" W.; thence clockwise along an arc of a circle with a 3-nautical mile radius centered at Lat. 29°53'20" N., Long. 82°00'25" W.; to the point of beginning, excluding that area 1 nautical mile either side of a 220° True bearing from, and more than 1½ nautical miles from Lat. 29°53'20" N., Long. 82°00'25" W. The designated altitudes will be from the surface to flight level 600 and the time of designation will be continuous.

(c) R-2903C will be named the Putnam Target, Fla., Restricted Area and will be designated as the area within a 3-nautical mile radius of Lat. 29°47'00" N., Long. 81°41'00" W. The designated altitudes for R-2903C will be from the surface to flight level 600, and the time of designation, continuous.

(d) R-2903D will be named the Jacksonville West Restricted Area and will be the western portion of the present R-2903 and the northeast portion of the

present R-2904. The designated altitudes for R-2903D will be from the surface to flight level 600 excluding the area below 5,000 feet MSL in the southern portion of the area (the portion of R-2904 being absorbed in the designation of R-2903D). A notice of proposed rule making is being issued which will propose the inclusion of the airspace below 5,000 feet MSL within R-2903D. Since the Navy's requirement is based upon anticipated need, the area will be designated as continuous until December 31, 1962. Continued designation of this restricted area beyond December 31, 1962, will be predicated upon Federal Aviation Agency analysis of the amount of hazardous activities performed in the area.

The controlling agency for the above restricted areas will be the FAA Jacksonville, Fla., ARTC Center.

The Federal Aviation Agency, to promote efficient utilization of airspace, deems it advisable to establish four separate joint use areas. Establishment of the separate joint use areas would release portions of the restricted airspace not being used for purposes designated for transit by all aircraft.

Additionally, when R-2903B or R-2903C are being utilized, but R-2903A has been released, the joint use letter of procedures will specify the following: The using agency will release to the controlling agency that portion of R-2903B above 14,000 feet MSL within a 3-nautical mile radius of Lat. 29°53'20" N., Long. 82°00'25" W., and those portions of the area above 6000 feet MSL extending beyond the 3-nautical mile radius; R-2903C all altitudes above 14,000 feet MSL.

2. Designate the FAA, Jacksonville, Fla., ARTC Center as the controlling agency of the Lake George, Fla., Restricted Area R-2907.

3. Redesignate the Jacksonville, Fla., control area extension as proposed in the Notice. The control area extension would extend upward from 700 feet above the surface to the base of the continental control area. Separate actions will be initiated at a later date to implement Amendment 60-21 to Part 60 of the Civil Air Regulations.

4. Designate the Jacksonville, Fla., control zone to serve NAS Jacksonville and NAS Cecil as proposed in the Notice, but excluding that portion which lies within 1 mile of Herlong Airport Lat. 36°16'30" N., Long. 81°48'20" W.

5. Alter the description of low altitude VOR Federal airway No. 267 to update the reference to restricted airspace appearing therein.

6. Include R-2903A, R-2903B, R-2903C, and R-2903D in the continental control area.

In the notice, it was proposed to alter the Pinecastle, Fla., Restricted Area R-2910 and to designate the Switzerland, Fla., Restricted Area. Since the publication of the notice, the Navy has requested the designation of a larger area at Pinecastle to accommodate the several targets in this area. This request will be the subject of a new Notice of Proposed Rule Making which will also include a proposal for a restricted area at Townsend, Fla. The Switzerland

area, which is a temporary target, is contained within R-2903A as designated herein. Therefore, no action is taken herein to alter the Pinecastle Restricted Area and to designate a separate restricted area for the Switzerland target.

As stated in the notice, upon completion of construction by the Navy of a target complex (Rodman target area) southeast of Gainesville, Fla., restricted airspace for the Switzerland Target no longer will be needed. Also, with the establishment of a restricted area for Rodman, a reduction in the size of R-2903A and in the ceiling of R-2903C would be possible. Therefore, a notice of proposed rule making is being issued proposing a restricted area for the Rodman Target, the simultaneous realignment of the eastern boundary of R-2903A along the west bank of the St. Johns River and the redesignation of R-2903C from the surface to 14,000 feet MSL.

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

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

1. Section 600.6267 (14 CFR 600.6267) is amended to read:

§ 600.6267 VOR Federal airway No. 267 (Miami, Fla., to Knoxville, Tenn.).

From the Miami, Fla., VORTAC via the Pahokee, Fla., VORTAC; Orlando, Fla., VOR; Jacksonville, Fla., VORTAC, including an E. alternate from the Orlando VOR to the Jacksonville VORTAC via the Daytona Beach, Fla., VOR and the INT of the Daytona Beach VOR 308° and the Jacksonville VORTAC 174° radials; INT of the Jacksonville VORTAC 334° and the Dublin, Ga., VOR 137° radials; Dublin VOR; Norcross, Ga., VORTAC; INT of the Norcross VORTAC 011° and the Knoxville, Tenn., VORTAC 181° radials; Knoxville VORTAC, including an E. alternate. The portion of this airway that coincides with R-2903A shall be used only after obtaining prior approval from appropriate authority.

2. Section 601.1005 (26 F.R. 869) is amended to read:

§ 601.1005 Control area extension (Jacksonville, Fla.).

Within 5 miles either side of the 064° radial of the Jacksonville VORTAC extending from the VORTAC to 20 miles NE. and that airspace SW. of Jacksonville bounded on the N. by VOR Federal airway No. 22, on the E. by VOR Federal airway No. 267, on the S. and W. by a line beginning at Lat. 29°25'25" N., Long. 81°31'25" W., extending NW. to Lat. 29°33'50" N., Long. 81°47'50" W., thence SW. to Lat. 29°20'50" N., Long. 81°57'00" W., thence S. along Long. 81°57'00" W. to the northern boundary of VOR Federal airway No. 159, thence along the northern boundary of Victor

159 to its intersection with VOR Federal airway No. 157 at Ocala, Fla., thence via the eastern boundary of VOR Federal airway No. 157 to its intersection with Victor 22. The portions of the Jacksonville control area extension which coincide with R-2903A, R-2903B, R-2903C and R-2903D would be used only after obtaining prior approval from the controlling agency.

§ 601.1428 [Revoked]

3. Section 601.1428 (14 CFR 601.1428) control area extension (Gainesville, Fla.) is revoked.

§ 601.1431 [Revocation]

4. Section 601.1431 (14 CFR 601.1431) control area extension (Ocala, Fla.) is revoked.

5. Part 601 (14 CFR 601) is amended by adding the following section:

§ 601.2481 Jacksonville, Fla., (NAS Jacksonville and Cecil) control zone.

Within a 5-mile radius of Jacksonville NAS (Lat. 30°14'00" N., Long. 81°41'00" W.), within a 5-mile radius of Cecil, Fla., NAS (Lat. 30°13'00" N., Long. 81°52'45" W.), within 2 miles either side of the 271° radial of the Cecil VOR extending from the Cecil NAS 5-mile radius zone to 12 miles W. of the VOR, within 2 miles either side of the 181° radial of the Cecil VOR extending from the Cecil NAS 5-mile radius zone to 12 miles S. of the VOR, within 2 miles either side of the 084° radial of the Cecil VOR extending from the Cecil NAS 5-mile radius zone to the Jacksonville NAS 5-mile radius zone, within 2 miles either side of the 271° radial of the Jacksonville NAS TACAN extending from the Jacksonville NAS 5-mile radius zone to the Cecil NAS 5-mile radius zone, within 2 miles either side of the 097°, 127° and 231° radials of the Jacksonville NAS TACAN extending from the Jacksonville NAS 5-mile radius zone to 6 miles E., SE. and SW. of the TACAN, excluding the portion which lies within 1 mile of Herlong Airport (Lat. 36°16'30" N., Long. 81°48'20" W.).

§ 601.7101 [Amendment]

6. Section 601.7101 (26 F.R. 1399) is amended by adding the following:

R-2903A Jacksonville East, Fla.  
R-2903B Stevens Lake, Fla.  
R-2903C Putnam Target, Fla.  
R-2903D Jacksonville West, Fla.

§ 608.29 [Amendment]

7. In § 608.29 (26 F.R. 877) the following changes are made:

- (a) R-2903 Jacksonville, Fla., is revoked.  
(b) R-2904 Jacksonville, Fla., is revoked.  
(c) R-2905 Jacksonville, Fla., is revoked.  
(d) R-2906 Jacksonville, Fla., is revoked.  
(e) Jacksonville East, Fla., Restricted Area R-2903A is added.

R-2903A Jacksonville East, Fla.

*Boundaries.* Beginning at Lat. 30°15'30" N., Long. 81°43'25" W.; clockwise along the arc of a circle with a 2.5-nautical mile radius centered at Lat. 30°14'00" N., Long.

81°41'00" W.; to Lat. 30°14'00" N., Long. 81°38'00" W.; to Lat. 30°14'00" N., Long. 81°36'00" W.; to Lat. 30°10'45" N., Long. 81°35'00" W.; to Lat. 29°44'30" N., Long. 81°35'00" W.; to Lat. 29°44'30" N., Long. 81°39'05" W.; thence counter clockwise along the arc of a circle with a 3-nautical mile radius centered at Lat. 29°47'00" N., Long. 81°41'00" W.; to Lat. 29°45'15" N., Long. 81°43'40" W.; to Lat. 29°47'55" N., Long. 81°50'30" W.; to Lat. 29°50'45" N., Long. 81°49'15" W.; to Lat. 29°53'50" N., Long. 81°57'50" W.; to Lat. 30°00'15" N., Long. 81°52'05" W.; to Lat. 30°02'05" N., Long. 81°54'45" W.; to Lat. 29°56'20" N., Long. 82°00'00" W.; thence counter clockwise along the arc of a circle with a 3-nautical mile radius centered at Lat. 29°53'20" N., Long. 82°00'25" W.; to Lat. 29°56'00" N., Long. 82°02'00" W.; to Lat. 30°15'30" N., Long. 82°02'00" W.; to point of beginning.

*Designated altitudes.* Surface to flight level 600.

*Time of designation.* Continuous.

*Controlling agency.* Federal Aviation Agency, Jacksonville ARTC Center.

*Using agency.* Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

(f) Stevens Lake, Fla., Restricted Area R-2903B is added.

R-2903B Stevens Lake, Fla.

*Boundaries.* Beginning at Lat. 29°56'20" N., Long. 82°00'00" W.; to Lat. 30°02'05" N., Long. 81°54'45" W.; to Lat. 30°00'15" N., Long. 81°52'05" W.; to Lat. 29°53'50" N., Long. 81°57'50" W.; to Lat. 29°50'45" N., Long. 81°49'15" W.; to Lat. 29°47'55" N., Long. 81°50'30" W.; to Lat. 29°50'55" N., Long. 81°58'20" W.; thence clockwise along an arc of a circle with a 3-nautical mile radius centered at Lat. 29°53'20" N., Long. 82°00'25" W.; to the point of beginning, excluding that area 1 nautical mile either side of a 220° True bearing from, and more than 1½ nautical miles from, Lat. 29°53'20" N., Long. 82°00'25" W.

*Designated altitudes.* Surface to flight level 600.

*Time of designation.* Continuous.

*Controlling agency.* Federal Aviation Agency, Jacksonville ARTC Center.

*Using agency.* Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

(g) Putnam Target, Fla., Restricted Area R-2903C is added.

R-2903C Putnam Target, Fla.

*Boundaries.* The area within a 3-nautical mile radius of Lat. 29°47'00" N., Long. 81°41'00" W.

*Designated altitudes.* Surface to flight level 600.

*Time of designation.* Continuous.

*Controlling agency.* Federal Aviation Agency, Jacksonville ARTC Center.

*Using agency.* Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

(h) Jacksonville West, Fla., Restricted Area R-2903D is added.

R-2903D Jacksonville West, Fla.

*Boundaries.* Beginning at Lat. 30°15'30" N., Long. 81°50'00" W.; to Lat. 30°15'30" N., Long. 82°02'00" W.; to Lat. 29°56'00" N., Long. 82°02'00" W.; thence counter clockwise along the arc of a circle with a 3-nautical mile radius centered at Lat. 29°53'20" N., Long. 82°00'25" W.; to Lat. 29°53'30" N., Long. 82°04'00" W.; to Lat. 29°56'00" N., Long. 82°19'30" W.; to Lat. 30°03'00" N., Long. 82°20'00" W.; to Lat. 30°22'00" N., Long. 82°20'00" W.; to Lat. 30°21'20" N., Long. 81°55'45" W.; to point of beginning.

*Designated altitudes.* Surface to flight level 600, excluding the area below 5,000 feet MSL beginning at Lat. 30°00'00" N., Long. 82°02'00" W.; to Lat. 29°56'00" N., Long. 82°02'00" W.; thence counterclockwise along

the arc of a circle 3-nautical mile radius centered at Lat. 29°53'20" N., Long. 82°00'25" W.; to Lat. 29°53'30" N., Long. 82°04'00" W.; to Lat. 30°00'00" N., Long. 82°19'30" W.; to point of beginning.

*Time of designation.* Continuous, September 21, 1961, to December 31, 1962.

*Controlling agency.* Federal Aviation Agency, Jacksonville ARTC Center.

*Using agency.* Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

(i) Lake George, Fla., Restricted Area R-2907 is amended to read.

R-2907 Lake George, Fla.

*Boundaries.* Beginning at Lat. 29°23'00" N., Long. 81°31'15" W.; to Lat. 29°12'30" N., Long. 81°30'00" W.; to Lat. 29°12'30" N., Long. 81°40'00" W.; to Lat. 29°23'00" N., Long. 81°40'00" W.; to the point of beginning.

*Designated altitudes.* Surface to flight level 500.

*Time of designation.* Continuous.

*Controlling agency.* Federal Aviation Agency, Jacksonville, ARTC Center.

*Using agency.* Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

These amendments shall become effective 0001, e.s.t., September 21, 1961.

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

Issued in Washington, D.C., on July 31, 1961.

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

[F.R. Doc. 61-7396; Filed, Aug. 4, 1961; 8:46 a.m.]

[Airspace Docket No. 61-LA-9]

PART 601—CONTROLLED AIRSPACE

Designation of Control Zone

On May 3, 1961, a notice of proposed rule making was published in the FEDERAL REGISTER (26 F.R. 3818) stating that the Federal Aviation Agency proposed to designate a control zone at Akron, Colo.

No adverse comments were received regarding this proposal.

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

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice Part 601 (14 CFR Part 601) is amended by adding the following section:

§ 601.2482 Akron, Colo., control zone.

Within a 5-mile radius of the Akron-Washington County Airport (Lat. 40°10'30" N., Long. 103°12'45" W.) and within 2 miles either side of the Akron VOR 123° radial extending from the 5-mile radius zone to 12 miles SE. of the VOR.

This amendment shall become effective 0001, e.s.t., September 21, 1961.

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

Issued in Washington, D.C., on August 1, 1961.

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

[F.R. Doc. 61-7394; Filed, Aug. 4, 1961; 8:45 a.m.]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Grand Isle FM (Final).....	BR-LFR.....	Direct.....	1000	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	600-1	600-1 1/2
				S-dn-15*.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side NW crs, 349° Outbnd, 169° Inbnd, 1500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1000'.  
 Crs and distance, facility to airport, 155-1.8.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 miles after passing BR-LFR, make climbing right turn to 4500' and proceed direct to the Burlington LFR.  
 Hold NW, left turns, one-minute pattern, 169° inbnd.  
 NOTE: LFR climb-out procedure SE bound. Climb most direct route to the Burlington LFR. Continue to climb to 3500' within 10 miles on the NW crs of Burlington LFR (S crs or N crs when directed by ATC). Minimum departure altitude SE bound from facility 3500'.  
 \*CAUTION: Standard clearance not provided over obstructions (525' and 635') W of airport for landing min. Rate of descent for straight-in landing minimums exceeds standard.  
 City, Burlington; State, Vt.; Airport Name, Municipal; Elev., 335'; Fac. Class., SBRAZ; Ident., BR; Procedure No. 1, Amdt. 9; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 8; Dated, 3 Sept. 55

Dacona Int.....	DN-LFR.....	Direct.....	6600	T-dn.....	300-1	300-1	200-1/2
Henderson FM.....	DN-LFR (Final).....	Direct.....	5900	C-dn.....	400-1	500-1	500-1 1/2
Parker Int.....	DN-LFR.....	Direct.....	7700	S-dn-17.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side N crs, 348° Outbnd, 168° Inbnd, 6600' within 10 mi. (Nonstandard due to terrain.)  
 Minimum altitude over facility on final approach crs, 5900'.  
 Crs and distance, facility to airport, 162°-2.1 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 miles, climb to 8000' on S crs within 20 miles or, when directed to ATC, climb to 6600' on E crs DN-LFR within 20 miles.  
 SHUTTLE: On N crs within 20 miles or, when directed by ATC, on S crs LFR between range and Aurora HW or on E crs DN-LFR.  
 CAUTION: 5911' MSL radio tower 4.5 mi E-SE of airport.  
 \*500-1 required for circling South of airport due 5521' tower 1.5 mi South of airport.  
 City, Denver; State, Colo.; Airport Name, Stapleton Airfield; Elev., 533'; Fac. Class., SBMRAZ; Ident., DN; Procedure No. 1, Amdt. 11; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 10; Dated, 15 May 54

PROCEDURE CANCELLED, EFFECTIVE 12 AUGUST 1961, OR UPON DECOMMISSIONING OF ENGLEWOOD FM.  
 City, Denver; State, Colo.; Airport Name, Stapleton Airfield; Elev., 5325'; Fac. Class., SBMRAZ; Ident., DEN; Procedure No. 2, Amdt. 10; Eff. Date, 20 Mar. 57; Sup. Amdt. No. 9; Dated, 15 May 54

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	500-1	500-1 1/2
				A-dn.....	800-2	800-2	800-2

Procedure turn S\* or N side NE crs, 058° Outbnd, 238° Inbnd, 1500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 800'.  
 Crs and distance, facility to airport, 238-2.4.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.4 miles, make a climbing right turn to 1500', returning to LFR. Hold one-minute, right turns, inbound crs 238°.  
 NOTE: ADF procedure not authorized.  
 \*Nonstandard to provide lateral separation with Willow Grove, Pa., and McGuire AFB. The direction of procedure turn to be specified during approach clearance.  
 City, Philadelphia; State, Pa.; Airport Name, North Philadelphia; Elev., 120'; Fac. Class., MLWZ; Ident., PF; Procedure No. 1, Amdt. 9; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 8; Dated, 1 Nov. 58

West Point Int.....	PU-LFR (Final).....	Direct.....	2200	T-dn.....	300-1		
				C-dn.....	600-1 1/2		
				A-dn.....	800-2		

Procedure turn E side S crs\*, 208° Outbnd, 028° Inbnd, 2700' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2200'.  
 Crs and distance, facility to airport, 002-4.7.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles, climb to 3000' on N crs within 20 miles.  
 \*Shuttle to 3000' on N crs within 20 miles.  
 AIR CARRIER NOTE: Use of airport restricted to 65 K or less, 2-engine or less aircraft.  
 CAUTION: Procedure not authorized when R-93 in use.  
 City, Poughkeepsie; State, N.Y.; Airport Name, Dutchess County; Elev., 165'; Fac. Class., SBRAZ; Ident., PU; Procedure No. 1, Amdt. 9; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 8; Dated, 23 Mar. 57

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.  
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BC-LFR.....	LOM.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1/2
BFL-VOR.....	LOM.....	Direct.....	2300	C-dn.....	500-1	500-1	500-1 1/2
Maricopa Int.....	LOM.....	Direct.....	3000	S-dn-30.....	400-1	400-1	400-1
Grapevine Int.....	LOM.....	Direct.....	5000	A-dn.....	800-2	800-2	800-2
Wheeler Ridge Int.....	LOM.....	Direct.....	6000				
Whitman Int.....	LOM.....	Direct.....	5000				

Procedure turn South\* side of crs, 119° Outbnd, 299° Inbnd, 2000' within 10 mi of LOM. Beyond 10 mi NA.  
 Minimum altitude over facility on final approach crs, 2000'.  
 Crs and distance, facility to airport, 299°-4.5 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2500' on NW crs of the BC-LFR within 20 miles or, when directed by ATC, (1) climb to 2000' on R-227 BFL-VOR within 15 miles; (2) climb to 2000' on SW crs BC-LFR within 15 miles.  
 CAUTION: Numerous unlighted TV receiving antennas in approach zones to Runway 34.  
 \*Procedure turn South side of crs for more favorable terrain.

City, Bakersfield; State, Calif.; Airport Name, Meadows Field; Elev., 515'; Fac. Class., LOM; Ident., BF; Procedure No. 1, Amdt. 1; Eff. Date, 12 Aug. 61; Sup. Amdt. No. Orig.; Dated, 27 May 61

Wolcottsville FM.....	BUF RBn.....	Direct.....	1300	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 050° Outbnd, 230° Inbnd, 1800' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1300'.  
 Crs and distance, facility to airport, 214°-0.8 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.8 mile, climb to 2000' on crs of 230°, turn left and return to BUF MHW. Hold BUF MHW, right turns, one-minute, 230° inbnd.  
 CAUTION: 1349' TV tower 5 miles WNW of airport.

City, Buffalo; State, N.Y.; Airport Name, Greater Buffalo International; Elev., 711'; Fac. Class., MHW; Ident., BUF; Procedure No. 2, Amdt. Orig.; Eff. Date, 12 Aug. 61

Angola FM.....	Cheektowaga FM (Final)*.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-5.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn South side of crs, 230° Outbnd, 050° Inbnd, 2000' within 10 miles of Cheektowaga FM.  
 Minimum altitude over facility on final approach crs, 1500'.  
 Crs and distance, facility to airport, 055°-2.3 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing Cheektowaga FM, proceed direct to BUF MHW at 2000'. Hold BUF MHW, right turns, one minute, 230° inbnd.  
 \*Do not descend below 2000' until 7 miles past Angola FM.

City, Buffalo; State, N.Y.; Airport Name, Greater Buffalo International; Elev., 711'; Fac. Class., MHW; Ident., BUF; Procedure No. 3, Amdt. Orig.; Eff. Date, 12 Aug. 61

Burlington LOM.....	BT LOM.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
Plattsburg VOR.....	BT LOM.....	Direct.....	1500	C-dn.....	600-1	600-1	600-1 1/2
Vergennes FM.....	BT LOM.....	Direct.....	2000	S-dn-15.....	600-1	600-1	600-1
Causeway Int*.....	BT LOM.....	Direct.....	1800	A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 326° Outbnd, 146° Inbnd, 1800' within 10 miles. Nonstandard due to terrain.  
 Minimum altitude over facility on final approach crs, 1000'.  
 Crs and distance, facility to airport, 146°-4.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing LOM, make climbing right turn to 2500' and proceed direct to Burlington LOM. Hold NW of LOM, left turns, one-minute pattern, 146° inbnd.  
 \*Causeway Int: Int PLB-VOR R-180 and NW crs ILS or brng 146° to LOM.

City, Burlington; State, Vt.; Airport Name, Municipal; Elev., 335'; Fac. Class., LOM; Ident., BT; Procedure No. 1, Amdt. 5; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 4 (ADF portion Comb. ILS-ADF); Dated, 3 Sept. 55

CID-VOR.....	LOM.....	Direct.....	2100	T-dn.....	300-1	300-1	200-1/2
IOW-VOR.....	LOM.....	Direct.....	2100	C-dn.....	400-1	500-1	500-1 1/2
Watkins Int*.....	LOM (Final).....	Direct.....	2000	S-dn-8.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn South side of crs, 265° Outbnd, 085° Inbnd, 2100' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2000'.  
 Crs and distance, facility to airport, 085°-3.8 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing LOM, climb to 2200' on crs 085° within 15 miles or, when directed by ATC, make right climbing turn to 2100' and proceed to LOM.  
 \*Watkins Int; Int CID-VOR R-260 and IOW-VOR R-320.

City, Cedar Rapids; State, Iowa; Airport Name, Municipal; Elev., 863'; Fac. Class., LOM; Ident., CI; Procedure No. 4, Amdt. Orig.; Eff. Date, 12 Aug. 61

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Cleveland LFR.....	LOM.....	Direct.....	2200	T-dn.....	300-1	300-1	200-1/2
Fairview Int.....	LOM.....	Direct.....	2200	C-dn.....	400-1	500-1	500-1 1/2
Berea Int.....	LOM.....	Direct.....	2200	S-dn-5R.....	400-1	400-1	400-1
CLE-VOR.....	LOM.....	Via R-102 to 054° brng to LOM.	2200	A-dn.....	800-2	800-2	800-2
Int CLE-VOR R-102 and 054° brng to LOM.	LOM (Final).....	Direct.....	1700				

Radar transitions and vectoring authorized in accordance with approved radar patterns.

Procedure turn South side of crs, 234° Outbnd, 054° Inbnd, 2200' within 10 mi.

Minimum altitude over facility on final approach crs, 1700'.

Crs and distance, facility to airport, 055°—3.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing LOM, make a right climbing turn, climb to 3000' on North side of East crs Cleveland LFR to Parkman Int.

CAUTION: 1970' TV towers approximately 6 miles ESE of airport.

City, Cleveland; State, Ohio; Airport Name, Hopkins; Elev., 789'; Fac. Class., LOM; Ident., CL; Procedure No. 3, Amdt. Orig.; Eff. Date, 12 Aug. 61

BVL VOR.....	DPG RBn.....	Direct.....	7500	T-dn.....	600-1	600-1	600-1 1/2
Vernon Int.....	DPG RBn.....	Direct.....	11, 100	C-dn.....	600-1	600-1	600-1 1/2
DTA VOR.....	DPG RBn.....	Direct.....	10, 500	S-dn.....	NA	NA	NA
DT LFR.....	DPG RBn.....	Direct.....	10, 500	A-dn.....	NA	NA	NA

Procedure turn S side of crs, 272° Outbnd, 092° Inbnd, 6700' within 10 mi.

Minimum altitude over facility on final approach crs, 4900'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn right, climb to 8000' on crs. 147° Outbnd within 15 miles, reverse crs to the West and return on crs 327° inbnd to the DPG RBn at 9000'. Hold South 147° Outbnd, 327° Inbnd, all turns to the left.

CAUTION: 5533' terrain 4 miles SE of airport. 7068' terrain 16 miles SW of airport.

NOTE: Prior arrangement for landing required for civil aircraft not on official business.

City, Dugway; State Utah; Airport Name, Michael AAF; Elev., 4349'; Fac. Class., MH; Ident., DPG; Procedure No. 1, Amdt. Orig.; Eff. Date, 12 Aug. 61

Mallbu Int.....	Trout Int* (Final).....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
LAX LOM.....	Trout Int*.....	Direct.....	2000	C-dn.....	500-1	600-1	600-1 1/2
				S-dn-7R/L.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring to final approach crs authorized.

Procedure turn South side of crs, 248° Outbnd, 068° Inbnd, 2000' within 10.0 mi of Trout Int\*.

Minimum altitude over Trout Int\* on final approach crs, \*\*1500'.

Crs and distance, Trout Int\* to Runway 7R-L, 068°—5.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after crossing Trout Int\*, climb to 2000' on crs of 068° no farther east than Downey FM/RBn.

\*Trout Int: Int 068° brng to Los Angeles LMM and R-337 SXC-VOR or 334° brng to CSW RBn.

\*\*Descend to airport minimums after passing Trout Int\*

City, Los Angeles; State, Calif.; Airport Name, Los Angeles International; Elev., 126'; Fac. Class., LMM; Ident., AX; Procedure No. 2, Amdt. 2; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 1; Dated, 19 Mar. 60

Valley Int.....	LYS RBn.....	Direct.....	3500	T-d.....	300-1	300-1	200-1/2
Angelica Int.....	LYS RBn.....	Direct.....	3200	C-d.....	500-1	500-1	500-1 1/2
Wellsville VOR.....	LYS RBn.....	Direct.....	3500	S-d-22.....	500-1	500-1	500-1
				A-d*.....	NA	NA	NA

Procedure turn East side of crs, 037° Outbnd, 217° Inbnd, 3200' within 10 miles.

Minimum altitude over facility on final approach crs, 2700'.

Crs and distance, facility to airport, 217°—3.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 mi after passing MHW, make immediate left climbing turn to Olean RBn at 3200'. Hold on LYS RBn, left turns, one-minute pattern, 217° inbnd.

NOTE: This procedure authorized only during hours of operation from 0800 to sunset local time.

Facility owned and operated by City of Olean.

\*Alternate minimums of 800-2 authorized for those who have previous arrangement for weather service at airport.

City, Olean; State, N.Y.; Airport Name, Olean Municipal; Elev., 2118'; Fac. Class., MHW; Ident., LYS; Procedure No. 1, Amdt. Orig.; Eff. Date, 12 Aug. 61

Oceanside RBn.....	LOM.....	Direct.....	2500	T-dn#.....	300-1	300-1	200-1/2
Miramar RBn.....	LOM.....	Direct.....	3000	C-dn.....	800-2	800-2	800-2
Sargo Int.....	LOM (Final).....	Direct.....	1000	S-dn-9.....	600-1	600-1	600-1
Lemon Grove Int.....	LOM.....	Direct.....	2500	A-dn.....	800-2	800-2	800-2

Radar transitions and vectoring using Miramar Radar authorized in accordance with approved radar patterns.

Procedure turn South side of crs, 271° Outbnd, 091° Inbnd, 1500' within 10 mi.

Minimum altitude over facility on final approach crs, 1000'.

CAUTION: 281' trees and terrain between LOM and LMM. Crs and distance, facility to airport, 091°—2.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at LMM, make immediate left climbing turn to 1500' on a 271° crs from LOM within 10 miles or, when directed by ATC, make immediate left climbing turn to 2500' on a 328° crs to OCN RBn or turn right, climb to 2000' on 135° crs from LMM within 10 miles.

CAUTION: Buildings and terrain 472' MSL 0.5 mi East of airport.

#500-1 required on Runway 9.

City, San Diego; State, Calif.; Airport Name, Lindbergh; Elev., 15'; Fac. Class., SLOM; Ident., SA; Procedure No. 1, Amdt. 4; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 3; Dated, 17 Dec. 60

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:  
 VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-d.....	2000-1	2000-1	2000-1
				C-d.....	2000-2	2000-2	2000-2
				A-d.....	2000-2	2000-2	2000-2

Procedure turn S side of crs, 065° Outbnd, 245° Inbnd, 5500' within 10 mi.  
 Minimum altitude over facility on final approach crs, 5000'; over Hendersonville Int, 4200'.  
 Crs and distance, facility to airport, VOR to Hendersonville Int 245-7.6.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.6 mi turn left, climb SE to 5000' on R-310 of the Spartanburg VOR within 20 mi of Hendersonville Int Night Operation NA.  
 AIR CARRIER NOTES: No reduction in landing or takeoff minima.  
 NOTE: Hendersonville Int: Int SPA-VOR R-310 and AVL-VOR R-245.  
 \*From Hendersonville Int proceed to airport VFR via crs of 310°.

City, Asheville; State, N.C.; Airport Name, Asheville-Municipal; Elev., 2161'; Fac. Class., BVORTAC; Ident., AVL; Procedure No. 1, Amdt. 5; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 4; Dated, 10 June 61

				T-d*	1000-2	1000-2	
				T-n*	2000-3	2000-3	
					or	or	
					BCOB	BCOB	
				C-d*	1000-3	1000-3	
				C-n#	1000-2	1000-2	
					2000-3	2000-3	
					or	or	
					BCOB	BCOB	
				A-d*	1000-3	1000-3	
				A-n#	2000-3	2000-3	
					or	or	
					BCOB	BCOB	
					1000-3	1000-3	

\*Any circling for landing or turn after takeoff must be made to the South of airport—circling North of airport NA because of high terrain.  
 #Landing to the West at night NA.  
 Procedure turn W side of crs, 005° Outbnd, 185° Inbnd, 2500' within 10 mi.  
 Minimum altitude over facility on final approach crs, 2000'.  
 Crs from facility to missed approach point, 185°. Descend to 1000' on crs 185° within 5 mi, then proceed NE VFR to airport.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished if unable to proceed VFR to airport upon descent to 1000', turn left and climb to 2600' on R-162 within 20 miles of STT-VOR.

City, Charlotte Amalie; State, St. Thomas, Virgin Island; Airport Name, Harry S. Truman; Elev., 10'; Fac. Class., BVOR; Ident., STT; Procedure No. 1, Amdt. 3; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 2; Dated, 30 Oct. 59

GGG-VOR.....	ASL-VOR.....	Direct.....	1700	T-dn.....	300-1	NA	NA
Shreveport VOR.....	ASL-VOR.....	Direct.....	2400	C-dn.....	500-1	NA	NA
				S-dn-34.....	400-1	NA	NA
				A-dn*.....	800-2	NA	NA

Procedure turn West side of crs, 134° Outbnd, 314° Inbnd, 1500' within 10 mi.  
 Minimum altitude over facility on final approach crs, 1500'.  
 Crs and distance, facility to airport, 314°-5.3 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles after passing VOR, climb to 1700' on R-314 ASL-VOR within 20 miles.  
 NOTES: 1. All pilots using this procedure requested to close IFR flight plan immediately upon completion of approach with Gregg County Radio or commercial facilities. IFR departure clearance and flight plan must be approved and filed with Fort Worth ARTC through Gregg County Radio prior to takeoff or remain VFR. 2. Public weather service not available.  
 CAUTION: 732' radio tower 1.9 mi NW of airport. 520' water tower 1.0 mi N of airport.  
 \*Alternate authorized only for those carriers having approval of their arrangements for weather and communication service at this airport.

City, Marshall; State, Tex.; Airport Name, Harrison County; Elev., 357'; Fac. Class., VOR; Ident., ASL; Procedure No. 1, Amdt. Orig.; Eff. Date, 12 Aug. 61

RULES AND REGULATIONS

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition		Course and distance	Minimum altitude (feet)	Ceiling and visibility minimums			
From—	To—			Condition	2-engine or less		More than 2-engine, more than 65 knots
			65 knots or less		More than 65 knots		
CQ-LFR.....	CHS-VOR.....	Direct.....	1400	T-dn..... C-dn..... S-dn-15..... A-dn.....	300-1 *400-1 *400-1 800-2	300-1 500-1 400-1 800-2	200-1/2 500-1 1/2 400-1 800-2

Procedure turn West side of crs, 334° Outbnd, 154° Inbnd, 1300' within 10 mi, not to be started until abeam LOM outbnd.  
 Minimum altitude over facility on final approach crs, 800'.\*  
 Facility on airport.  
 Distance from final approach fix (Int CHS R-334 and brng 244° to LOM), 4.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished prior to passing CHS-VOR, climb to 2000' on R-154 within 15 miles or, when directed by ATC, turn left, climb to 1300' on R-334 of VOR within 20 mi.  
 CAUTION: Radio towers 428' m.s.l. 6 mi SE; 1049' m.s.l. 10 mi SE.  
 \*Descent below 600' MSL NA unless final approach fix (Int CHS R-334 and brng 244° to LOM) is received.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Mun.; Elev., 45'; Fac. Class., BVORTAC; Ident., CHS; Procedure No. TerVOR-15, Amdt. 4; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 3; Dated, 1 July 61

Bradley Int.....	CLT-VOR.....	Direct.....	2900	T-dn.....	300-1	300-1	200-1/2
Weddington Int.....	CLT-VOR.....	Direct.....	2100	C-dn#.....	600-1	600-1	600-1 1/2
Bethany Int.....	CLT-VOR.....	Direct.....	2200	S-dn-23#.....	600-1	600-1	600-1
Waco Int.....	CLT-VOR.....	Direct.....	2900	A-dn.....	800-2	800-2	800-2
Stanley Int.....	CLT-VOR.....	Direct.....	2900				

Procedure turn North side of crs, 060° Outbnd, 240° Inbnd, 2900' within 10 mi of Parks Int.\*  
 Minimum altitude over Parks Int\* on final approach crs, 1600'.#  
 Crs and distance, Parks Int\* to airport, 240°—4.2 mi.  
 Crs and distance, breakoff point to end of runway, 230°—0.4 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles of Parks Int,\* climb to 2100', turn left and proceed to FML-VOR via FML R-007.  
 \*Parks Int: Int R-060 CLT-VOR and R-018 FML-VOR.  
 #If Parks Int not identified on final approach, descent below 1600' MSL not authorized.

City, Charlotte; State, N.C.; Airport Name, Douglas Municipal; Elev., 748'; Fac. Class., BVORTAC; Ident., CLT; Procedure No. TerVOR-23, Amdt. 1; Eff. Date, 12 Aug. 61; Sup. Amdt. No. Orig.; Dated, 8 July 61

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	600-1	600-1	600-1 1/2
				A-dn.....	800-2	800-2	800-2

Procedure turn East\* or West side of crs, 049° Outbnd, 229° Inbnd, 1500' within 10 mi.  
 Facility on airport.  
 Minimum altitude over facility on final approach crs, 700'.  
 Crs and distance, breakoff point to approach end of Runway 24, 238°—0.5 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, make a right climbing turn to 1500' on R-049 within 10 miles, then return to VOR, hold one-minute, right turns, inbnd crs 229°.  
 \*Procedure turn nonstandard to provide lateral separation with Willow Grove, Pa. and McGuire AFB. The direction of procedure turn to be issued in approach clearance.

City, Philadelphia; State, Pa.; Airport Name, North Philadelphia; Elev., 120'; Fac. Class., VOR; Ident., PNE; Procedure No. TerVOR (R-229), Amdt. 1; Eff. Date, 12 Aug. 61; Sup. Amdt. No. Orig.; Dated, 21 Nov. 59

Sargo Int.....	ILS OM (Final).....	Direct.....	700	T-dn#.....	300-1	300-1	200-1/2
La Jolla FM/Mt Dad Int.....	SAN-VOR R-272.....	190°—5.0.....	1500	C-dn.....	800-2	800-2	800-2
Lemon Grove Int.....	SAN-VOR.....	Direct.....	2600	S-dn-9**.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

Radar transitions and vectoring using Miramar Radar authorized in accordance with approved radar patterns.  
 Procedure turn S side crs, 272° Outbnd, 092° Inbnd, 1500' within 10 miles.  
 Minimum altitude until abeam ILS OM\*\*, 1000'; over VOR, 600'.  
 CAUTION: 281' trees and terrain between ILS OM and MM.  
 Crs and distance, breakoff point to approach end Rnwy 9, 092°—1.4 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at SAN-VOR, make immediate left climbing turn to 2500' on SAN-VOR R-327 to Mt. Dad Int or, when directed by ATC, make right climbing turn to 2000' on SAN-VOR R-135 within 10 miles.  
 CAUTION: Buildings and terrain 472' MSL 0.5 mi East of airport.  
 #500-1 required for takeoff on Runway 9.  
 \*On La Jolla transition recommended that aircraft cross final approach radial on 190° heading, then execute approximately 270° clockwise turn to Inbnd crs of 092°.  
 \*\*If ADF or FM receiver not used, landing ceiling minimums of 1000' are applicable.

City, San Diego; State, Calif.; Airport Name, Lindbergh; Elev., 15'; Fac. Class., L-VOR; Ident., SAN; Procedure No. TerVOR-9, Amdt. 6; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 5; Dated, 10 Dec. 60

5. The very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 609.300 are amended to read in part:

VOR-DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
10 mi fix R-277	0 mi fix R-277	Direct	2300	T-dn	300-1	300-1	300-1
0 mi fix R-040	8.1 mi fix R-040 (Final Arpt)	Direct	1900	C-dn	600-1	600-1	600-1½
* Radar terminal area transition altitudes:				A-dn	NA	NA	NA
	009	25 mi	2400				
	180	25 mi	2500				
	090	25 mi	2700				
	180	25 mi	2500				
	230	35 mi	2500				
	295#	25 mi	#2700				

Procedure turn S side crs 277° Outbnd, 097° Inbnd, 2500' within 10 miles. Procedure authorized without DME, but procedure turn required.

Minimum altitude over facility on final approach crs, 2300'.

Crs and distance, facility to airport, 040°—8.1 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 8.1 mi turn left, climb to 3000' on N crs OKC-ILS within 20 miles or, when directed by ATC, climb to 3000', turn left, proceed to OKC-VOR via R-037.

NOTE: When authorized by ATC, DME may be used within 10 miles at 2400' orbiting altitude to position aircraft for a final approach, with elimination of procedure turn. This procedure not approved for air carrier.

\*Azimuths and distances are from antenna site progressing clockwise.

#Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of towers 2127' MSL and 2726' MSL 9 mi NW of antenna site.

City, Oklahoma City; State, Okla.; Airport Name, Tulakes; Elev., 1302'; Fac. Class., BVORTAC; Ident., OKC; Procedure No. VOR-DME-Arpt #1, Amdt. 2; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 1; Dated, 20 Aug. 60

6. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BC LFR	LOM	Direct	2300	T-dn	300-1	300-1	200-½
BFL VOR	LOM	Direct	2300	C-dn	500-1	500-1	500-1½
Maricopa Int.	LOM	Direct	3000	S-dn-30#	200-½	200-½	200-½
Grapevine Int.	LOM	Direct	5000	A-dn	600-2	600-2	600-2
Wheeler Ridge Int.	LOM	Direct	6000				
Whitman Int.	LOM	Direct	5000				

Procedure turn \*S side SE crs, 119° Outbnd, 299° Inbnd, 2000' within 10 mi of OM. Beyond 10 mi NA.

Minimum altitude at G.S. int inbnd, 2000'.

Altitude of glide slope and distance to approach end of Runway at OM, 1985'—4.5 mi; at MM, 713'—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' on NW crs ILS within 20 miles or, when directed by ATC, (1) climb to 2000' on R-227 BFL within 15 mi; (2) climb to 2000' on SW crs BC LFR within 15 mi; (3) climb to 2500' on NW crs BC LFR within 20 mi.

CAUTION: Numerous unlighted TV receiving antennas in approach areas to runway 34.

\*Procedure turn S side for more favorable terrain.

#400-¾ required with glide slope inoperative.

City, Bakersfield; State, Calif.; Airport Name, Meadows Field; Elev., 515'; Fac. Class., ILS; Ident., I-BFL; Procedure No ILS-30 Amdt. II; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 10; Dated, 27 Aug. 60

Burlington LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Plattsburgh VOR	LOM	Direct	1500	C-dn	500-1	600-1	600-1½
Vergennes FM	LOM	Direct	2000	S-dn-15#	300-¾	300-¾	300-¾
Causeway Int*	LOM (Final)	Direct	1800	A-dn ILS	600-2	600-2	600-2

Procedure turn N side NW crs, 326° Outbnd, 146° Inbnd, 1800' within 10 miles. Nonstandard due to terrain.

Minimum altitude at G.S. interception inbnd, 1800'.

Altitude of G.S. and distance to approach end of rwy at OM 1755—4.9, at MM 600—0.8.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles, make climbing right turn to 2500' and proceed direct to Burlington LOM. Hold NW of LOM on Burlington ILS localizer course, left turns, one-minute pattern, 146° inbound.

NOTE: IFR climb-out procedure SE bnd, climb most direct route to the Burlington LFR. Continue to climb to 3500' within 10 mi on the NW crs of Burlington LFR (S crs or N crs when directed by ATC).

NOTE: Minimum departure altitude SE bnd from facility 3500'.

#400-1 required with glide slope inoperative.

\*Int PLB R-180 and NW crs ILS or brng 146° to LOM.

City, Burlington; State, Vt.; Airport Name, Municipal; Elev., 335'; Fac. Class., ILS; Ident., I-BTV; Procedure No. ILS-15, Amdt. 4; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 4 (ILS portion Comb. ILS-ADF); Dated, 3 Sept. 55

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
CID-VOR	LOM	Direct	2100	T-dn	300-1	300-1	200-1/2
IOW-VOR	LOM	Direct	2100	C-dn	400-1	500-1	500-1 1/2
Watkins Int*	ILS localizer (Final)	025°—1 mi.	2100	S-dn-8	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 265° Outbnd, 085° Inbnd, 2100' within 10 miles.  
 Minimum altitude over LOM on final approach crs, 2000'.  
 Crs and distance, LOM to airport, 085°—3.8 mi.  
 This procedure not premised on use of glide slope.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2200' on 085° brng from LOM within 15 miles or, when directed by ATC, make right climbing turn to 2100' and proceed to LOM.  
 NOTE: No approach lights.  
 \*Watkins Int: Int CID-VOR R-260 and IOW-VOR R-320.

City, Cedar Rapids; State, Iowa; Airport Name, Municipal; Elev., 863'; Fac. Class., ILS; Ident., I-CID; Procedure No. ILS-8, Amdt. Orig.; Eff. Date, 12 Aug. 61

Black Forest Int**	LOM	Direct	8200	T-dn#	300-1	300-1	200-1/2
Midway Int%	LOM	Direct	7300	C-dn	600-1	600-1	600-1 1/2
Hanover Int.	LOM	Direct	7300	S-dn-35*	200-1/2	200-1/2	200-1/2
COS-VOR	LOM	Direct	8200	A-dn	600-2	600-2	600-2
Fountain FM	LOM (Final)	Direct	7300				

Procedure turn E side S crs, 166° Outbnd, 346° Inbnd, 7300' within 10 mi. %  
 Minimum altitude at G.S. int inbnd, 7300'.  
 Altitude of G.S. and distance to approach end of rny at OM, 7240—3.8; at MM 6325—0.6.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make a right climbing turn to 8000' on crs 074° from LMM within 15 miles or, when directed by ATC, make right climbing turn and climb to 8000' on COS-VOR R-152 within 20 mi of VOR.  
 NOTES: Radar vectoring authorized in accordance with approved radar patterns. Narrow Localizer crs—4°.  
 CAUTION: 7190' tower 8 miles North of airport; 7923' tower 14 miles North of airport; sharply rising terrain West of airport.  
 #400-1 required for takeoff on Runways 30 and 35.  
 \*Provisions for Inoperative ILS components not applicable. 400-1 required with glide slope inoperative.  
 % Restricted area 3 miles West.  
 \*\*Black Forest Int: Int N crs ILS and COS-VOR R-270.

City, Colorado Springs; State, Colo.; Airport Name, Peterson Field; Elev., 6172'; Fac. Class., ILS; Ident., I-COS; Procedure No. ILS-35, Amdt. 11; Eff. Date, 12 Aug. 61; Sup Amdt. No. 10; Dated, 12 Sept. 59

GRB VOR	LOM	Direct	2200	T-dn	300-1	300-1	200-1/2
Sherwood Int.	LOM	Direct	2200	C-dn	400-1	500-1	500-1 1/2
Stadium Int*	LOM	Direct	2300	S-dn-6	200-1/2	200-1/2	200-1/2
Int OSH R-045 and GRB R-164	LOM	Direct	2200	A-dn	600-2	600-2	600-2
Int OSH R-045 and GRB R-130	LOM	Direct	3000				
Int GRB R-204 and SW crs ILS	LOM	Direct	2100				

Procedure turn South side of crs, 239° Outbnd, 059° Inbnd, 2200' within 10 miles.  
 Minimum altitude at glide slope interception inbnd, 2200'.  
 Altitude of glide slope and distance to approach end of Runway at OM, 2124'—5.0 mi; at MM, 678'—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left climbing turn to 2000', proceed direct to LOM or, when directed by ATC, (1) Make left climbing turn to 2100', proceed direct to GRB-VOR or (2) Climb to 2300' on NE crs GRB ILS within 20 miles.  
 CAUTION: 1916' MSL tower 7 mi SW of airport. 1722' MSL tower 10 miles N of airport.  
 \*Stadium Int: Int GRB-VOR R-115 and 238° brng to Green Bay, Wis. MHW.

City, Green Bay; State, Wis.; Airport Name, Austin-Straubel; Elev., 694'; Fac. Class., ILS; Ident., I-GRB; Procedure No. ILS-6, Amdt. Orig.; Eff. Date, 12 Aug. 61

Malibu Int.	Trout Int* (Final)	Direct	1500	T-dn	300-1	300-1	200-1/2
Los Angeles LOM	Trout Int*	Direct	2000	C-dn	500-1	600-1	600-1 1/2
				S-dn-7R/L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring to final approach crs authorized.  
 Procedure turn South side of W crs, 248° Outbnd, 068° Inbnd, 2000' within 10.0 mi of Trout Int.\*  
 Minimum altitude over Trout Int\* on final approach crs, 1500'\*\*.  
 Crs and distance, Trout Int\* to Airport, 068°—5.0 mi.  
 No glide slope.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after crossing Trout Int\*, climb to 2000' on East crs LAX ILS localizer no farther east than Downey FM/RBn.  
 NOTE: Narrow localizer course—4°.  
 \*Trout Int: Int LAX ILS localizer W crs and R-337 SXC-VOR or 334° brng to CSW RBn.  
 \*\*Descend to airport minimums after passing Trout Int.

City, Los Angeles; State, Calif.; Airport Name, Los Angeles International; Elev., 126'; Fac. Class., ILS; Ident., I-LAX; Procedure No. ILS-7R/L, Amdt. 1; Eff. Date, 12 Aug. 61; Sup. Amdt. No. Orig.; Dated, 10 Mar. 60

Oklahoma City LFR	TWO RBn	Direct	2500	T-dn	300-1	300-1	200-1/2
Oklahoma City VOR	TWO RBn	Direct	2500	C-dn	400-1	500-1	500-1 1/2
Oklahoma City LOM	TWO RBn	Direct	2400	S-dn-17	300-1	300-1	300-1
Mustang FM	TWO RBn	Direct	2500	A-dn	800-2	800-2	800-2
Bethany Int	TWO RBn (Final)	Direct	2300				
Edmond Int	TWO RBn (Final)	Direct	2300				
Radar terminal area transition altitudes:*		within*:					
000	090	25 mi	2400				
090	180	25 mi	2500				
180	230	25 mi	2700				
230	295	35 mi	2500				
295#	360	25 mi	#2700				

Procedure turn W side crs, 350° Outbnd, 170° Inbnd, 2500' within 10 mi. Beyond 10 mi NA.  
 No glide slope. Altitude over TWO RBn on final, 2300'.  
 Bearing and distance, TWO RBn to Rnyw 17, 170°—4.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles, climb to 2400' on S crs ILS within 20 mi or on crs 170° from TWO within 20 mi, or when directed by ATC, make immediate right turn, climb to 2500' and proceed direct to OKC-VOR.  
 \*Azimuths and distances are from antenna site progressing clockwise.  
 #Radar Control will provide 1000' vertical clearance within a 3-mi. radius or 500' vertical clearance within a 3-5 mi. (inclusive) radius of towers 2127' MSL and 2726' MSL 9 mi NW of antenna site.

City, Oklahoma City; State, Okla.; Airport Name, Will Rogers Field; Elev., 1284'; Fac. Class., ILS; Ident., I-OKC; Procedure No. ILS-17, Amdt. 6; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 6; Dated, 27 Aug. 60

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Sargo Int.....	LOM (Final).....	Direct.....	1000	T-dn*.....	300-1	300-1	200-1/2
Lemon Grove Int.....	LOM.....	Direct.....	2500	C-dn.....	800-2	800-2	800-2
I a Jolla FM/Mt. Dad Int.....	LOM.....	Direct.....	1500	S-dn-9.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

Radar transitions and vectoring using Miramar Radar authorized in accordance with approved radar patterns.

Procedure turn S side of crs, 271° Outbnd, 091° Inbnd, 1500' within 10 mi.

Minimum altitude over LOM on final approach crs, 1000'.

Crs and distance, LOM to airport, 091°—2.7 mi.

No glide slope. Descent to landing minimums authorized after passing LOM.

CAUTION: 281' trees and terrain between LOM and LMM.

If visual contact not established upon descent to authorized landing minimums of if landing not accomplished at LMM, make immediate left climbing turn to 2500' on SAN-VOR R-327 or 330° crs from LMM to Mt Dad Int or, when directed by ATC, make a right climbing turn to 2000' on SAN-VOR R-135 within 10 miles.

CAUTION: Buildings and terrain 472' MSL 0.5 mi East of airport.

\*500-1 required for Runway 9.

City, San Diego; State, Calif.; Airport Name, Lindbergh; Elev., 15'; Fac. Class., ILS; Ident., I-SAN; Procedure No. ILS-9, Amdt. 1; Eff. Date, 12 Aug. 61; Sup. Amdt. No. Orig.; Dated, 17 Dec. 60

PIE-VOR.....	LOM.....	Direct.....	1300	T-dn.....	300-1	300-1	*200-1/2
Tampa LFR.....	LOM.....	Direct.....	1500	C-dn.....	500-1	500-1	500-1 1/2
				S-dn-18**.....	200-1/2	200-1/2	200-1/2
All directions.....	Radar Site.....	Within.....	1500	A-dn.....	600-2	600-2	600-2

Radar control must provide 1000 ft. clearance when within 3 miles or 500 ft. clearance when between 3-5 miles of radio antenna towers 861' MSL 12 mi SE and 1135' MSL 16 mi SE of airport.

Procedure turn W side N crs, 001° Outbnd, 181° Inbnd, 1300' within 10 mi.

Minimum altitude at glide slope interception Inbnd, 1300'.

Altitude of G.S. and distance to appr end of rny at LOM, 1220—4.0; at MM, 220—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn right to 225°, climb to 1500' on R-080/R-260 PIE-VOR within 20 miles or, when directed by ATC, climb to 1500' on S crs of ILS or 181° crs from LOM within 20 miles.

AIR CARRIER NOTES: 200-1/2 absolute minimum for takeoff Runway 27. Runway 14-32 closed to all air carrier operations.

CAUTION: 210' radio tower 1 mile WSW of airport.

Major change: Deletes transition from Int PIE-VOR R-038 and N crs ILS.

\*1 mile visibility required all operations Runway 14-32.

\*\*400-3/4 required when glide slope not utilized.

City, Tampa; State, Fla.; Airport Name, International; Elev., 27'; Fac. Class., ILS; Ident., I-TPA; Procedure No. ILS-18, Amdt. 14; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 13; Dated, 3 June 61

ACT-VOR.....	Turner Int*.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
Bruceville Int.....	Turner Int* (final).....	Direct.....	1500	C-dn.....	400-1	500-1	500-1 1/2
TPL-VOR.....	Lambert Int#.....	Via TPL-VOR R-020.....	2500	S-dn-36.....	400-1	400-1	400-1
		Direct.....	1500	A-dn.....	800-2	800-2	800-2

Radar terminal maneuvering area 2000' within 20 mi of radar site (James Connally AFB).

Procedure turn East side of crs, 185° Outbnd, 005° Inbnd, 2500' within 10 mi of Turner Int.

Minimum altitude over facility on final approach crs, 1500'.

Crs and distance, Turner Int\* to airport, 005°—4.0 mi.

No glide slope.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing Turner Int\*, climb to 2000' on N crs ILS to LOM or, when directed by ATC, turn left, climb to 2000' and proceed to Brazos Int via ACT-VOR R-321.

CAUTION: 710' stacks 7.5 mi SSE and 1049' tower 4.6 mi SE.

#Lambert Int: Int S crs ACT ILS and 240° brng from Connally R.Bn.

\*Turner Int: Int S crs ACT ILS and 274° brng from Connally R.Bn.

City, Waco; State, Tex.; Airport Name, Municipal; Elev., 515'; Fac. Class., ILS; Ident., I-ACT; Procedure No. ILS-36, Amdt. Orig.; Eff. Date, 12 Aug. 61

7. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less	More than 2-engine, more than 65 knots	More than 65 knots
					65 knots or less	More than 65 knots	
				Surveillance approach			
		Within:		Rnwys 7, 15, 33, 25*			
342°	007°	30 mi.-----	7000	T-dn-----	300-1	300-1	300-1
007°	080°	30 mi.-----	10,500	C-d#-----	900-1½	900-1½	900-1½
080°	210°	30 mi.-----	3000	C-n#-----	900-2	900-2	900-2
210°	270°	30 mi.-----	4000	S-dn-----	500-1	500-1	500-1
270°	342°	30 mi.-----	6000	A-dn-----	900-2	900-2	900-2

Radar transitions and vectoring using Burbank Radar authorized in accordance with approved patterns. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make immediate right climbing turn, climb on W crs BUR-ILS to 5000' within 10 miles W of LOM or, when directed by ATC, (1) climb via SE crs BUR-LFR to 3000', turn right, return to BUR-LFR, climbing to 5000', or (2) climb via SE crs BUR-LFR to 4000' at El Monte Int.  
 CAUTION: 2000' terrain 2.2 miles NE of airport rising to 3126' approximately 3.5 mi ENE of airport.  
 AIR CARRIER NOTE: Sliding scale below ¾ mile prohibited for takeoffs on Runways 7, 15, 33 and for straight-in landing minimums. Sliding scale not authorized for circling minimums.  
 \*200-½ authorized for takeoff on Runway 25 only.  
 #Maneuvering NE and E not authorized. High terrain.

City, Burbank; State, Calif.; Airport Name, Lockheed Air Terminal; Elev., 775'; Fac. Class., Burbank; Ident., Radar; Procedure No. 1, Amdt. 3; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 2; Dated, 24 Aug. 57

All directions-----	Radar Site-----	Within 20 mi.-----	*1500	Surveillance approach			
				T-dn-----	300-1	300-1	200-½
				C-dn-----	500-1	500-1	500-1½
				S-dn-7, 13, 25, 31.	500-1	500-1	500-1
				A-dn-----	800-2	800-2	800-2

\*Radar control will provide 1000' vertical clearance within a 3-mile radius of 749' tower 6.5 miles WSW, 687' tower 3.7 mi W, and 620' tower 6.5 mi WNW of airport. Surveillance approaches straight-in to Runways 18 and 36 NA.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runways 7 and 13: Climb to 2000' on ORL-VOR R-095 within 20 miles. Runways 25 and 31: Climb to 1700' on ORL-VOR R-308 within 20 miles of airport.  
 CAUTION: Radio tower 687' MSL 3.7 mi West of airport.

City, Orlando; State, Fla.; Airport Name, Herndon; Elev., 113'; Fac. Class., Orlando; Ident., Radar; Procedure No. 1, Amdt. 3; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 2; Dated 22 July 61

000°-----	360°-----	Within 30 mi.-----	6000	Precision approach			
				T-dn*-----	300-1	300-1	#200-½
				C-dn%-----	700-1	700-1	700-1½
				S-dn-10R#-----	200-½	200-½	200-½
				A-dn-A11-----	700-2	700-2	800-2
				Surveillance approach			
				T-dn*-----	300-1	300-1	200-½
				C-dn%-----	700-1	700-1	700-1½
				S-dn-28R-----	700-1	700-1	700-1
				A-dn-A11-----	800-2	800-2	800-2

Radar transitions and vectoring utilizing Portland Radar authorized in accordance with approved Radar patterns and sector altitudes. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished.  
 Runway 10R: Climb to 2100' on SE crs PDX-ILS localizer 098° to Gresham Int.  
 Runway 28R: Climb to 3200' on NW crs PDX-ILS localizer 278° to Sauvies Island RBN.  
 Alternate Missed Approach—All Runways: Climb to 3000' direct to RO-LFR or PDX-VOR.  
 \*200-½ authorized on Runways 10R-L, 28R-L only. 700-2 required on Runway 20.  
 ##Runway visual range 2600' also authorized for landing on runway 10R; provided that all components of the PAR, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators, and all related airborne equipment are in satisfactory operating condition. Descent below 223' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.  
 #Runway visual range 2600' also authorized for takeoff on Runway 10R providing high intensity runway lights are operational.

City, Portland; State, Oreg.; Airport Name, Portland International; Elev., 23'; Fac. Class., Portland; Ident., Radar; Procedure No. 1, Amdt. 2; Eff. Date, 12 Aug. 61; Sup. Amdt. No. 1; Dated, 15 Apr. 61

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on July 10, 1961.

GEORGE C. PRILL,  
 Acting Director, Bureau of Flight Standards.

[Reg. Docket No. 807; Amdt. 230]

**PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES**

**Miscellaneous Amendments**

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:  
 1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

**LFR STANDARD INSTRUMENT APPROACH PROCEDURE**

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.  
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED AUGUST 19, 1961, OR UPON DECOMMISSIONING OF LFR.  
 City, Altoona, Martinsburg; State, Pa.; Airport Name, Blair County; Elev., 1493'; Fac. Class., SBMRAZ; Ident., AOO; Procedure No. 1, Amdt. 5; Eff. Date, 11 June 55; Sup. Amdt. No. 4; Dated, 1 Apr. 54

Elyria FM.....	CO-LFR (Final).....	Direct.....	1400	T-dn..... C-dn..... A-dn.....	300-1 400-1 800-2	300-1 500-1 800-2	200-1/2 500-1 1/2 800-2
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Radar transitions and vectoring authorized in accordance with approved radar patterns.  
 Procedure turn S side W crs, 276° Outbnd, 096° Inbnd, 2000' within 10 mi.  
 Minimum altitude over facility on final approach crs, 1400'.  
 Crs and distance, facility to airport, 070°—0.8 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.8 mi, climb to 3000' on N side of E crs of Cleveland LFR to Parkman Int.  
 CAUTION: 1971 television towers approximately 6 mi ESE of airport.  
 City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 789'; Fac. Class., SBRAZ; Ident., CO; Procedure No. 1, Amdt. 11; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 10; Dated, 30 June 60

Concord VOR..... Boscawen FM.....	CN-LFR..... CN-LFR.....	Direct..... Direct.....	2500 3000	T-dn..... C-dn..... A-dn.....	300-1 700-1 800-2	300-1 700-1 800-2	300-1 700-1 1/2 800-2
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Procedure turn E side of crs, 164° Outbnd, 344° Inbnd, 2500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1400'.  
 Crs and distance, facility to airport, 321°—1.5 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.5 miles, climb to 3000' on NW crs CN-LFR within 10 miles. Return to CN-LFR. Hold NW right turns, one minute pattern, 153° inbnd.  
 NOTE: ADF approach not authorized.  
 City, Concord; State, N.H.; Airport Name, Municipal; Elev., 345'; Fac. Class., BMRLZ; Ident., CN; Procedure No. 1, Amdt. 8; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 7; Dated, 19 Oct. 57

Dickinson VOR.....	DK-LFR.....	Direct.....	4100	T-dn..... C-d..... C-n..... A-dn.....	300-1 500-1 500-1 1/2 800-2	300-1 600-1 600-1 1/2 800-2	200-1/2 600-1 1/2 600-1 1/2 800-2
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Procedure turn W side N crs, 348° Outbnd, 168° Inbnd, 4100' within 10 mi.  
 Minimum altitude over facility on final approach crs, 3600'.  
 Crs and distance, facility to airport, 168°—1.8.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 mi, climb to 4200' on S crs within 20 mi, then make left turn and return to LFR.  
 AIR CARRIER NOTE: Night take-offs and landings authorized NW-SE runway only.  
 CAUTION: KDIX tower 2751' MSL 3.9 mi North of DK-LFR. Tower 3062' MSL 3.5 mi NE of VOR.  
 City, Dickinson; State, N. Dak.; Airport Name, Dickinson; Elev., 2589'; Fac. Class., SBMRAZ; Ident., DK; Procedure No. 1, Amdt. 8; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 7; Dated, 19 Oct. 57

PROCEDURE CANCELLED EFFECTIVE AUGUST 19, 1961, OR UPON DECOMMISSIONING OF LFR.  
 City, Philadelphia; State, Pa.; Airport Name, Philadelphia International; Elev., 10'; Fac. Class., SBMRAZ; Ident., PHL; Procedure No. 1, Amdt. 8; Eff. Date, 24 Jan. 59; Sup. Amdt. No. 7; Dated, 13 Dec. 58

				T-dn..... C-dn..... S-dn..... A-dn.....	4000-2 4000-2 NA 4000-2	4000-2 4000-2 NA 4000-2	4000-2 4000-2 NA 4000-2
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SHUTTLE: On S crs 175° outbnd 355° inbnd to 8600' within 10 miles. All turns to left.  
 Procedure turn W side of S crs, 175° Outbnd, 355° Inbnd, 7600' within 10 miles. (Nonstandard.)  
 Minimum altitude over facility on final approach crs, 6700'.  
 Crs and distance, facility to airport, 031°—1.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.6 miles, turn right, climb to 10,000' on S crs (175°) within 20 miles, making all turns on W side of crs.  
 NOTE: Sliding scale NA.  
 CAUTION: Precipitous mountainous terrain all sides of airport.  
 City, Summit; State, Alaska; Airport Name, Summit; Elev., 2409'; Fac. Class., SBRAZ; Ident., UMM; Procedure No. 1, Amdt. 5; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 4; Dated, 13 Aug. 55

LFR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED, EFFECTIVE 19 AUGUST 1961. AIRPORT CLOSED.

City, Tallahassee; State, Fla.; Airport Name, Dale Mabry; Elev., 70'; Fac. Class., SBRAZ; Ident., TH; Procedure No. 1, Amdt. 12; Eff. Date, 1 Oct. 60; Sup. Amdt. No. 11; Dated, 20 Dec. 58

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED EFFECTIVE AUGUST 19, 1961, OR UPON DECOMMISSIONING OF MHW.

City, Johnstown; State, Pa.; Airport Name, Cambria County; Elev., 2284'; Fac. Class., MHW; Ident., JST; Procedure No. 1, Amdt. 2; Eff. Date, 8 July 61; Sup. Amdt. No. 1; Dated, 25 June 54

Ontario VOR	Riverside LFR or Edgemont Int	Direct	4200	T-dn	300-1	300-1	200- $\frac{1}{2}$
Edgemont Int	Colton RBN	Direct	4200	C-dn	500-1	500-1	500- $1\frac{1}{2}$
RV LFR	Colton RBN	Direct	4200	S-dn-25	400-1	400-1	400-1
Colton RBN	LOM (Final)	Direct	2800	A-dn	800-2	800-2	800-2
Moreno Int	Colton RBN	Direct	4200				

Radar transitions and vectoring utilizing March Radar are authorized in accordance with approved Radar patterns.

Procedure turn not authorized. Aircraft must be vectored to final approach by radar or proceed via the Colton RBN in accordance with approved transitions.

Minimum altitude over Colton RBN, 4200'.

Crs and distance, facility to airport, 255°—6.2 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.2 mi after passing LOM, climb to 3000' on crs of 255° within 8 mi.

City, Ontario; State, Calif; Airport Name, Ontario International; Elev., 952'; Fac. Class., LOM; Ident., ON; Procedure No. 1, Amdt. 13; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 12, Dated, 25 Mar. 61

PROCEDURE CANCELLED EFFECTIVE AUGUST 19, 1961, OR UPON DECOMMISSIONING OF PUK RBN.

City, Paducah; State, Ky.; Airport Name, Barkley; Elev., 405'; Fac. Class., BMH; Ident., PUK; Procedure No. 1, Amdt. 1; Eff. Date, 25 June 54; Sup. Amdt. No. Orig.; Dated, 30 Jan 51.

Boothwyn FM	LOM (Final)	Direct	1400	T-dn	300-1	300-1	200- $\frac{1}{2}$
Philadelphia LFR	LOM	Direct	1800	C-dn	500-1	500-1	550- $1\frac{1}{2}$
				S-dn-9	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring authorized in accordance with approved radar patterns.

Procedure turn South side W crs, 265° Outbnd, 085° Inbnd, 1800' within 10 miles of LOM.

Minimum altitude over facility on final approach crs, 1400'.

Crs and distance, facility to airport, 085°—5.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles after passing LOM, climb to 1800' on West Chester VOR R-104 to Echelon Int.

CAUTION: Water tower 180' MSL 2.0 mi West of approach end of Runway 9, 360' tower 0.8 mi East 1.4 mi North of OM.

City, Philadelphia; State, Pa.; Airport Name, Philadelphia International; Elev., 14'; Fac. Class., LOM; Ident., PH; Procedure No. 1, Amdt. 14; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 13; Dated 21 Jan. 61

Portland LFR	LOM	Direct	2000	T-dn	300-1	300-1	200- $\frac{1}{2}$
Kennebunk VOR	LOM	Direct	2000	C-dn	500-1	600-1	600- $1\frac{1}{2}$
				S-dn-11	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 292° Outbnd, 112° Inbnd, 2000' within 10 mi of LOM. Beyond 10 mi NA.

Minimum altitude over facility on final approach crs, 1700'

Crs and distance, facility to airport, 112°—5.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 mi of Portland LOM, climb to 1000' on 112° crs from LOM, then make a climbing right turn to 2000' and return to LOM. Hold at LOM, one-minute, right turns, 112° inbnd.

City, Portland; State, Maine; Airport Name, Municipal; Elev., 66'; Fac. Class., LOM; Ident., PW; Procedure No. 1, Amdt. 1; Eff. Date, 19 Aug. 61; Sup. Amdt. No. Orig. (ADF portion Comb. ILS-ADF); Dated 22 Feb. 58

Rush VHF Int	LOM	Direct	2000	T-dn	300-1	300-1	200- $\frac{1}{2}$
Fishers Int	LOM	Direct	2000	C-dn	500-1	600-1	600- $1\frac{1}{2}$
Rochester VOR	LOM	Direct	2000	A-dn	800-2	800-2	800-2
Marion Int	LOM	Direct	2000				

Procedure turn N side of E crs 097° Outbnd, 277° Inbnd, 2000' within 10 mi. of LOM.

Minimum altitude over facility on final approach crs, 1500'; over MM, 1300'.

Crs and distance, facility to airport 277°—4.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, climb to 2000' on R-298 Rochester VOR. Hold West, one minute pattern, 118° Inbnd.

City, Rochester; State, N.Y.; Airport Name, Rochester-Monroe County; Elev., 560'; Fac. Class., LOM; Ident., RO; Procedure No. 1, Amdt 8; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 7 (ADF portion, comb. ADF-ILS); Dated, 27 May 61

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED EFFECTIVE 19 AUGUST 1961. AIRPORT CLOSED.

City, Tallahassee; State, Fla.; Airport Name, Dale Mabry; Elev., 70'; Fac. Class., LOM; Ident., TL; Procedure No. 1, Amdt 13; Eff. Date, 1 Nov. 58; Sup. Amdt. No. 12 (ADF portion of Comb ILS-ADF); Dated, 31 Dec. 55.

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Dickinson LFR.....	DIK-VOR.....	Direct.....	4100	T-dn..... C-d..... C-d..... A-dn.....	300-1 500-1 600-1½ 800-2	300-1 600-1 600-1½ 800-2	200-½ 600-1½ 600-1½ 800-2

Procedure turn W side N crs, 359° Outbnd, 179° Inbnd, 4100' within 10 mi.

Minimum altitude over facility on final approach crs, 3600'.

Crs and distance, facility to airport, 179°-3.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles, make left turn climb to 4200' on R-173 DIK-VOR within 20 miles, then make left turn and return to VOR.

AIR CARRIER NOTE: Night take-offs and landings authorized NW-SE Runway only.

CAUTION: KDIX tower 3.9 mi. N DK-LFR 2751' MSL. Tower 3062' MSL 3.5 mi NE of VOR.

City, Dickinson; State, N. Dak.; Airport Name, Dickinson; Elev., 2589'; Fac. Clas., BVOR; Ident., DIK; Procedure No. 1, Amdt. 5; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 4 Dated, 19 Oct. 57

				T-dn.....	300-1	300-1	NA
				C-d.....	600-1½	600-1½	NA
				S-dn-24.....	600-1	600-1	NA
				A-dn.....	800-2	800-2	NA

Procedure turn West side of crs, 037° Outbnd, 217° Inbnd, 2500' within 10 mi.

Minimum altitude over facility on final approach crs, 1500'.

Crs and distance, facility to airport, 242°-3.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 mi. after passing VOR, make immediate right climbing turn, returning to the Clermont VOR at 2500'. Hold on R-037, one-minute pattern, right turns, 217° Inbnd.

City, Poughkeepsie; State, N.Y.; Airport Name, Dutchess County; Elev., 165'; Fac. Class., BVOR; Ident., CET; Procedure No. 1, Amdt. 1; Eff. Date, 19 Aug. 61; Sup. Amdt. No. Orig.; Dated, 15 July 61

PROCEDURE CANCELLED, EFFECTIVE 19 AUGUST 1961.

City, Seattle; State, Wash.; Airport Name, Boeing Field; Elev., 17'; Fac. Class., BVOR; Ident, SEA; Procedure No. 2, Amdt. 1; Eff. Date, 5 May 56; Sup. Amdt. No. Orig. Dated, 26 Nov. 55

PROCEDURE CANCELLED, EFFECTIVE 19 AUGUST 1961. AIRPORT CLOSED.

City, Tallahassee; State, Fla.; Airport Name, Dale Mabry; Elev., 70'; Fac. Class., BVOR; Ident, TLH; Procedure No. 1, Amdt. 7; Eff. Date, 15 Nov. 58; Sup. Amdt. No. 6; Dated, 15 Nov. 58

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Dayton VOR via R-163 DAY-VOR.....	MGY-VOR.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1
Gladstone Int.....	MGY-VOR.....	Direct.....	2500	C-dn#.....	700-1	700-1	700-1½
Camden Int.....	MGY-VOR.....	Direct.....	2400	A-dn.....	NA	NA	NA
Mt Holly Int (Final)#.....	MGY-VOR.....	Direct.....	2400				

Radar transitions and vectoring authorized in accordance with approved radar patterns.

Procedure turn East side crs, 146° Outbnd, 326° Inbnd, 2400' within 10 mi.

Facility on airport.

Minimum altitude over facility on final approach crs, 1700'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished after passing MGY-VOR, make climbing right turn to 2400', hold SE on R-146 MGY-VOR, one minute, right turns.

NOTE: No weather service available.

#Descent to 1700' authorized after passing South crs FP-LFR or 5-mile radar fix. If FP-LFR South crs not received or radar inoperative, maintain 1800'.

City, Dayton; State, Ohio; Airport Name, Montgomery County; Elev., 960'; Fac. Class., VOR; Ident., MGY; Procedure No. 1, Amdt. 1; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 1 Orig.; Dated, 27 May 61

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Rush VHF Int.....	ROC-VOR.....	Direct.....	1200	T-dn..... C-dn..... S-dn-1*..... A-dn.....	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-1/2 600-1 1/2 600-1 1/2 800-2

Procedure turn East side of crs, 177° Outbnd, 357° Inbnd, 200' within 10 miles.  
 Facility on airport.  
 Minimum altitude over facility on final approach crs, 1200'.  
 Crs and distance, break-off point to approach end of Rnwy 1, 007°—0.4 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 2000' on R-357 within 10 miles or, when directed by ATC, make a left climbing turn, return to Rush Int at 2000'.  
 AIR CARRIER NOTE: Takeoff on Rnwy 12 and landing on Rnwy 30 NA.

City, Rochester; State, N.Y.; Airport Name, Rochester-Monroe County; Elev., 560'; Fac. Class., BVOR; Ident., ROC; Procedure No. TerVOR-1, Amdt. 1; Eff. Date, 19 Aug. 61; Sup. Amdt. No. Orig.; Dated, 5 Mar. 60

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	600-1	600-1 1/2
				S-dn-10.....	500-1	500-1	500-1 1/2
				A-dn.....	800-2	800-2	800-2

Procedure turn South side of crs, 289° Outbnd, 109° Inbnd, 1900' within 10 ml.  
 Facility on airport.  
 Minimum altitude over facility on final approach crs, 1100'.  
 Crs and distance, breakoff point to approach end Rnwy 10, 097°—0.5 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 2000' on R-109 within 10 miles.  
 AIR CARRIER NOTE: Takeoff on Rnwy 12 and landing on Rnwy 30 not authorized.  
 Major Change; Deletes transitions.

City, Rochester; State, N.Y.; Airport Name, Rochester-Monroe County; Elev., 560'; Fac. Class., BVOR; Ident., ROC; Procedure No. TerVOR-10, Amdt. 1; Eff. Date, 19 Aug. 61; Sup. Amdt. No. Orig.; Dated, 5 Mar. 60

				T-d.....	400-1		
				C-d.....	700-2		
				S-d-2.....	700-2		
				A-d.....	NA		

Procedure turn East side of crs, 196° Outbnd, 016° Inbnd, 1300' within 10 miles.  
 Minimum altitude over facility on final approach crs, 800'.  
 Facility on airport.  
 Crs and distance, breakoff point to approach end of Rnwy 2, 022°—0.5 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1300' on R-016 within 10 miles, then make right (East) turn, returning to the Millville VOR at 1300'.

City, Vineland; State, N.J.; Airport Name, Downtown; Elev., 116'; Fac. Class., BVOR; Ident., MIV; Procedure No. TerVOR-2, Amdt. Orig.; Eff. Date, 19 Aug 61

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Albuquerque LFR.....	LOM.....	Direct.....	7000	T-dn.....	300-1	300-1	200-1/2
Albuquerque VOR.....	LOM.....	Direct.....	7000	C-dn.....	400-1	500-1	500-1 1/2
Aden Int.....	LOM.....	Direct.....	8000	S-dn-35*.....	200-1/2	200-1/2	500-1 1/2
Luna Int**.....	LOM (Final).....	Direct.....	6400	A-dn.....	600-2	600-2	600-2
Bacaville VOR.....	Luna Int.....	Direct.....	7000				
Becker Int (via S crs ABQ loc.).....	Luna Int.....	Direct.....	7000				
Coyote Int.....	LOM.....	Direct.....	9000				
Mooney Int (via R-129 ABQ-VOR).....	Luna Int.....	Direct.....	7000				
North Int.....	LOM.....	Direct.....	7000				
Sandia Int.....	LOM.....	Direct.....	7000				
Dalies Int.....	LOM.....	Direct.....	8000				

Radar transitions and vectoring using Albuquerque Radar authorized in accordance with approved radar patterns.

Procedure turn W side S crs, 170° Outbnd, 350° Inbnd, 7000' within 10 ml.

Minimum altitude at G.S. int inbnd 6400.

Altitude of G.S. and distance to appr end of rny at OM 6400—3.8, at MM 5530—0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make a left climbing turn, climb to 8000' on 260° crs direct to ABQ-VOR or, when directed by ATC, turn left and climb to 8000' on W crs AQ-LFR within 20 miles.

CAUTION: Terrain exceeding 8000' E of ILS localizer—all turns to be made W of localizer crs.

\*Runway 17-35 currently limited to aircraft of 33,000 pounds or less gross weight. Check NOTAMS.

\*\*Maintain 7000' until after passing Luna Int, start descent at glide slope interception. Glide slope must be operative for this transition.

City, Albuquerque; State, N. Mex.; Airport Name, Kirtland AFB/Mun; Elev., 5352'; Fac. Class., ILS; Ident., I-ABQ; Procedure No. ILS-35, Amdt. 20; Eff. Date, 19 Aug. 61  
 Sup. Amdt. No. 19; Dated, 1 Apr. 61

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-----	300-1	300-1	200-1/2
				C-dn-----	600-2	600-2	600-2
				S-dn-----	200-1/2	200-1/2	200-1/2
				A-dn-----	600-2	600-2	600-2

Instrument approach to be conducted in accordance with USAF Chart AL-1196-ILS-RWY-5.  
 NOTE: Closed to all civil air traffic except in emergency or when given special authorization by United States Air Force. See Airman's Guide for authorizing organizations.  
 City, Anchorage; State, Alaska; Airport Name, Elmendorf AFB; Elev., 212'; Fac. Class., ILS; Ident., IEDF; Procedure No. ILS-5, Amdt. Orig; Eff. Date, 19 Aug. 61

BHM LFR-----	LOM-----	Direct-----	2800	T-dn##-----	300-1	300-1	**200-1/2
BHM VOR-----	LOM-----	Direct-----	2800	C-dn-----	800-1	900-1	900-1 1/2
Chelsea Int-----	LOM-----	Direct-----	2800	S-dn-5#-----	200-1/2	200-1/2	200-1/2
Bessemer Int-----	LOM (Final)-----	Direct-----	2000	A-dn-----	900-2	900-2	900-2
Leeds Int-----	LOM-----	Direct-----	2800				

Radar terminal area transition altitudes: 0-360° within 15 miles, 2500'; 0-360° within 15-25 miles, 3500'. Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of 1802' MSL tower located 4 miles SW of airport.  
 Procedure turn N side of SW crs, 232° Outbnd, 052° Inbnd, 2000' within 10 mi. (Nonstandard to avoid obstructions.)  
 Minimum altitude at G.S. int inbnd, 2000'.  
 Altitude of G.S. and distance to approach end of rwy at OM, 2000'-4.5 mi; at MM, 815'-0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3000', turn right and proceed to Leeds Int via BHM VOR R-115 or, when directed by ATC, turn left, climb to 2000' and proceed to BHM VOR or climb to 2500' on crs of 052° from LOM within 15 mi.

Air CARRIER NOTE: Sliding scale N.A.  
 \*400-3/4 required when Glide Slope inoperative.  
 \*\*Runway 5/23 only.

#Runway visual range 2600' also authorized for landing on Runway 5; Provided, That all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 843' msl shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.  
 #Runway visual range 2600' also authorized for takeoff on Runway 5 in lieu of 200-1/2 when 200-1/2 authorized; providing high-intensity runway lights are operational.

City, Birmingham; State, Ala.; Airport Name, Municipal; Elev., 643'; Fac. Class., ILS; Ident., I-BIIM; Procedure No. ILS-5, Amdt. 16; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 15; Dated, 4 June 60

Greensboro VOR-----	Rebel Fix-----	Direct-----	2300	T-dn-----	300-1	300-1	200-1/2
				C-dn-----	400-1	500-1	500-1 1/2
				S-dn-32-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2

Radar terminal area transition altitudes: 0-360° within 15 miles, #2300'; 330-310° within 15-25 miles, 2500'; 310-330° within 15-25 miles, 3600'. #Radar control will provide 1000' vertical clearance within a 3-mile radius of 1549' MSL tower located 8 miles E of Greensboro-High Point Airport or maintain 2500'. All bearings and distances are from radar site on Greensboro-High Point Airport with sector azimuths progressing clockwise.

Procedure turn East side of crs, 138° Outbnd, 318° Inbnd, 2500' within 10 miles of Rebel Int.  
 Minimum altitude over Rebel Int on final approach crs, 1900'.  
 Crs and distance, Rebel Int to airport, 318°-3.3 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles, climb to 2500' on NW crs of ILS within 20 miles or, when directed by ATC, turn right, climb to 2500' on R-054 GSO-VOR within 20 miles or turn right, climb to 2500' and return to Rebel Int via ILS localizer crs.  
 NOTE: This procedure authorized only for aircraft equipped to receive ILS and VOR simultaneously.

City, Greensboro; State, N.C.; Airport Name, Greensboro-High Point; Elev., 923'; Fac. Class., ILS-IGSO; Ident., VOR-GSO; Procedure No. ILS-32, Amdt. 2; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 1; Dated, 29 July 61

Int FGT-VOR R-291 and SW crs ILS-----	Snelling Int*-----	Direct-----	2500	T-dn-----	300-1	300-1	200-1/2
Ball Club Int**-----	Snelling Int*-----	Direct-----	2500	C-dn-----	500-1	500-1	500-1 1/2
Hugo Int***-----	Snelling Int* (Final)-----	Direct-----	2000	S-dn-22-----	500-1	500-1	500-1
				A-dn-----	800-2	800-2	800-2

Radar transitions to final approach course authorized according to approved patterns. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3 miles NE of Snelling Int\*.  
 Procedure turn North side of crs, 039° Outbnd, 219° Inbnd, 2500' within 10 miles.  
 No glide slope or markers.

Minimum altitude over Snelling Int\* on final approach crs, 2000'; over Highland Int\*\*\*\* on final approach crs, 1500'.  
 Crs and distance, Snelling Int\* to airport, 219°-5.3 mi; Highland Int\*\*\*\* to airport, 219°-2.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles of Snelling Int\*, climb to 2200' on SW crs of ILS to AP LOM or, when directed by ATC, make left climbing turn to 2500' and proceed to Snelling Int\*.  
 NOTES: (1) This procedure authorized only for aircraft equipped to receive VOR and ILS simultaneously. (2) Aircraft on missed approach may be radar controlled after radar identification.

\*Snelling Int: Int NE crs ILS and MSP-VOR R-131.  
 \*\*Ball Club Int: Int SW crs ILS and MPS-VOR R-182.  
 \*\*\*Hugo Int: Int NE crs ILS and MPS-VOR R-110.  
 \*\*\*\*Highland Int: Int NE crs ILS and MSP-VOR R-142.

City, Minneapolis; State, Minn.; Airport Name, Minneapolis-St. Paul International; Elev., 840'; Fac. Class., ILS; Ident., I-APL; Procedure No. ILS-22, Amdt. Orig; Eff. Date, 19 Aug. 61.

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
New Alexandria VHF Int.	Hudson Int.	Direct	3000	T-dn**	300-1	300-1	200-1/2
Butler RBn	River RBn	Direct	3000	C-dn	500-1	500-1	500-1/2
McKeesport RBn	ILS crs (Final)	320-11	3000	S-dn-28* %	200-1/2	200-1/2	200-1/2
Pittsburgh LFR	River RBn	Direct	3000	A-dn	600-2	600-2	600-2
Pittsburgh VOR	River RBn	Direct	3000				
Cecil RBn	River RBn	Direct	3000				
Clinton RBn	River RBn	Direct	3000				
Hudson Int.	River RBn (Final)	Direct	3000				
Tarentum Int.	ILS crs (Final)	245-13.5	3000				
Radar Terminal Area Transition Altitudes.	Radar Site	All sectors within:					
		10 mi.	#2500				
		10-40 mi.	†3000				

Procedure turn N side E crs, 097° Outbnd, 277° Inbnd, 3000' within 10 miles of River RBn. NA beyond 10 mi.  
Minimum altitude at G.S. int inbnd, 3000'.

Altitude of G.S. and distance to appr end of rwny at OM, 3000'-5.6 mi; at MM, 1390'-0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3000' on West crs of ILS to Clinton RBn.

NOTES: Center line modified type B approach lighting. Radar may be used to position aircraft to final approach course inbound within 10 miles of LOM (River RBn) with the elimination of a procedure turn.

† MEA when lower.

#Radar control must provide 1000' clearance when within three miles or 500' clearance when 3-5 miles of antenna towers reaching 2049' MSL in area 9 to 15 miles East of airport.

\*400-3/4 required with glide slope inoperative.

%Runway Visual Range 2600' also authorized for landing on Runway 28, provided all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 1368' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

\*\*Runway Visual Range 2600' also authorized for takeoff on Runway 28 in lieu of 200-1/2 when 200-1/2 is authorized, providing high intensity runway lights are operational.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1168'; Fac. Class., ILS; Ident., I-GPB; Procedure No. ILS-28, Amdt. 5; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 4; Dated, 8 Aug. 59

Portland LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-1/2
Kennebunk VOR	LOM	Direct	2000	C-dn	500-1	600-1	600-1/2
				S-dn-11**	200-1/2	200-1/2	200-1/2
				A-dn	600-2	600-2	600-2

\*\*500-3/4 required with glide slope inoperative.

Procedure turn South side of crs, 292° Outbnd, 112° Inbnd, \*2000' within 10 miles.

Minimum altitude at G.S. int inbnd, 1700' ILS; over LOM inbnd final, 1700' ADF.

Altitude of G.S. and distance to approach end of runway at OM, 1703'-5.4; MM, 273'-0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1000' on East crs of ILS, then make 180° right climbing turn to return to LOM at 2000' and hold at LOM one-minute right turns, 112° inbnd.

CAUTION: \*Procedure turn not authorized beyond 10 miles of LOM account of high terrain.

City, Portland; State, Maine; Airport Name, Municipal; Elev., 66'; Fac. Class., ILS; Ident., I-PWM; Procedure No. ILS-11, Amdt. 1; Eff. Date, 19 Aug. 61; Sup. Amdt. No. Orig. (ILS portion comb. ILS-ADF); Dated, 22 Feb. 58

Rush VHF Int.	LOM	Direct	2000	T-dn	300-1	300-1	200-1/2
Fishers Int.	LOM	Direct	2000	C-dn**	500-1	600-1	600-1/2
Fishers Int.	ILS E crs (Final)	Via crs 345°		S-dn-28*	300-3/4	300-3/4	300-3/4
Rochester VOR	LOM	Direct	2000	A-dn#	600-2	600-2	600-2
Marion Int.	LOM	Direct	2000				

Procedure turn N side E crs, 097° Outbnd, 277° Inbnd, 2000' within 10 mi of LOM.

Minimum altitude at glide slope interception Inbnd, 2000'.

Altitude of glide slope and distance to approach end of runway at OM, 2000'-4.5 mi; at MM, 780'\*\*-0.5 mi; at MHW, 990'-1.2 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, climb to 2000' on R-298 Rochester VOR.

NOTE: Glide slope provides approximately 183' clearance over smoke spier 756' MSL located 3.2 mi W of the LOM.

AIR CARRIER NOTE: Take-off on Runway 12 and landing on Runway 30 not authorized.

\*Circling minimums applicable with glide slope inoperative.

\*\*Minimum altitude 1300' over MM with glide slope inoperative.

#All installed components of the ILS must be operating otherwise alternate minimums of 800-2 apply.

City, Rochester; State, N.Y.; Airport Name, Rochester-Monroe County; Elev., 560'; Fac. Class., ILS; Ident., I-ROC; Procedure No. ILS-28, Amdt. 8; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 7 (ILS portion Comb. ILS-ADF); Dated, 27 May 61

PROCEDURE CANCELLED, EFFECTIVE 19 AUGUST 1961. AIRPORT CLOSED.

City, Tallahassee; State, Fla.; Airport Name, Dale Mabry; Elev., 70'; Fac. Class., ILS; Ident., ITLH; Procedure No. ILS-30, Amdt. 13; Eff. Date, 1 Nov. 58; Sup. Amdt. No. 12 (ILS portion of Comb. ILS-ADF); Dated, 31 Dec. 55

6. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum-altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
000.....	360.....	Within 30 mi.....	12,000	Surveillance approach			
				T-dn.....	300-1	300-1	200-1½
				C-dn.....	400-1	500-1	500-1½
				S-dn-35, 17, 8 and 3.....	400-1	400-1	500-1½
				A-dn.....	400-1	400-1	400-1
					800-2	800-2	800-2
				Precision approach			
				S-dn-35.....	200-½	200-½	500-1½
				A-dn.....	600-2	600-2	600-2

Radar transitions and vectoring utilizing Albuquerque Radar authorized in accordance with approved radar patterns and sector altitudes.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished:

Runways 35, 8, and 3: Turn left and climb to 8000' on 260° crs direct to ABQ-VOR or, when directed by ATC, turn left and climb to 8000' on W crs AQ-LFR within 20 miles.

Runway 17: Climb straight ahead to AQ-LFR to 7000' or, when directed by ATC, (1) turn right, climb to 8000' on W crs AQ-LFR within 20 mi; (2) make right climbing turn, climb to 8000' on 260° crs direct to ABQ-VOR.

CAUTION: Terrain exceeding 8000' in E quadrants AQ-LFR; all turns to be made West of North and South courses of LFR.

City, Albuquerque; State, N. Mex.; Airport Name, Kirtland AFB/Mun; Elev. 5352'; Fac. Class., Kirtland; Ident., Radar; Procedure No. 1, Amdt. 4; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 3; Dated, 10 Sept. 60

	Within:		Surveillance approach			
			T-dn.....	C-dn#.....	S-dn#.....	A-dn.....
North Quadrant PHL LFR.....	20 mi.....	2400	300-1	300-1	200-½	
North Quadrant PHL LFR.....	10 mi.....	*1800	500-1	500-1	500-1½	
NW Quadrant PHL LFR.....	20 mi.....	2000	600-1	600-1	600-1½	
NW Quadrant PHL LFR.....	10 mi.....	1800	500-1	500-1	500-1	
SW and SE Quadrant PHL LFR.....	20 mi.....	*1800	800-2	800-2	800-2	
			Precision approach			
			S-dn-9.....	200-½	200-½	200-½
			A-dn-9.....	600-2	600-2	600-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2500' or higher altitude when requested by ATC, proceed to Mt Holly Int or, when directed by ATC, (1) climb to 1800' and proceed to LOM, (2) climb to 1800' on Westchester VOR R-104 to Eschelon Int.

\*Radar control must provide 1000' clearance when within 3 miles or 500' clearance when between 3-5 miles of towers 1369' MSL 9 miles North and 1049' MSL 10 miles SE of airport.

#Runways 9, 17, 27, 35.

City, Philadelphia; State, Pa.; Airport Name, Philadelphia International; Elev., 14'; Fac. Class., Philadelphia; Ident., Radar; Procedure No. 1, Amdt. 4; Eff. Date, 19 Aug. 61; Sup. Amdt. No. 3; Dated, 15 Apr. 61

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on July 17, 1961.

A. L. COULTER,  
Acting Deputy Director, Bureau of Flight Standards.

[F.R. Doc. 61-6831; Filed, Aug. 4, 1961; 8:45 a.m.]

Title 12—BANKS AND BANKING

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER C—FEDERAL SAVINGS AND LOAN SYSTEM

[No. 14,815]

PART 545—OPERATIONS

Loans in Excess of Eighty Percent of Value

JULY 28, 1961.

Resolved that the Federal Home Loan Bank Board, upon the basis of consideration by it of the advisability of amendment of subparagraph (4) of paragraph (a) of § 545.6-1 of the rules and regulations for the Federal Savings and Loan System (12 CFR 545.6-1(a)(4)) so as to liberalize the terms of said subparagraph

as hereinafter set forth, and for the purpose of effecting such liberalization, hereby amends said subparagraph (4) of paragraph (a) of § 545.6-1, effective August 5, 1961, to read as follows:

(4) Loans in excess of 80 percent of value. The limitation of 25 years set forth in subparagraph (1) of this paragraph shall be 30 years and the limitation of 80 percent set forth in subdivision (i) of subparagraph (1) of this paragraph shall be 90 percent of so much of such value as does not exceed \$25,000 plus 80 percent of so much of such value as exceeds \$25,000 in the case of any loan which is made in an amount not in excess of \$26,500 and with respect to which the following requirements are met:

(i) The association, at the time it makes or invests its funds in the loan, has general reserves and surplus equal

to at least 3 percent of the association's assets;

(ii) Except as provided in subdivision (x) of this subparagraph (4), the loan is made upon the security of a first lien upon real estate upon which there is located a structure designed for residential use for one family, the construction of which has been completed prior to the date on which the security instrument securing the loan is executed and prior to the date on which any disbursement on the loan is made, and upon which there is not located any other structure designed or used in whole or in part as a dwelling or any structure designed or used in whole or in part for any business purpose or for any purpose not ancillary to the residential use aforesaid;

(iii) The principal obligation of the loan is specified in the security instrument securing the loan and does not

exceed (a) \$26,500, (b) 90 percent of so much of the value of the real estate as does not exceed \$25,000 plus 80 percent of so much of such value as exceeds \$25,000, or, if the loan is made to finance the purchase of the real estate, (c) 90 percent of so much of the purchase price set forth in the certification specified in subdivision (vii) of this subparagraph as does not exceed \$25,000 plus 80 percent of so much of such purchase price as exceeds \$25,000, whichever is lowest;

(iv) The loan contract requires that, in addition to interest and principal payments on the loan, the equivalent of one-twelfth of the estimated annual taxes, assessments, and insurance premiums on the real estate security be paid monthly in advance to the association;

(v) The borrower, including a purchaser defined as a borrower in the proviso clause of subdivision (x) of this subparagraph (4), has executed, not earlier than the date on which the security instrument securing the loan is executed and, except as provided by subdivision (x) of this subparagraph (4), not later than the date on which any disbursement on the loan is made, a certification in writing to the association stating (a) the purpose for which the loan is sought and, if for the purpose of enabling the borrower to purchase the security property, the name of the vendor or vendors; (b) that no lien or charge upon such property, other than the lien of the association or liens or charges which will be discharged from the proceeds of the loan, has been given or executed by the borrower or has been contracted or agreed to be so given or executed; and (c) that the borrower is actually occupying the property as a dwelling or that the borrower in good faith intends to do so;

(vi) If the loan is sought or assumed for the purpose of enabling a purchaser to acquire the security property, the vendor or vendors have executed, not earlier nor later than the dates specified in subdivision (v) of this subparagraph, a certification in writing to the association stating that no lien or charge upon such property, other than the lien of the association or liens or charges which will be discharged from the proceeds of the loan, has been given or executed to the vendor or vendors by the purchaser or has been contracted or agreed to be so given or executed;

(vii) If the loan is sought or assumed for the purpose of enabling a purchaser to acquire the security property, the purchaser and the vendor or vendors have jointly executed, prior to approval of the loan, a certification in writing to the association stating (a) the purchase price of the security property and the items comprising such price and (b) that there is outstanding a contract or agreement between the vendor or vendors and the purchaser that the security property will be conveyed to the purchaser;

(viii) The association has made or obtained, prior to approval of the loan, a written report on the credit standing of the borrower, as described in subdivision (v) of this subparagraph (4), and the financial ability of such borrower to

undertake and pay off the obligation involved in the loan;

(ix) (a) The resulting aggregate of the principal amount of such loan as specified in accordance with subdivision (iii) of this subparagraph and of the association's investment in the principal amount of all other loans made under this subparagraph, exclusive of any such loan with respect to which the unpaid principal balance has been reduced to an amount not in excess of 80 percent of the value of the property according to the appraisal on which such loan was made (or 80 percent of the purchase price set forth in the certification specified in subdivision (vii) of this subparagraph, if such purchase price is less than such value), does not, at the time the association makes or invests its funds in such loan, exceed 20 percent of the association's assets;

(b) The record of each such loan shall show the date and amount of the appraisal on which the loan was made and the date of approval of the loan, and the association shall, so long as the loan is outstanding and in any event for a period of at least three years from the date of any disbursement on the loan, retain in its record of the loan the foregoing data and all reports and certifications referred to in this subparagraph; and

(x) Notwithstanding the requirements of subdivision (ii) of this subparagraph, a loan under this subparagraph (4) may be made to finance the construction of a structure as described in subdivision (ii) of this subparagraph, but the amount by which such a loan exceeds 80 percent of the value of the real estate shall not be disbursed unless and until construction has been fully completed. If the loan is made to finance construction of such structure for sale, the amount by which such loan exceeds 80 percent of the value of the real estate shall not be disbursed unless and until construction has been fully completed, the property has been sold and title has been conveyed to a purchaser who has executed an agreement with the association assuming and agreeing to pay the loan, and there is compliance with all of the provisions of this subparagraph (4) except as specifically waived in this subdivision (x): *Provided*, That, for the purpose of such compliance the unpaid balance of the loan at the date of execution of the said assumption agreement shall be deemed to be the principal obligation of the loan; the date of execution of the said assumption agreement shall be deemed to be the date of approval of the loan, of the purchase of the property, of the execution of the security instrument, and of disbursement of the loan; the person or concern to whom the loan was made to finance construction shall be deemed to be the vendor; and the purchaser shall be deemed to be the borrower.

(Sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1464. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Resolved further that, as said amendments only relieve restriction, the Board hereby finds that notice and public pro-

cedure thereon are unnecessary under the provisions of § 508.12 of the general regulations of the Federal Home Loan Bank Board (12 CFR 508.12) or section 4(a) of the Administrative Procedure Act and, as said amendments relieve restriction, deferment of the effective date thereof is not required under section 4(c) of said Act.

By the Federal Home Loan Bank Board.

[SEAL]

HARRY W. CAULSEN,  
Secretary.

[F.R. Doc. 61-7435; Filed, Aug. 4, 1961;  
8:51 a.m.]

## Title 16—COMMERCIAL PRACTICES

### Chapter I—Federal Trade Commission

[Docket 8265 c.o.]

#### PART 13—PROHIBITED TRADE PRACTICES

##### Revillon Wholesale, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.155 *Prices*: 13.155–45 *Fictitious marking*. Subpart—Furnishing false guaranties: § 13.1053 *Furnishing false guaranties*: 13.1053–35 *Fur Products Labeling Act*. Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely*: 13.1108–45 *Fur Products Labeling Act*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements*: 13.1852–35 *Fur Products Labeling Act*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Revillon Wholesale, Inc., et al., New York, N.Y., Docket 8265, June 27, 1961]

*In the Matter of Revillon Wholesale, Inc., a Corporation, and Emil Wendling, Abraham Grauer, Herman Grauer, Jacques Haran, Marty Weinstein, and Peter Wensel, Individually and as Officers of Said Corporation*

Consent order requiring New York City furriers to cease violating the Fur Products Labeling Act by setting forth on invoices and in advertising fictitious prices for fur products; by failing to keep adequate records on which pricing and value claims were based; by failing in other respects to comply with invoicing and advertising requirements; and by furnishing false guaranties that certain of their fur products were not misbranded, falsely invoiced, and falsely advertised.

The order to cease and desist is as follows:

*It is ordered*, That respondents Revillon Wholesale, Inc., a corporation, and its officers, and Abraham Grauer, Herman Grauer, Jacques Haran, Marty Weinstein and Peter Wensel, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection

with the introduction into commerce, or the sale, advertising or offering for sale, transportation or distribution in commerce of fur products; or in connection with the sale, advertising, offering for sale, transportation or distribution of fur products which have been made in whole or in part of fur which has been shipped and received in commerce, as "commerce", "fur" and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Falsely or deceptively invoicing fur products by:

1. Failing to furnish to purchasers of fur products invoices showing all of the information required to be disclosed by each of the subsections of section 5(b)(1) of the Fur Products Labeling Act;

2. Representing, directly or by implication, on invoices that the former or regular price of any fur product is any amount which is in excess of the price at which respondents have formerly, usually or customarily sold such products in the recent regular course of business;

B. Furnishing a false guaranty that any fur or fur product is not misbranded, falsely invoiced, or falsely advertised, when the respondents have reason to believe that such fur or fur product may be introduced, sold, transported or distributed in commerce;

C. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement, or notice which is intended to aid, promote or assist, directly or indirectly, in the sale or offering for sale of fur products, and which:

1. Represents, directly or by implication, that respondents' usual and customary price of any fur product is any amount which is in excess of the price at which respondents have usually and customarily sold in such products in the recent regular course of business;

2. Misrepresents in any manner the savings available to purchasers of respondents' fur products;

D. Making claims and representations respecting prices and values of fur products unless respondents maintain full and adequate records disclosing the facts upon which such claims and representations are based.

*It is further ordered.* That the complaint herein be, and the same hereby is, dismissed as to respondent Emil Wendling, individually and as an officer of said corporation.

By "Decision of the Commission", etc., report of compliance was required as follows:

*It is ordered.* That respondents Revillon Wholesale, Inc., a corporation, and Abraham Grauer, Herman Grauer, Jacques Haran, Marty Weinstein, and Peter Wensel, erroneously named in the complaint as Peter Wenzel, shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which they have

complied with the order to cease and desist.

Issued: June 27, 1961.

By the Commission.

[SEAL] JOSEPH W. SHEA,  
Secretary.

[F.R. Doc. 61-7399; Filed, Aug. 4, 1961;  
8:46 a.m.]

[Docket 8170 c.o.]

### PART 13—PROHIBITED TRADE PRACTICES

#### Stephen F. Singer and Star-Crest Recording Company

Subpart—Advertising falsely or misleadingly: § 13.15 *Business status, advantages, or connections*: 13.15-195 *Nature*; 13.15-235 *Producer status of dealer or seller*: 13.15-235(m) *Manufacturer*; § 13.55 *Demand, business or other opportunities*; § 13.60 *Earnings and profits*; § 13.155 *Prices*; § 13.205 *Scientific or other relevant facts*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply Sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Stephen F. Singer trading as Star-Crest Recording Company, Los Angeles, Calif., Docket 8170, June 30, 1961]

*In the Matter of Stephen F. Singer, Individually and Trading as Star-Crest Recording Company*

Consent order requiring an individual in Los Angeles, Calif., engaged in soliciting contracts and fees for recording songs for writers and in the sale of records containing the songs, to cease using false royalty claims and other deception to obtain fees from song writers, in advertisements in magazines and newspapers, form letters, and otherwise, as in the order below specified.

The order to cease and desist is as follows:

*It is ordered.* That respondent Stephen F. Singer, an individual trading as Star-Crest Recording Company, or under any other name or names, and respondent's agents, representatives, and employees, directly or through any corporate or other device, in connection with the solicitation of contracts or fees for the recording of songs for writers or prospective writers, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from representing, directly or by implication, that:

1. Song writers who contract with respondent will receive substantial sums of money;

2. Any payment received by song writers who contract with respondent, arising out of the sale of records, is a "royalty", unless and until the amount paid to respondent has been fully repaid;

3. Respondent's primary interest in the recording of song writers' songs is in the sale of records of said songs;

4. There is a regular scale of charges for test recording or that the charge of \$96.20, or any other amount charged

by respondent, is any percent of such a charge;

5. The songs for which respondent contracts will be recorded on an album with current song hits, unless current song hits are actually recorded therein;

6. The songs for which respondent contracts will be sung by outstanding Hollywood stars;

7. The demand for songs is greater than can be supplied by the professional song writers;

8. Respondent owns facilities for the manufacture of albums;

9. Respondent does not make a charge for including a song writer's song in an album.

By "Decision of the Commission", etc., report of compliance was required as follows:

*It is ordered.* That respondent Stephen F. Singer, individually and trading as Star-Crest Recording Company, shall, within sixty (60) days after service upon him of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which he had complied with the order to cease and desist.

Issued: June 30, 1961.

By the Commission.

[SEAL] JOSEPH W. SHEA,  
Secretary.

[F.R. Doc. 61-7400; Filed, Aug. 4, 1961;  
8:46 a.m.]

## Title 17—COMMODITY AND SECURITIES EXCHANGES

### Chapter II—Securities and Exchange Commission

[Release 34-6606]

#### PART 240—GENERAL RULES AND REGULATIONS, SECURITIES EXCHANGE ACT OF 1934

##### Application for Review of Disciplinary Action

The Securities and Exchange Commission has announced that it has amended Rule 15ag-1 (§ 240.15ag-1) under the Securities Exchange Act of 1934 effective September 1, 1961. This rule sets out the procedures to be followed in connection with a review by the Commission of disciplinary action, or denial of membership, by a national securities association where such review is on the application of a person aggrieved by such action or denial. The amendments are designed to facilitate and expedite the handling of such appeals and to avoid unnecessary delays.

The amendments make it mandatory for the applicant to file a brief or statement in support of his application within a specified period. The applicant's brief must specify the basis of the appeal and the relief sought. The amendments authorize summary dismissal of an application where a timely brief in compli-

ance with the rule is not filed by the applicant. An answering brief by the association is optional as is the applicant's reply to such an answering brief. The amendments also provide that oral argument will be heard only with special Commission permission. Earlier provisions providing for oral argument in all cases resulting in uncertainty and undue delay where an applicant failed to appear or it was not possible to obtain a waiver of oral argument.

**Statutory basis.** Section 240.15ag-1 is hereby amended as set forth below pursuant to the Securities Exchange Act of 1934, particularly sections 15A and 23(a) thereof, the Commission deeming such action necessary and appropriate in the public interest and for the protection of investors, and necessary to carry out its functions under the Act.

The text of § 240.15ag-1, as amended is as follows:

**§ 240.15ag-1 Application pursuant to section 15A(g) of the act for review of disciplinary action or denial of membership by a registered Securities association.**

(a) Proceedings on an application under Section 15A(g) of the Act to review disciplinary action taken by a registered securities association or the action of such an association in denying admission to any broker or dealer seeking membership therein shall be governed by this rule. If the action complained of was based on the provisions of section 15A(b)(4) of the Act or on any effective rule of such association adopted under such section or under section 15A(b)(3) of the Act, application for relief should ordinarily be filed under § 240.15ab-1 and not under this section, and any such application filed under this section will be dismissed summarily unless it plainly alleges, with supporting detail, that the specific grounds on which the association's action was based did not exist in fact or were not valid under section 15A(b)(4) of the Act or under any effective rule of the association adopted under such section or under section 15A(b)(3) of the Act.

(b) An original and two copies of an application pursuant to section 15A(g) of the Act for review of action taken by a registered securities association shall be filed with the Commission within 60 days after such action has been taken. The Secretary will serve a copy of the application on the association, which shall, within 10 days after receipt of the copy of the application, certify and file with the Commission the original, or one copy, of the record upon which the order complained of was entered, together with 3 copies of an index to such record. The Secretary will serve upon the parties copies of such index and any papers subsequently filed.

(c) Within 20 days after receipt of a copy of the index, the applicant shall file seven copies of a brief or other statement in support of his application which shall state the specific grounds on which

the application is based, the particular findings of the association to which he objects, and the relief sought. Any application not perfected by such a timely brief or statement covering at least the points mentioned above may be dismissed as abandoned.

(d) Within 20 days after receipt of applicant's brief or statement the association may file seven copies of an answer to the applicant's brief or statement and within 10 days of receipt of any such answer the applicant may file seven copies of a reply thereto. Any such papers not filed within the time provided will not be received except upon special permission of the Commission.

(e) On its own motion, the Commission may direct that the record under review be supplemented with such additional evidence as it may deem relevant. However, the association and persons who may be aggrieved by its action shall be obliged to adduce all evidence that they deem relevant in the proceedings before the association, and no such person shall be entitled to adduce additional evidence unless he shows to the satisfaction of the Commission that such additional evidence is material and that there were reasonable grounds for his failure to adduce such evidence in the hearings before the association. Any request for leave to adduce additional evidence shall be filed promptly so as not to delay the disposition of the proceeding.

(f) Oral argument before the Commission may be requested by the applicant or the association as follows: (1) By the association, with its answer, or on or before the date such answer would be required to be filed; or (2) by the applicant, within 10 days after receipt of the association's answer, or if no such answer is filed, within 30 days after the date on which the applicant filed his brief or statement. The Commission in its discretion may grant or deny any such request, and where it deems it appropriate to do so the Commission will grant or deny an application on the basis of the papers filed by the parties, without oral argument.

(g) The Rules of Practice (Part 201 of this chapter) shall apply to review proceedings under section 15A(g) and (h) of the Act to the extent that they are not inconsistent with this section.

The Commission finds that the foregoing amendments relate to matters of procedure and practice and that compliance with sections 4 (a), (b), and (c) of the Administrative Procedure Act is unnecessary. Such amendments shall be and hereby are declared effective on September 1, 1961, and shall apply to all such appeals filed on or after such date.

By the Commission.

[SEAL]

ORVAL L. DuBois,  
Secretary.

JULY 26, 1961.

[F.R. Doc. 61-7409; Filed, Aug. 4, 1961; 8:47 a.m.]

## Title 20—EMPLOYEES' BENEFITS

### Chapter III—Bureau of Old-Age and Survivors Insurance, Social Security Administration, Department of Health, Education, and Welfare

[Regulations No. 4, further amended]

#### PART 403—FEDERAL OLD-AGE AND SURVIVORS INSURANCE (1940-1950)

#### PART 404—FEDERAL OLD-AGE, SURVIVORS AND DISABILITY INSURANCE (1950- )

##### General Definitions; General Provisions

Regulations No. 4, as amended, of the Social Security Administration (20 CFR 404.1 et seq.) are further amended as follows:

1. The heading of Part 404 is revised as set forth above.

2. Subpart A of this Part 404 is amended by revising the heading to this subpart to read "Introduction, General Definitions, and General Provisions," revising §§ 404.1 and 404.2, and adding new § 404.3. As so amended, Subpart A of this Part 404 reads as follows:

##### Subpart A—Introduction, General Definitions and General Provisions

Sec.

404.1 Introduction.  
404.2 General definitions and use of terms.  
404.3 General provisions.

**AUTHORITY:** §§ 404.1 to 404.3 and § 404.1026 (a) (9) issued under sections 205 and 1102, 53 Stat. 1368, as amended, 49 Stat. 647, as amended; sec. 5 of Reorganization Plan No. 1 of 1953, 67 Stat. 18; 42 U.S.C. 405, 1302. Additional authority is cited in parentheses following the sections affected.

##### § 404.1 Introduction.

The regulations in this Part 404 (Regulations No. 4 of the Social Security Administration) relate to the provisions of Title II of the Social Security Act as amended on August 28, 1950, and as further amended thereafter. The regulations in this part are divided into 16 subparts:

(a) Subpart A contains provisions relating to general definitions and use of terms.

(b) Subpart B relates to quarters of coverage and insured status requirements.

(c) Subpart C relates to basic computation, recomputation, and recalculation of benefits and lump sums.

(d) Subpart D relates to the requirements for entitlement to monthly benefits and to the lump-sum death payment, duration of entitlement and benefit rates.

(e) Subpart E contains provisions relating to the reduction and increase of insurance benefits and to deductions from benefits and lump-sum death payments.

(f) Subpart F relates to overpayments, underpayments, waiver of adjust-

ment or recovery of overpayments and liability of certifying officers.

(g) Subpart G relates to filing of applications and other forms.

(h) Subpart H relates to evidentiary requirements for establishing an initial and continuing right to monthly benefits and for establishing a right to lump-sum death payment. (Evidentiary requirements relating to disability are contained in Subpart P.)

(i) Subpart I relates to maintenance and revision of records of wages and self-employment income.

(j) Subpart J relates to maintenance determining and reviewing entitlement to and payment of benefits and lump sums, determining and reviewing rights with respect to the establishment and continuance of a period of disability, the revision of earnings records, and the representation of parties.

(k) Subpart K relates to employment, wages, self-employment and self-employment income.

(l) Subpart L relates to determinations of relationship of a claimant to the individual on whose earnings the application is based.

(m) Subpart M relates to coverage of employees of State and local Governments.

(n) Subpart N relates to benefits in cases involving veterans.

(o) Subpart O relates to the interrelationship of the old-age, survivors and disability insurance program with the railroad retirement program.

(p) Subpart P relates to rights and benefits based on disability.

#### § 404.2 General definitions and use of terms.

(a) *Terms relating to acts and regulations.* (1) "The act" means the Social Security Act, as amended, as in effect July 1, 1961.

(2) "Social Security Act" means the act approved August 14, 1935 (49 Stat. 620).

(3) "Social Security Act Amendments of 1950" means the act approved August 28, 1950 (64 Stat. 477).

(4) "Social Security Act Amendments of 1952" means the act approved July 18, 1952 (66 Stat. 767).

(5) "Social Security Amendments of 1954" means the act approved September 1, 1954 (68 Stat. 1052).

(6) "Social Security Amendments of 1956" means the act approved August 1, 1956 (70 Stat. 807).

(7) "Social Security Amendments of 1958" means the act approved August 28, 1958 (72 Stat. 1013).

(8) "Social Security Amendments of 1960" means the act approved September 13, 1960 (74 Stat. 924).

(9) "Social Security Amendments of 1961" means the act approved June 30, 1961 (75 Stat. 131).

(10) "Regulations 2" (20 CFR, 1938 ed. Part 402) means the regulations approved July 20, 1937, as amended from time to time, relating to Federal old-age benefits under title II of the Social Security Act and amendments to such title effective prior to January 1, 1940.

(11) "Regulations 3" (Part 403 of this chapter) means the regulations approved May 21, 1940, as amended and supplemented from time to time, relating to Federal old-age and survivors benefits under title II of the Social Security Act and amendments to such title effective prior to January 1, 1951.

(12) "Internal Revenue Code of 1939" means the act approved February 10, 1939 (53 Stat. Part 1), as amended.

(13) "Internal Revenue Code of 1954" means the act approved August 16, 1954 (68A Stat. 1), as amended.

(14) "Railroad Retirement Act" means the Railroad Retirement Act of 1937 (50 Stat. 307), as amended.

(15) "Section" means a section of the regulations in Part 404 of this chapter unless the context indicates otherwise.

(b) *Secretary; Commissioner; Administration; Appeals Council; Hearing Examiner; Bureau defined.* (1) "Secretary" means the Secretary of Health, Education, and Welfare.

(2) "Commissioner" means the Commissioner of Social Security.

(3) "Administration," except where the context clearly indicates otherwise, means the Social Security Administration in the Department of Health, Education, and Welfare.

(4) "Appeals Council" means the Appeals Council of the Office of Hearings and Appeals in the Social Security Administration or such member or members thereof as may be designated by the Chairman.

(5) "Hearing Examiner" (formerly designated "referee"), means a hearing examiner in the Office of Hearings and Appeals of the Social Security Administration.

(6) "Bureau" means the Bureau of Old-Age and Survivors Insurance of the Social Security Administration.

(c) *Miscellaneous.* (1) "Certify," when used in connection with the duty imposed on the Secretary by section 205 (i) of the act, means that action taken by the Administration in the form of a written statement addressed to the Managing Trustee, setting forth the name and address of the person to whom payment of a benefit or lump sum, or any part thereof, is to be made, the amount to be paid, and the time at which payment should be made.

(2) "Benefit" means an old-age insurance benefit, disability insurance benefit, wife's insurance benefit, husband's insurance benefit, child's insurance benefit, widow's insurance benefit, widower's insurance benefit, mother's insurance benefit, or parent's insurance benefit under title II of the act. (Lump sums, which are death payments under title II of the act, are excluded from the term "benefit" as defined in this part to permit greater clarity in the regulations.)

(3) "Lump sum" means a lump-sum death payment under title II of the act or any person's share of such a payment.

(4) "Attainment of age." An individual attains a given age on the first moment of the day preceding the anniversary of his birth corresponding to such age.

(5) "State," unless otherwise indicated, includes (i) the District of Columbia, (ii) the Virgin Islands, (iii) the Commonwealth of Puerto Rico effective January 1, 1951, (iv) Guam and American Samoa, effective September 13, 1960, generally, and for purposes of sections 210(a) and 211 of the act effective after 1960 with respect to service performed after 1960, and effective for taxable years beginning after 1960 with respect to crediting net earnings from self-employment and self-employment income, and (v) the Territories of Alaska and Hawaii prior to January 3, 1959, and August 21, 1959, respectively when those territories acquired statehood.

(6) "United States," when used in a geographical sense, includes, unless otherwise indicated, (i) the States, (ii) the Territories of Alaska and Hawaii prior to January 3, 1959, and August 21, 1959, respectively, when they acquired statehood, (iii) the District of Columbia, (iv) the Virgin Islands, (v) the Commonwealth of Puerto Rico effective January 1, 1951, and (vi) Guam and American Samoa, effective September 13, 1960, generally, and for purposes of sections 210(a) and 211 of the act, effective after 1960 with respect to service performed after 1960, and effective for taxable years beginning after 1960 with respect to crediting net earnings from self-employed and self-employment income.

(7) Masculine gender includes the feminine, unless otherwise indicated.

(8) The terms defined in sections 209, 210, and 211 of the act shall have the meanings therein assigned to them.

(Sec. 210, 74 Stat. 936 to 942, 42 U.S.C. 410)

#### § 404.3 General provisions.

(a) *Extent to which Part 403 of this chapter (Regulations No. 3 of the Social Security Administration) remains in effect.* Part 403 of this chapter (Regulations No. 3 of the Social Security Administration) continues in effect with respect to old-age and survivors insurance benefits under title II of the act for months prior to September 1950 (except with respect to additional deductions from such benefits under section 203(g) of the act in effect prior to the Social Security Act Amendments of 1950); to lump-sum death payments under that title with respect to deaths after 1939 and before September 1950; and to whether, under that title, services performed before 1951 constitute employment and whether remuneration paid before 1951 for employment constitutes wages. Except as provided in this section or as specifically incorporated in this Part 404 by reference, Part 403 of this chapter (Regulations No. 3 of the Social Security Administration) is superseded by the regulations in this Part 404.

(b) *Effect of cross references.* The cross references in the regulations in this Part 404 to other portions of the regulations, when the word "see" is used, are made only for convenience and shall be given no legal effect.

(c) *Periods of limitation ending on nonwork days.* Pursuant to the provisions of section 216(j) of the act, effective September 13, 1960, where any pro-

vision of title II, or any provision of another law of the United States (other than the Internal Revenue Code of 1954) relating to or changing the effect of title II, or any regulation of the Secretary issued under title II, provides for a period within which an act is required to be done which affects eligibility for or the amount of any benefit or payment under this title or is necessary to establish or protect any rights under this title, and such period ends on a Saturday, Sunday, or Federal legal holiday or on any other day all or part of which is declared to be a nonwork day for Federal employees by statute or Executive Order, then such act shall be considered as done within such period if it is done on the first day thereafter which is not a Saturday, Sunday, or legal holiday or any other day all or part of which is declared to be a nonwork day for Federal employees either by statute or Executive Order. For purposes of this paragraph, the day on which a period ends shall include the final day of any extended period where such extension is authorized by law or by the Secretary pursuant to law. Such extension of any period of limitation does not apply to periods during which benefits may be paid for months prior to the month an application for such benefits is filed pursuant to § 404.607, or to periods during which an application for benefits may be accepted as such pursuant to § 404.606.

(Sec. 216, 74 Stat. 994, 42 U.S.C. 416)

3. The heading of Subpart K of Part 404 is revised to read as follows:

**Subpart K—Employment—Wages—  
Self - Employment — Self - Employ-  
ment Income**

**§ 404.1001 [Deletion]**

4. Section 404.1001 is deleted and pertinent material therein, except for paragraph (1), is incorporated in the revised § 404.2 issued herewith.

5. Section 404.1026(a) is amended by adding after subparagraph (8) thereof former paragraph (1) of § 404.1001 as new subparagraph (9):

**§ 404.1026 Wages.**

(a) *In general.* \* \* \*

(9) The term "wages paid" means wages actually or constructively paid. Wages are constructively paid when they may be drawn upon by the employee at any time although not then actually reduced to possession. In such a case, a constructive payment can be found to have been made only where (i) the wages have been credited or set apart to the employee without any substantial limitation or restriction as to the time or manner of payment or condition upon which payment is to be made and are available to him so that they may be drawn at any time, and their receipt brought within his own control and disposition or (ii) there is an intention by the employer to pay or to set apart or credit, and ability to pay wages when due, and failure of the employer to credit or set apart the wages is due to clerical error or inadvertence in the mechanics of payment and because of such clerical error or inad-

vertence, the wages are not actually available at that time. However, where the employee has authority to withhold wages from himself in the interest of the employer, his failure to reduce any of his wages to his possession shall be deemed to be in the interest of his employer and to establish the employer's intent not to pay such wages, unless there is a clear showing that such withholding was exclusively in the employee's interest.

*Effective date.* The foregoing amendments shall become effective upon publication in the FEDERAL REGISTER.

[SEAL] W. L. MITCHELL,  
*Commissioner of Social Security.*

Approved: August 1, 1961.

ABRAHAM RIBICOFF,  
*Secretary of Health, Education,  
and Welfare.*

[F.R. Doc. 61-7428; Filed, Aug. 4, 1961;  
8:50 a.m.]

## Title 39—POSTAL SERVICE

### Chapter I—Post Office Department

#### PART 41—SERVICE IN POST OFFICES

#### PART 46—RURAL SERVICE

#### PART 48—UNDELIVERABLE MAIL

#### PART 56—SPECIAL DELIVERY

#### PART 61—MONEY ORDERS

#### Miscellaneous Amendments

The regulations of the Post Office Department are amended as follows:

I. Section 41.5 is amended to show that official election notices issued by State or local governments may be placed on post office premises. As so amended, § 41.5 reads as follows:

**§ 41.5 Unauthorized use of premises.**

Advertisements, circulars, or notices relating to any private business or having a political character shall not be placed on any portion of post office notices issued by State or local governments, except that official election premises may be displayed.

NOTE: The corresponding Postal Manual section is 151.5.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 2209)

**§ 46.5 [Amendment]**

II. In section 46.5 *Rural boxes*, amend subparagraph (4) of paragraph (a) by inserting "Leigh Building Products, Coopersville, Mich." in the proper alphabetical listing of authorized manufacturers of rural mail boxes therein.

NOTE: The corresponding Postal Manual section is 156.514.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 6005)

III. In section 48.3 paragraph (b) is amended for the purpose of clarification to read as follows:

**§ 48.3 Return address required.**

(b) The sender may in his return address request that mail (other than

registered, insured, and certified) be held for not less than 3 days or more than 30 days. (See § 48.5 for registered, insured, and certified mail retention periods). Examples:

Return in 3 days to:

Frank B. White,  
2416 Front Street,  
St. Louis, 25, Mo.

Return in 30 days to:

Frank B. White,  
2416 Front Street,  
St. Louis 25, Mo.  
Return Postage Guaranteed.

NOTE: The corresponding Postal Manual section is 158.3b.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 507, 4101, 4103)

IV. In Part 56—Special Delivery—as amended by 26 F.R. 5128, make the following changes:

A. Section 56.1 is amended to clarify the special delivery area at post offices stated in paragraph (a), and to insert "certified" in the last sentence of paragraph (b) therein. As so amended, § 56.1 reads as follows:

**§ 56.1 Description of special delivery.**

(a) *Points of delivery.* Special-delivery mail is given immediate delivery at the office of address during prescribed hours to:

(1) Points within a radius of 1 mile of any post office, station, or branch (except contract station or branch and rural station).

(2) Points within the delivery limits of any post office having letter carrier service.

(3) Points within one-half mile of a rural route by rural carrier on his regular trip, if there is a passable road leading to the addressee's dwelling or place of business.

(b) *Transporting and delivering.* Special-delivery mail is handled and transported in the same manner and with the same expedition as first-class mail. Payment of a special-delivery fee does not insure safety of delivery or provide for the payment of indemnity. Money or other valuables sent special delivery should also be registered. Insured, certified, and COD mail may be sent special delivery.

NOTE: The corresponding Postal Manual section is 166.1.

B. In § 56.3, paragraph (a) is amended to indicate the proper hours for the carriage of special deliveries on weekdays. As so amended, paragraph (a) reads as follows:

**§ 56.3 Hours of delivery.**

(a) *Weekdays.* Normally, special delivery is made at city delivery offices from 7 a.m., to 11 p.m., and at all other post offices from 7 a.m., until the closing hour but not later than 9 p.m. Later hours for delivery may be fixed in particular cases.

NOTE: The corresponding Postal Manual section is 166.31.

C. In § 56.4, paragraph (c) is amended for the purpose of clarification to read as follows:

§ 56.4 Delivery procedures.

(c) *Notice of attempted delivery.* When mail cannot be delivered as described in paragraph (b) of this section, the notice Form 3955, left on the door-knob or handle, under the door or in the receptacle, will state where the special delivery mail is being held, the name of the addressee, the messenger's number, the date, and whether it is registered, insured, COD, certified, or marked or known to be perishable.

NOTE: The corresponding Postal Manual section is 166.43.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 507, 6006)

§ 61.3 [Amendment]

V. In § 61.3, paragraph (g), as amended by 26 F.R. 1856, is further amended to permit the cashing of money orders without credentials, if payee is known personally. As so amended, paragraph (g) reads as follows:

(g) *Identification of payee.* If the payee presenting the money order is not personally known to the postal employee, he must prove his identity. Social security cards are not acceptable. Driver's rity cards are not acceptable. Drivers' permits, military identification cards, or other credentials showing signature of bearer and having serial numbers or other indicia which can be traced to the holder are helpful in identification. The owner must sign the money order in the presence of the postal employee. The postal employee shall compare signature with identification, if possible; shall enter on the back of the order the license or serial number and full description of the identification, including street address, city, and State; and shall also initial the back of the order. This will aid in apprehending persons attempting forgery or other wrong payment. If the postal employee has exercised proper care under the circumstances, the Department will recommend that he be relieved of financial responsibility in cases of wrong payment. This procedure must be followed carefully in the case of endorsed money orders, as they might bear a forged endorsement and be in the hands of the wrong person.

NOTE: The corresponding Postal Manual section is 171.37.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 5104)

LOUIS J. DOYLE,  
General Counsel.

[F.R. Doc. 61-7410; Filed, Aug. 4, 1961; 8:47 a.m.]

Title 42—PUBLIC HEALTH

Chapter I—Public Health Service, Department of Health, Education, and Welfare

PART 71—FOREIGN QUARANTINE

Importation of Psittacine Birds

A proposal to amend subparagraphs (3) and (4) of § 71.152(b) of the Public

Health Service Regulations (42 CFR Part 71) relating to the importation of psittacine birds was published in the FEDERAL REGISTER on May 2, 1961 (26 F.R. 3779). The 30-day period specified in the notice has expired and no objections to the proposed amendments have been received.

1. Subparagraph (3) of § 71.152(b) is amended to read as follows:

(3) *Pets.* (i) A maximum of two psittacine birds may be imported by the owner thereof provided (a) the birds appear to the quarantine officer to be in good health; (b) they are not intended for sale or trade in the United States; (c) not more than two birds are brought in by members of a family comprising a single household; (d) neither the owner nor any member of his family within his household has imported any other birds under this paragraph in the preceding twelve months; and (e) the birds have been in the owner's possession and personal custody for the four months preceding arrival, except for any period occasioned by arrival of the owner and birds on separate conveyances or as provided in subdivision (ii) of this subparagraph.

(ii) A maximum of two psittacine birds that have been in the owner's possession and personal custody immediately before arrival, but for less than four months, may be admitted provided (a) other requirements of subdivision (i) of this subparagraph are met and (b) upon admission, for a period beginning with their arrival and ending four months after they first came into the owner's possession and personal custody the birds are confined in detention facilities, either at the port of arrival or elsewhere, at the owner's expense and under such arrangements approved by the quarantine officer at the port of arrival as will reasonably assure against transmission of psittacosis.<sup>1</sup> If the owner does not make the necessary detention arrangements before arrival of the birds, they may be excluded unless he arranges for such detention immediately upon their arrival.

2. Subparagraph (4) of § 71.152(b) is amended to read as follows:

(4) *Return to the United States.* Psittacine birds taken out of the United States may be admitted upon their return if either of the following conditions is met:

(i) *Without a permit.* The birds may be admitted without a permit upon their return on one or more occasions, if the requirements of subparagraph (3) of this paragraph are complied with on each occasion.

(ii) *With a permit.* If the requirements of subparagraph (3) of this paragraph are not fully complied with, they may be admitted provided (a) they are accompanied by a permit for return issued by the Surgeon General, (b) the

<sup>1</sup>Instructions for making detention arrangements may be obtained from the Surgeon General of the Public Health Service, Washington 25, D.C., Attention: Chief, Division of Foreign Quarantine; or from Public Health Service quarantine stations at United States ports.

owner submits a statement certifying his compliance with the terms of the permit and such other information as the Surgeon General may require, and (c) the birds appear to the quarantine officer to be in good health. Application for such a permit may be denied unless the owner of the birds applies for such permit prior to their departure from the United States and the application includes a statement as to the itinerary, the number and description of the birds, and such other information as the Surgeon General may require.

These amendments shall become effective 30 days after publication in the FEDERAL REGISTER.

(Sec. 215, 58 Stat. 690, as amended; 42 U.S.C. 216. Interpret or apply secs. 361-369, 58 Stat. 703-706, 42 U.S.C. 264-272)

Dated: July 24, 1961.

LUTHER L. TERRY,  
Surgeon General.

Approved: August 1, 1961.

ABRAHAM RIBICOFF,  
Secretary.

[F.R. Doc. 61-7427; Filed, Aug. 4, 1961; 8:50 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

SUBCHAPTER B—HUNTING AND POSSESSION OF WILDLIFE

PART 10—MIGRATORY BIRDS

Open Seasons, Bag Limits, and Possession of Certain Migratory Game Birds

Section 3 of the Migratory Bird Treaty Act of July 3, 1918, as amended (40 Stat. 755; 16 U.S.C. 704), authorizes and directs the Secretary of the Interior, from time to time, having due regard for the zones of temperature and to the distribution, abundance, economic value, breeding habits, and times and lines of flight of migratory birds, to determine when, to what extent, and by what means, such birds or any part, nest, or egg thereof, may be taken, captured, killed, possessed, sold, purchased, shipped, carried, or transported.

By notice of proposed rule making published in the FEDERAL REGISTER on April 29, 1961 (26 F.R. 3713), notification was given that the Secretary of the Interior proposed to amend Part 10, Title 50, Code of Federal Regulations. These amendments would specify open seasons, certain closed seasons, hunting methods, shooting hours, transportation and importation controls, and bag and possession limits for migratory game birds for the 1961-62 hunting seasons.

In this connection the public was invited to submit views, data, or arguments, in writing to the Director, Bureau of Sport Fisheries and Wildlife, Washington 25, D.C., on or before June 29,

## RULES AND REGULATIONS

1961, and thus participate in the preparation of amendments to Part 10, Title 50, Code of Federal Regulations.

Subsequently, after due consideration of data obtained through investigations conducted by personnel of the Bureau of Sport Fisheries and Wildlife, State game departments, and from other sources, the several State game departments were informed concerning the shooting hours, season lengths, and daily bag and possession limits proposed to be prescribed for the 1961-62 seasons on band-tailed pigeons, gallinules, mourning doves, rails, white-winged doves, Wilson's snipe, woodcock, and on waterfowl, coots, and little brown cranes in Alaska. The State game departments were also invited to submit recommendations for hunting seasons in the respective States on the applicable species; such hunting seasons to conform to the shooting hours and season lengths, and to fall within a framework of opening and closing dates, as established by this Department.

Accordingly, each State game department having had an opportunity to participate in selecting the hunting seasons desired for its State on those species of migratory game birds for which open seasons are now to be prescribed, and consideration having been given to all other relevant matters presented, it has been determined that Part 10 shall be amended as set forth below.

The taking of migratory game birds is presently prohibited. The following amendments will permit the taking of designated species of such birds within specified periods of time beginning as early as September 1, as has been the case in prescribing hunting seasons in past years. The hunting public has over the years become accustomed to a September 1 opening date in many areas on certain species of migratory game birds and many hunters make hunting reservations well in advance of such date. Because of this fact and since these amendments will not be published at a date early enough to allow the usual 30-day period of publication afforded by the Administrative Procedure Act of June 11, 1946 (60 Stat. 238), if hunting is to be permitted on September 1 and the public to be properly informed in advance, it is clearly impracticable to authorize such period of publication. Accordingly, since it is not in the public interest to afford the usual period of publication and since these amendments serve to relieve existing restrictions, the provisions of the exceptions provided in section 4(c) of the Administrative Procedure Act are hereby invoked and the amendments shall become effective upon publication in the FEDERAL REGISTER.

1. Section 10.41 is amended to read as follows:

**§ 10.41 Seasons and limits on doves and wild pigeons.**

Subject to the applicable provisions of the preceding sections of this part, the areas open to hunting, the respective

open seasons (dates inclusive), the shooting hours, and daily bag and possession limits on the species of doves and wild pigeons designated in this section are prescribed between the dates of September 1, 1961, and January 15, 1962, as follows:

**(a) Mourning doves—Eastern Management Unit.**

Daily bag limit.....	12
Possession limit.....	24
Shooting hours.....	(1)

Seasons in:	
Alabama <sup>2</sup> .....	{Sept. 30-Oct. 28. Dec. 4-Jan. 13.
Connecticut.....	Closed season.
Delaware.....	{Sept. 15-Nov. 11. Nov. 17-Nov. 28.
District of Columbia.....	Closed season.
Florida.....	{Oct. 7-Oct. 29. Nov. 23-Jan. 8.
Georgia.....	{Sept. 15-Oct. 14. Dec. 7-Jan. 15.
Illinois.....	Sept. 1-Nov. 9.
Indiana.....	Closed season.
Kentucky.....	{Sept. 1-Oct. 31. Nov. 16-Nov. 24.
Louisiana.....	{Sept. 2-Sept. 17. Nov. 11-Jan. 3.
Maine.....	Closed season.
Maryland.....	{Sept. 12-Oct. 31. Dec. 18-Jan. 6.
Massachusetts.....	Closed season.
Michigan.....	Do.
Mississippi.....	{Sept. 9-Oct. 3. Nov. 23-Jan. 6.
New Hampshire.....	Closed season.
New Jersey.....	Do.
New York.....	Do.
North Carolina.....	{Sept. 9-Oct. 14. Dec. 13-Jan. 15.
Ohio.....	Closed season.
Pennsylvania.....	Sept. 1-Nov. 9.
Rhode Island.....	Nov. 1-Dec. 31.
South Carolina.....	{Sept. 15-Oct. 7. Nov. 28-Jan. 13.
Tennessee.....	{Sept. 1-Oct. 25. Dec. 18-Jan. 1.
Vermont.....	Closed season.
Virginia.....	Sept. 15-Nov. 23.
West Virginia.....	Oct. 14-Dec. 22.
Wisconsin.....	Closed season.

<sup>1</sup> Shooting hours are from 12 o'clock noon until sunset (Standard time).

<sup>2</sup> In Alabama the possession limit on mourning doves is 12.

**(b) Mourning doves—Central Management Unit.**

Daily bag limit.....	15
Possession limit.....	30
Shooting hours.....	(1)

Seasons in:	
Arkansas.....	{Sept. 1-Oct. 8. Dec. 20-Jan. 10.
Colorado.....	Sept. 1-Oct. 30.
Iowa.....	Closed season.
Kansas.....	Sept. 1-Oct. 30.
Minnesota.....	Closed season.
Missouri.....	{Sept. 1-Oct. 10. Nov. 10-Nov. 29.
Montana.....	Closed season.
Nebraska.....	Do.
New Mexico.....	Sept. 1-Oct. 30.
North Dakota.....	Closed season.
Oklahoma.....	Sept. 1-Oct. 30.
South Dakota.....	Closed season.
Texas <sup>1,2</sup> .....	(3)
Wyoming.....	Closed season.

<sup>1</sup> Shooting hours are from one-half hour before sunrise until sunset (Standard time) in all States except Texas. In Texas, shooting hours are 12 o'clock noon until sunset (Standard time) on all days in all counties: Except, in those counties having an open season on white-winged doves the shooting hours on September 8, 9, and 10 will be from 2 p.m. until sunset (Standard time).

<sup>2</sup> In New Mexico, the daily bag limit on mourning and white-winged doves is 15, in the aggregate of both kinds, of which not more than 10 may be white-winged doves, and the possession limit is 30, in the aggregate of both kinds, of which not more than 20 may be white-winged doves. In Texas, the daily bag limit on mourning and white-winged doves is 15, in the aggregate of both kinds, of which not more than 10 may be white-winged doves, and the possession limit is 30, in the aggregate of both kinds, of which not more than 10 may be white-winged doves.

<sup>3</sup> Texas: Mourning doves in Val Verde, Kinney, Uvalde, Medina, Dexas, Comal, Hays, Travis, Williamson, Milam, Robertson, Leon, Houston, Cherokee, Nacogdoches, and Shelby Counties and all counties north and west thereof, Sept. 1-Oct. 30; in the rest of the State (but not including Cameron, Hidalgo, Starr, Zapata, Webb, Maverick, Dimmit, La Salle, Jim Hogg, Brooks, Kenedy, and Willacy Counties), Oct. 7-Dec. 5, in these latter counties Sept. 8, 9, and 10 and Oct. 7-Dec. 2.

**(c) Mourning doves—Western Management Unit.**

Daily bag limit.....	10
Possession limit.....	20
Shooting hours.....	(1)

Seasons in:	
Arizona <sup>2</sup> .....	{Sept. 1-Sept. 24. Dec. 9-Jan. 3.
California <sup>2</sup> .....	Sept. 2-Oct. 1.
Idaho.....	Sept. 1-Sept. 15.
Nevada <sup>2</sup> .....	Sept. 1-Oct. 20.
Oregon.....	Sept. 1-Sept. 30.
Utah.....	Sept. 1-Sept. 24.
Washington.....	Sept. 1-Sept. 30.

<sup>1</sup> Shooting hours are from one-half hour before sunrise until sunset (Standard time).

<sup>2</sup> In Arizona the daily bag and possession limit is 10 mourning doves. In California, the daily bag and possession limit on mourning and white-winged doves is 10, singly or in the aggregate of both kinds. In Clark County, Nevada, the daily bag limit on mourning and white-winged doves is 10, singly or in the aggregate of both kinds, and the possession limit is 20, singly or in the aggregate of both kinds.

**(d) White-winged doves.**

Daily bag and possession limits.....	(2)
Shooting hours.....	(1)

Seasons in:	
Arizona <sup>2</sup> .....	{Sept. 1-Sept. 24. Dec. 9-Jan. 3.

California: <sup>2</sup>	
Counties of Imperial, River- Remainder of State.....	Sept. 2-Oct. 1. Closed season.

Nevada: <sup>2</sup>	
Clark County.....	Sept. 1-Oct. 20.
Remainder of State.....	Closed season.
New Mexico <sup>2</sup> .....	Sept. 1-Oct. 30.

Texas: <sup>2</sup>	
Counties of Brewster, Brooks, Cameron, Culberson, Dim- mit, El Paso, Hidalgo, Hud- speth, Jeff Davis, Jim Hogg, Kenedy, Kinney, La Salle, Maverick, Presidio, Starr, Terrell, Val Verde, Webb, Willacy, and Zapata.....	Sept. 8, 9, and 10. Closed season.
Remainder of State.....	Closed season.

<sup>1</sup> Shooting hours are from one-half hour before sunrise until sunset (Standard time) in Arizona, New Mexico, and the open counties in California and Nevada. In the open counties in Texas, the shooting hours are from 2 p.m. until sunset (Standard time).

<sup>2</sup> In Arizona, the daily bag and possession limit is 25 white-winged doves. In California, the daily bag and possession limit on mourning and white-winged doves is 10, singly or in the aggregate of both kinds. In Nevada the daily bag limit on mourning and white-winged doves is 10, singly or in the aggregate of both kinds, and the possession limit is 20, singly or in the aggregate of both kinds. In New Mexico, the daily bag limit on mourning and white-winged doves is 15, in the aggregate of both kinds, of which not more than 10 may be white-winged doves, and the possession limit is 30, in the aggregate of both kinds, of which not more than 20 may be white-winged doves. In Texas, the daily bag limit on mourning and white-winged doves is 15, in the aggregate of both kinds, of which not more than 10 may be white-winged doves, and the possession limit is 30, in the aggregate of both kinds, of which not more than 10 may be white-winged doves.

**(e) Band-tailed pigeons.**

Daily bag limit.....	8
Possession limit.....	8
Shooting hours.....	(1)

Seasons in:	
California:	
Counties of Butte, Del Norte, Glenn, Humboldt, Lassen, Mendocino, Modoc, Plu- mas, Shasta, Sierra, Siski- you, Tehama, and Trinity.....	Sept. 30-Oct. 29. Dec. 16-Jan. 14.
Remainder of State.....	Sept. 1-Sept. 30.
Oregon.....	Do.
Washington.....	Do.

<sup>1</sup> Shooting hours are from one-half hour before sunrise until sunset (Standard time).

2. Section 10.46 is amended to read as follows:

**§ 10.46 Seasons and limits on gallinules, rails, woodcock, and Wilson's snipe.**

Subject to the applicable provisions of the preceding sections of this part, the areas open to hunting, the respective open seasons (dates inclusive), the shooting hours, and the daily bag and possession limits on the species designated in this section are prescribed between the dates of September 1, 1961 and January 15, 1962 as follows:

(a) Atlantic Flyway States.

Daily bag limit. Possession limit.	Gallinules and rails (except coots)		Woodcock	Wilson's snipe
	Sora rail and gallinules (singly or in the aggregate)	Other rails (singly or in the aggregate)		
25 25	15 30	4 8	8 8	
Sunrise until sunset (Standard time) on all species.				
Seasons in:				
Connecticut.....	Sept. 1-Nov. 9.....	Oct. 21-Nov. 23.....	Oct. 21-Nov. 19, Nov. 17-Dec. 16.....	Oct. 21-Nov. 19, Nov. 17-Dec. 16.....
District of Columbia.....	do.....	Closed season.....	Closed season.....	Closed season.....
Florida.....	Sept. 23-Nov. 26.....	Dec. 16-Jan. 14.....	Dec. 16-Jan. 14.....	Dec. 16-Jan. 14.....
Georgia.....	Sept. 20-Nov. 28.....	Oct. 7-Jan. 15.....	Do.....	Do.....
Maine.....	Oct. 2-Dec. 9.....	Oct. 2-Nov. 10.....	Oct. 2-Oct. 31.....	Oct. 2-Oct. 31.....
Maryland.....	Sept. 1-Oct. 20.....	Nov. 15-Dec. 24.....	Nov. 15-Dec. 19, Nov. 13-Dec. 12.....	Nov. 15-Dec. 19, Nov. 13-Dec. 12.....
Massachusetts.....	Sept. 1-Nov. 9.....	Oct. 20-Nov. 28.....	Sept. 1-Sept. 30, Oct. 1-Oct. 30.....	Sept. 1-Sept. 30, Oct. 1-Oct. 30.....
New Hampshire.....	do.....	Oct. 1-Nov. 9.....	Oct. 1-Nov. 9.....	Oct. 1-Nov. 9.....
New Jersey.....	do.....	Oct. 16-Nov. 24.....	Oct. 16-Nov. 24.....	Oct. 16-Nov. 24.....
New York.....	do.....	Oct. 9-Nov. 17.....	Oct. 9-Nov. 17.....	Oct. 9-Nov. 17.....
North Carolina.....	Sept. 20-Nov. 28.....	Nov. 23-Jan. 1.....	Nov. 23-Dec. 22.....	Nov. 23-Dec. 22.....
Pennsylvania.....	Sept. 1-Nov. 9.....	Oct. 14-Nov. 22.....	Oct. 14-Nov. 22.....	Oct. 14-Nov. 22.....
Rhode Island.....	Nov. 1-Dec. 31.....	Nov. 1-Dec. 10.....	Nov. 1-Nov. 30.....	Nov. 1-Nov. 30.....
South Carolina.....	Sept. 20-Nov. 28.....	Dec. 6-Jan. 13.....	Dec. 6-Jan. 13.....	Dec. 6-Jan. 13.....
Vermont.....	Sept. 1-Nov. 9.....	Oct. 1-Nov. 9.....	Oct. 1-Nov. 9.....	Oct. 1-Nov. 9.....
Virginia.....	Sept. 1-Oct. 31.....	Nov. 20-Dec. 19.....	Nov. 20-Dec. 19.....	Nov. 20-Dec. 19.....
West Virginia.....	Oct. 14-Dec. 22.....	Oct. 14-Nov. 22.....	Oct. 14-Nov. 22.....	Oct. 14-Nov. 22.....

<sup>1</sup> In New York, shooting hours on the opening day of the woodcock season are from 9:00 a.m., until 5:00 p.m., e.d.t.

(b) Mississippi Flyway States.

Daily bag limit. Possession limit.	Gallinules and rails (except coots)		Woodcock	Wilson's snipe
	Sora rail and gallinules (singly or in the aggregate)	Other rails (singly or in the aggregate)		
25 25	15 15	4 8	8 8	
Sunrise until sunset (Standard time) on all species.				
Seasons in:				
Alabama.....	Nov. 27-Jan. 15.....	Dec. 7-Jan. 15.....	Dec. 15-Jan. 13, Dec. 17-Jan. 10.....	Dec. 15-Jan. 13, Dec. 17-Jan. 10.....
Arkansas.....	Sept. 1-Oct. 20.....	Closed season.....	Oct. 17-Jan. 26.....	Oct. 17-Jan. 26.....
Illinois <sup>1</sup> .....	Sept. 1-Oct. 20.....	Oct. 17-Jan. 15.....	Oct. 17-Jan. 15.....	Oct. 17-Jan. 15.....
Indiana.....	Sept. 1-Oct. 20.....	Closed season.....	Oct. 15-Nov. 13.....	Oct. 15-Nov. 13.....
Iowa.....	Nov. 16-Jan. 4.....	Nov. 16-Dec. 25.....	Nov. 16-Dec. 15, Dec. 2-Dec. 31.....	Nov. 16-Dec. 15, Dec. 2-Dec. 31.....
Kentucky.....	Oct. 7-Nov. 25.....	Dec. 7-Jan. 15.....	Dec. 7-Jan. 15.....	Dec. 7-Jan. 15.....
Louisiana.....	do.....	Oct. 1-Nov. 9.....	Oct. 1-Nov. 9.....	Oct. 1-Nov. 9.....
Michigan.....	Sept. 23-Nov. 11.....	Sept. 23-Nov. 11.....	Sept. 23-Nov. 11.....	Sept. 23-Nov. 11.....
Mississippi.....	Oct. 2-Nov. 20.....	Nov. 23-Jan. 1.....	Nov. 23-Jan. 1.....	Nov. 23-Jan. 1.....
Missouri.....	Sept. 1-Oct. 20.....	Nov. 10-Dec. 19.....	Oct. 1-Oct. 30.....	Oct. 1-Oct. 30.....
Ohio.....	Sept. 2-Oct. 21.....	Oct. 3-Nov. 11.....	Oct. 3-Nov. 11.....	Oct. 3-Nov. 11.....
Tennessee.....	Nov. 20-Jan. 8.....	Nov. 20-Jan. 29.....	Nov. 20-Jan. 29.....	Nov. 20-Jan. 29.....
Wisconsin.....	do.....	Oct. 1-Nov. 9.....	Oct. 1-Nov. 9.....	Oct. 1-Nov. 9.....

<sup>1</sup> In Illinois on the opening day of the woodcock season the shooting hours are from 12 o'clock noon until sunset (Standard time).

<sup>2</sup> Open season dates on rails, gallinules, and Wilson's snipe in the States of Michigan and Wisconsin will be prescribed when the waterfowl seasons are selected.

(c) Central Flyway States.

Daily bag limit. Possession limit.	Gallinules and rails (except coots)		Woodcock	Wilson's snipe
	Sora rail and gallinules (singly or in the aggregate)	Other rails (singly or in the aggregate)		
25 25	15 15	4 8	8 8	
Sunrise until sunset (Standard time) on all species.				
Seasons in:				
Colorado.....	Sept. 1-Oct. 20.....	Closed season.....	Closed season.....	Sept. 1-Sept. 30, Sept. 15-Oct. 14.....
Kansas.....	do.....	Closed season.....	Closed season.....	Closed season.....
Montana.....	Oct. 7-Nov. 25.....	do.....	do.....	Oct. 7-Nov. 5, Nov. 1-Nov. 30.....
Nebraska.....	Sept. 16-Nov. 4.....	do.....	do.....	Oct. 7-Nov. 5, Nov. 1-Nov. 30.....
New Mexico.....	do.....	do.....	do.....	Oct. 7-Nov. 5, Nov. 20-Dec. 19.....
North Dakota.....	Sept. 11-Oct. 30.....	Nov. 23-Jan. 1.....	Nov. 23-Jan. 1.....	Oct. 7-Nov. 5, Nov. 20-Dec. 19.....
Oklahoma.....	do.....	Closed season.....	Closed season.....	Oct. 7-Nov. 5, Nov. 20-Dec. 19.....
South Dakota.....	Sept. 1-Oct. 20.....	do.....	do.....	Oct. 7-Nov. 5, Nov. 20-Dec. 19.....
Texas.....	do.....	Closed season.....	Closed season.....	Dec. 3-Jan. 1, Closed season.....
Wyoming.....	do.....	Closed season.....	Closed season.....	Closed season.....

(d) Pacific Flyway States.

Daily bag limit. Possession limit.	Gallinules	Wilson's Snipe	Sunrise until sunset (Standard time) on all species.	Shooting hours
Seasons in:				
Arizona.....	( <sup>2</sup> )	( <sup>2</sup> )	Dec. 9-Jan. 7, Dec. 2-Dec. 31.....	Subject to the provisions of the preceding sections of this part, the areas open to hunting, respective open seasons (dates inclusive), the shooting hours, and the daily bag and possession limits on the species of waterfowl and on coot, Wilson's snipe, and lesser sandhill crane as designated in this section are prescribed between the dates of September 1, 1961 and January 31, 1962 as follows:
California.....	( <sup>2</sup> )	( <sup>2</sup> )	Do.....	(a) Alaska.
Idaho.....	( <sup>2</sup> )	( <sup>2</sup> )	Oct. 14-Nov. 12.....	
Nevada.....	( <sup>2</sup> )	( <sup>2</sup> )	Oct. 28-Nov. 26.....	
Oregon.....	( <sup>2</sup> )	( <sup>2</sup> )	Oct. 28-Nov. 26.....	
Utah.....	( <sup>2</sup> )	( <sup>2</sup> )	Oct. 28-Nov. 26.....	
Washington.....	( <sup>2</sup> )	( <sup>2</sup> )	Oct. 28-Nov. 26.....	

<sup>1</sup> The daily bag and possession limit on gallinules and coots is 25, singly or in the aggregate of both kinds.

<sup>2</sup> See § 10.31(f) for open season dates for taking gallinules and coots.

(a) Alaska.

Daily bag limit. Possession limit.	Ducks	Geese	Coots	Brant	Wilson's snipe	Little brown crane
Sunrise until sunset (Standard time) on all species.						
Season dates.....						
Sept. 1-Dec. 14.....						
Shooting hours.....						
One-half hour before sunrise until sunset (Standard time) on all species.						

<sup>1</sup> Ducks: No open season is prescribed on canvasback and redhead ducks. In addition to the daily bag and possession limits prescribed in the above table, a daily bag limit of 15, and a possession limit of 30, singly or in the aggregate of the following species is permitted: scoter, elder, harlequin, old-squaw, and American and red-breasted mergansers.

<sup>2</sup> Geese: The daily bag limit of 6 and the possession limit of 12 may not include more than 3 daily, singly or in the aggregate, nor more than 6 in possession, singly or in the aggregate, of white-fronted geese and Canada geese or subspecies of Canada geese or white-fronted geese.

## RULES AND REGULATIONS

## (b) Eider, old-squaw, and scoter ducks—Atlantic Flyway.

Daily bag limit.....	7 (Singly or in the aggregate, in addition to 14 other ducks. <sup>2</sup> )
Possession limit.....	14 (other ducks. <sup>2</sup> )
Shooting hours: Sunrise until sunset (Standard time).	
Special season in open coastal waters beyond outer harbor lines only, in: <sup>1</sup> Connecticut, Maine, Massachusetts, New Hampshire, New York, and Rhode Island.....	Oct. 1-Jan. 8. <sup>1</sup>

<sup>1</sup> In the States of Connecticut, Maine, Massachusetts, New Hampshire, New York, and Rhode Island, the season for taking eider, old-squaw, and scoter ducks beyond outer harbor lines is from October 1 through January 8. In areas other than those beyond outer harbor lines in these States, and in all other States in the Atlantic Flyway, eider, old-squaw, and scoter ducks may be taken only during the open season for other ducks.

<sup>2</sup> During the open season in all States in the Atlantic Flyway, in addition to the bag limit on other ducks, a daily bag limit of 7 and a possession limit of 14 eider, old-squaw, and scoter ducks, singly or in the aggregate of these species, are permitted.

(Sec. 3, 40 Stat. 775, as amended; 16 U.S.C. 704; E.O. 10250, 16 F.R. 5385, 3 CFR 1949-1953 Comp. p. 757)

STEWART L. UDALL,  
*Secretary of the Interior.*

JULY 28, 1961.

[F.R. Doc. 61-7306; Filed, Aug. 4, 1961;  
8:45 a.m.]

SUBCHAPTER C—THE NATIONAL WILDLIFE  
REFUGE SYSTEM

PART 25—GENERAL PROVISIONS

PART 32—HUNTING

Waterfowl Production Areas

On page 5718 of the FEDERAL REGISTER of June 27, 1961, there was published a notice of proposed amendments to §§ 25.1 and 32.1 of Title 50, Code of Federal Regulations. The purpose of these amendments is to provide for public hunting on waterfowl production areas as legislatively permitted.

Interested persons were given 30 days in which to submit written comments, suggestions or objections with respect to the proposed amendments. No comments, suggestions or objections have been received. The proposed amendments are hereby adopted without change and additionally, the citations of authority for Parts 25 and 32 are amended to read as follows:

PART 25

AUTHORITY: § 25.1 to 25.5 issued under R.S. 161, as amended, sec. 2, 33 Stat. 614, as amended, sec. 5, 43 Stat. 651, sec. 5, 45 Stat. 449, sec. 10, 45 Stat. 1224, sec. 4, 48 Stat. 402, as amended, sec. 4, 48 Stat. 451, as amended, sec. 2, 48 Stat. 1270; 5 U.S.C. 22; 16 U.S.C. 685, 725, 690d, 715i, 718d, 664; 43 U.S.C. 315a.

PART 32

AUTHORITY: § 32.1 to 32.32 issued under R.S. 161, as amended, sec. 2, 33 Stat. 614, as amended, sec. 5, 43 Stat. 651, sec. 5, 45 Stat. 449, Sec. 10, 45 Stat. 1224, sec. 4, 48 Stat. 402, as amended, Sec. 4, 48 Stat. 451, as amended, Sec. 2, 48 Stat. 1270; 5 U.S.C. 22; 16 U.S.C. 685, 725, 690d, 715i, 718d, 664; 43 U.S.C. 315a.

These amendments will become effective at the beginning of the 30th calendar day following the date of this publication in the FEDERAL REGISTER.

STEWART L. UDALL,  
*Secretary of the Interior.*

AUGUST 1, 1961.

1. Section 25.1 is amended by the addition of a definition for "waterfowl production area" and the changing of the definition for "wildlife refuge area" to include waterfowl production areas. As so amended, the two definitions read as follows:

§ 25.1 Definitions.

\* \* \* \* \*

"Waterfowl production area" means any small wetland or pothole area acquired pursuant to section 3 of the amended Migratory Bird Hunting Stamp Act (72 Stat. 487; 16 U.S.C. 718b), owned or controlled by the United States and administered by the Bureau of Sport Fisheries and Wildlife as a part of the National Wildlife Refuge System. "Wildlife refuge area" means any national wildlife refuge, game range, or waterfowl production area.

2. Section 32.1 is amended by adding to the existing text the following:

§ 32.1 Opening of wildlife refuge areas to hunting.

\* \* \* \* \*

Lands acquired as "waterfowl production areas" shall annually be open to the hunting of migratory game birds, upland game, and big-game subject to the provisions of State law and regulations and the pertinent provisions of Parts 25 through 31 of this subchapter:

Provided, That all forms of hunting or entry on all or any part of individual areas may be temporarily suspended by posting upon occasions of unusual or critical conditions of, or affecting land, water, vegetation, or wildlife populations. [F.R. Doc. 61-7403; Filed, Aug. 4, 1961; 8:46 a.m.]

Chapter II—Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior

SUBCHAPTER F—AID TO FISHERIES

PART 256—FISHING VESSEL CONSTRUCTION

Added Definition of Fishery

On page 5267 of the FEDERAL REGISTER of June 13, 1961, there was published a notice and text of a proposed amendment of § 256.2(d). The purpose of the amendment is to provide in the definition of a fishery, permission to use either volume or value of the catch in determining eligibility for a subsidy.

Interested persons were given 30 days within which to submit written comments, suggestions, or objections with respect to the proposed amendment. No comments, suggestions, or objections have been received, and the proposed amendment is hereby adopted without change and is set forth below.

Paragraph (d) of § 256.2 is amended to read as follows:

§ 256.2 Definitions.

\* \* \* \* \*

(d) *Fishery*. A segment of the commercial fishing industry engaged in the catching of a single species or a group of species of fish and shellfish. To be considered as operating in a fishery, the catch of species in that fishery, must amount to at least fifty-one percent (51%) (at the option of the owner by ex-vessel weight or ex-vessel value) of the total catch of the vessel during the calendar year.

This amendment shall become effective at the beginning of the 30th calendar day following the date of this publication in the FEDERAL REGISTER.

JAMES K. CARR,  
*Acting Secretary of the Interior.*

AUGUST 1, 1961.

[F.R. Doc. 61-7404; Filed, Aug. 4, 1961;  
8:46 a.m.]

# Proposed Rule Making

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[ 21 CFR Part 121 ]

### FOOD ADDITIVES

#### Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 447) has been filed by E. I. du Pont de Nemours and Company, Wilmington 98, Delaware, proposing the issuance of a regulation to provide for the safe use of polyurethane coatings on the interior of containers used for holding and transporting dry bulk food.

Dated: August 1, 1961.

[SEAL]

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

[F.R. Doc. 61-7424; Filed, Aug. 4, 1961;  
8:49 a.m.]

## CIVIL AERONAUTICS BOARD

[ 14 CFR Part 202 ]

[Docket No. 12868]

### TERMS, CONDITIONS AND LIMITATIONS OF CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY; INTERSTATE AND OVERSEAS AIR TRANSPORTATION

#### Notice of Proposed Rule Making

JULY 31, 1961.

Notice is hereby given that the Civil Aeronautics Board has under consideration a proposed amendment to Part 202 of the Economic Regulations which would amend and clarify the provisions relating to airport notices and applications for permission to use an airport and for change of service pattern.

The principal features of the proposed regulation are explained below in the Explanatory Statement and the proposed amendments are set forth below. This regulation is proposed under authority of sections 204(a), 401 and 1001 of the Federal Aviation Act of 1958 (72 Stat. 743, 754, 788; 49 U.S.C. 1324, 1371, 1481).

Interested persons may participate in the proposed rule making through submission of ten (10) copies of written data, views or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington 25, D.C. All relevant matter in communications received on or before September 5, 1961, will be considered by the Board before taking final action on the proposed rule. Copies of such communications will be available for examination by interested persons in the Docket Sec-

tion of the Board, Room 711, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., upon receipt thereof.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

*Explanatory statement.* Part 202 of the Board's Economic Regulations contains terms, conditions and limitations of certificates of public convenience and necessity for interstate and overseas scheduled route service. Among other matters, it requires notices by air carriers of intention to use airports not theretofore used for serving an authorized point (§ 202.3), and requires applications by local service carriers for permission to change their service patterns (§ 202.4). It appears to the Board that in the interest of efficient administration these provisions should be made more specific in respect of their procedural aspects. The instant amendments are being adopted for this purpose.

The requirement of airport notices would not apply to Alaskan air carriers and helicopter operators. The requirement of service on other scheduled air carriers (present § 202.3(b)(2)) would be eliminated, the number of copies to be filed with the Board reduced from ten to four (§ 202.5), and a format suggested. In the case of applications of local service carriers for service pattern changes and for permission to use an airport following Board objection to an Airport Notice, the number of copies to be filed would be increased from ten to twenty, in conformity with the general rule of § 302.3(c) of the Procedural Regulations, to meet the needs of the Board. Additional data would be required in applications for permission to use an airport and for service pattern changes. Service by certified mail would be permitted, and standard provisions for participation of interested persons prescribed.

The last sentence of § 202.3(a) would be amended to make clear that the prohibition against receiving traffic at one airport and discharging it at another airport serving the same point applies to both passengers and cargo, and further extends not only to purely local inter-airport traffic, but also to through traffic which the carrier providing the inter-airport service receives from, or transfers to, some other carrier at one of the two airports. The prohibition would not apply to the carriage between airports of through traffic which the carrier performing the inter-airport service receives from, or transfers to, one of its own flights.

The title and applicability provision would be amended to make clear that this part applies only to route air carriers. Pen and ink corrections would be made in §§ 202.2, 202.4, 202.6, 202.7, and 202.8 of Part 202.

*Proposed rule.* It is proposed to make the following amendments in Part 202

of the Economic Regulations (14 CFR Part 202), as amended:

1. Amend the title to read "Part 202—Terms, Conditions and Limitations of Certificates of Public Convenience and Necessity; Interstate and Overseas Route Air Transportation."

2. Amend § 202.1 to read:

#### § 202.1 Applicability.

Unless a certificate or the order authorizing the issuance of such certificate shall otherwise provide, there shall be attached to the exercise of the privileges granted by each certificate (other than a certificate for supplemental air transportation) authorizing an air carrier \* \* \* (remainder unchanged).

#### § 202.2 [Amendment]

3. In § 202.2, change the reference to the Act from "section 405(e)" to "section 405(b)."

4. Amend § 202.3 to read as follows:

#### § 202.3 Airport authorization.

(a) *Airport notice.* An airport notice is required if the holder of a certificate desires to serve regularly a point named in his certificate or which he is otherwise authorized to serve regularly, through an airport the use of which by such holder for serving this point has not theretofore been authorized by the Board or which theretofore had not been regularly used by such holder to serve such point, pursuant to this regulation or a predecessor regulation. Airport notices are not required of Alaskan air carriers and holders of certificates and related exemptions authorizing only helicopter and community center and inter-airport service. When an airport notice is required hereunder, the certificate holder shall file it with the Board at least 30 days prior to the proposed date of inauguration of the use of the airport. Such notice shall be conspicuously entitled Airport Notice; shall describe such airport by name and, if it is not an airport already being used by an air carrier subject to the provisions of this part, state its location; shall state the date of intended inauguration of service and whether a waiver of the 30-day notice provision is requested; and shall contain a notice to the persons served that they may, within 10 days, file and serve memoranda in support of or in opposition to the notice. A recommended format of Airport Notice is set forth below as Appendix A. The use of such airport may be inaugurated 30 days after the filing of such notice, unless the Board notifies the holder within said 30-day period that it appears to the Board that such use may adversely affect the public interest, in which event such use shall not thereafter be inaugurated (except as may be expressly permitted by such notification from the Board) unless and until the Board finds, upon application filed by the holder pursuant to paragraph (b) of this section, that the public in-

terest would not be adversely affected by such use. The Board may permit the use of an airport at any time after the filing of the Airport Notice whenever the circumstances warrant such action. In no event shall the provisions of this section be construed as authorizing an air carrier to receive at one airport and discharge at any other airport serving the same point passengers or property moving locally between the two airports, or passengers or property moving as part of a through journey to or from some other point which such carrier receives from, or transfers to, another air carrier at one of the two airports.

(b) *Application for permission to use an airport.* Following notification by the Board that the use of an airport proposed in an airport notice may adversely affect the public interest, the air carrier may file an application for permission to use such airport. Such applications shall, in addition to the information required in the airport notice, set forth the facts relied upon to establish that the proposed airport use is in the public interest, a statement of economic data or other matters which it is desired that the Board officially notice, and affidavits establishing such other facts as are relied upon.

(c) *Persons to be served.* A copy of each Airport Notice or application for permission to use an airport shall be served upon such persons as the Board may designate in a particular case, and shall be served upon the following persons in all cases:

(1) The Postmaster General, marked for attention of Assistant Postmaster General—Bureau of Transportation;

(2) The chief executives of the city (or other political subdivision) and of the State, in which are located the currently used airport, the proposed airport, and the point to be served, respectively. (If there be a State commission or agency having jurisdiction of transportation by air, notice shall be served on such commission or agency rather than on the chief executive of the State.)

#### § 202.4 [Amendment]

5. In § 202.4(b), replace the period at the end of the second sentence with a comma and add the words: "a statement of economic data or other matters which it is desired that the Board officially notice, and affidavits establishing such other facts as are relied upon. The application shall also contain a notice to the persons served, indicating their right to file and serve memoranda in support of, or in opposition to, the application (see form of notice in Appendix A)."

6. In § 202.4(c)(1), replace the words "Second Assistant Postmaster General" by "Assistant Postmaster General—Bureau of Transportation."

7. Amend § 202.5 to read as follows:

§ 202.5 *Filing and service of airport notices and applications for change in service pattern and permission to use an airport; procedure thereon.*

(a) *Number of copies and certificate of service.* An original and three copies of each Airport Notice and an original

and nineteen copies of each Application for Change in Service Pattern or application for permission to use an airport shall be filed with the Board, each setting forth the names and addresses of the persons required to be served and stating that service has been made on all such persons by personal service or by registered or certified mail, and the date of such service. In the case of service by mail, the date of mailing shall be considered the date of service. Each copy of a notice or application served pursuant to this Part shall state that such service is made pursuant to Part 202 of the Board's Regulations.

(b) *Pleadings by interested persons.* Any interested person may file and serve upon the air carrier a memorandum in opposition to, or in support of, the airport notice or application for permission to use an airport or for change in service pattern within 10 days of the filing thereof. Such memoranda shall set forth in detail the reasons for the position therein taken, with a statement of economic data and other matters which it is desired that the Board shall officially notice, and affidavits stating such other facts as are relied upon. An executed original and three copies in the case of airport notices, nineteen copies in the case of applications for permission to use an airport or change of service pattern, shall be filed with the Docket Section of the Board. In the case of airport notices, such memoranda shall be marked for the attention of the Chief, Routes and Agreements Division. Unless ordered by the Board upon application or upon its own motion, further pleadings will not be entertained.

(c) *Petitions for reconsideration.* A petition for reconsideration of the Board's determination on an application for permission to use an airport or change in service pattern may be filed by any interested person within ten days after the date thereof. Except for the date of filing, such petitions shall conform to the provisions of section 37 of Part 302 of the Procedural Regulations. Any interested person may file a memorandum in opposition to, or in support of, the petition within ten days after it is filed. An executed original and nineteen copies of such petition for reconsideration or memorandum shall be filed with the Docket Section, and copies thereof shall be served upon the persons described in §§ 202.3(c) or 202.4(c), as the case may be. Unless ordered by the Board upon application or upon its own motion, further pleadings will not be entertained.

#### § 202.6 [Amendment]

8. In § 202.6(c), correct "gage" to "gauge."

#### § 202.7 [Amendment]

9. In § 202.7, change the reference to the Act from "section 401(h)" to "section 401(g)."

#### § 202.8 [Amendment]

10. In § 202.8(d), change the reference to the Act from "Civil Aeronautics Act" to "Federal Aviation Act."

#### APPENDIX A

##### RECOMMENDED AIRPORT NOTICE FORM

Date.....

To: Chief, Routes and Agreements Division,  
Bureau of Economic Regulation,  
Civil Aeronautics Board,  
Washington 25, D.C.

Re: Airport Notice filed pursuant to Part 202  
of Economic Regulations

DEAR SIR: Transmitted herewith are an original and three copies of this notice to advise that ---- (air carrier) intends to inaugurate service to the following points through the following airports:

Point .....

Airport .....

Service to be inaugurated on or after.....

Give exact longitude and latitude of the airport to be served.....

Indicate whether waiver of 30-day provision is requested.....

NOTICE: The regulations of the Civil Aeronautics Board provide that memoranda in support of or in opposition to this airport notice may be filed with the addressee above within 10 days of the date of filing hereof. Such memoranda shall be served on the applicant carrier and the persons on whom this notice has been served.

.....  
(Signature)

.....  
(Title)

#### CERTIFICATE OF SERVICE

I hereby certify that I have this day served (state manner of service) copies of this airport notice on the Postmaster General, marked for the attention of the Assistant Postmaster General, Bureau of Transportation; the Mayor or Chief Executive of the cities of ---- (address), and the Governor of the State of ---- (address) (or the State Commission or agency having jurisdiction of transportation by air within the State of ---- (address)).

.....  
(Signature)

.....  
(Title)

[F.R. Doc. 61-7437; Filed, Aug. 4, 1961;  
8:52 a.m.]

## DEPARTMENT OF LABOR

### Wage and Hour Division

[ 29 CFR Ch. V ]

[Administrative Order No. 556]

### NEWLY COVERED EMPLOYEES IN PUERTO RICO

#### Industry Committees

A vacancy has occurred on Industry Committees Nos. NC-1 and NC-2, appointed by Administrative Order No. 555 because of the resignation of Osiris R. Sanchez-Vazquez of Puerta de Tierra, Puerto Rico, as a representative of the employees.

Now, therefore, pursuant to authority contained in the Fair Labor Standards Act of 1938, as amended (52 Stat. 1060, as amended; 29 U.S.C. 201 et. seq.), and

Reorganization Plan No. 6 of 1950 (64 Stat. 1263; 3 CFR, 1949-1953 Comp., p. 1004), and in accordance with 29 CFR 511.5, I hereby appoint Mr. Robert E. Montminy of Santurce, Puerto Rico, as a representative of the employees on Industry Committees Nos. NC-1, and NC-2.

Signed at Washington, D.C., this 1st day of August 1961.

W. WILLARD WIRTZ,  
*Acting Secretary of Labor.*

[F.R. Doc. 61-7434; Filed, Aug. 4, 1961;  
8:51 a.m.]

# Notices

## DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

### COMMERCIAL INDIAN FISHING IN ALASKA

#### Notice of Delegation of Authority to Region 5 Director to Enforce Regulations

The regulations issued herein are based on authority of the Director, Bureau of Commercial Fisheries, to issue such regulations. The requirements herein set forth apply as a portion of the directives system of the Bureau. Such material follows the format of the Bureau's Manual and is to be included therein.

SERIES 5000—RESOURCE DEVELOPMENT

\* \* \* \* \*

5491. *Commercial Indian Fishing in Alaska.*

5491.1. *Delegation of Authority.* The authority included in the FEDERAL REGISTER of July 25, 1961 to enforce regulations for commercial Indian fishing in Alaska, is hereby delegated to the Regional Director, Region 5, Bureau of Commercial Fisheries, Juneau, Alaska.

Dated at Washington, D.C., July 26, 1961.

DONALD L. MCKERNAN,  
*Director,*

*Bureau of Commercial Fisheries.*

[F.R. Doc. 61-7402; Filed, Aug. 4, 1961; 8:46 a.m.]

#### Office of the Secretary

[Order No. 2508, Amdt. 48]

### BUREAU OF INDIAN AFFAIRS

#### Delegation of Authority

JULY 29, 1961.

Section 15 of Order 2508, as amended (14 F.R. 258, 16 F.R. 473, 24 F.R. 3653), is amended by the addition of a new paragraph (f) to read as follows:

SEC. 15. *Irrigation matters.*

\* \* \* \* \*

(f) The granting of concessions, business, agricultural and grazing leases or permits on reservoir sites, reserves for canals or flowage areas, and other lands withdrawn or otherwise acquired in connection with the San Carlos, Fort Hall, Flathead and Duck Valley or Western Shoshone Irrigation Projects, pursuant to 25 CFR Part 203.

STEWART L. UDALL,  
*Secretary of the Interior.*

[F.R. Doc. 61-7405; Filed, Aug. 4, 1961; 8:47 a.m.]

7064

## ATOMIC ENERGY COMMISSION

[Docket No. 50-32]

### AEROJET-GENERAL NUCLEONICS

#### Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 6, set forth below, to Facility License No. R-10. The license authorizes Aerojet-General Nucleonics to operate its nuclear reactor Model AGN-201, Serial No. 103, located on its site in San Ramon, California. The amendment adds conditions to the license regarding: (1) Procedures to be followed with respect to operations with the reactor shut down which might involve a change in core reactivity, and (2) written reports to be submitted by the licensee should any of the operating conditions or characteristics of the reactor which might affect nuclear safety vary significantly from its predicted value.

With respect to item (1) above, the Commission during January 1961 requested that each utilization facility licensee submit a written description of its procedures during operations with the reactor shut down which might involve a change in core reactivity. The Commission has reviewed the licensee's submission dated January 17, 1961, and believes that the procedures described therein minimize, to an acceptable degree, the potential for inadvertent criticality during core manipulations with the reactor shut down.

The Commission has found that operation of the reactor in accordance with the license as amended will not present undue hazard to the health and safety of the public and will not be inimical to the common defense and security.

The Commission has further found that prior public notice of proposed issuance of this amendment is not necessary in the public interest since operation of the reactor in accordance with the license as amended would not present any substantial change in the hazards to the health and safety of the public from those previously considered and evaluated in connection with the previously authorized operations.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of issuance of the license amendment upon receipt of a request therefor from the licensee or an intervener within 30 days after the issuance of the license amendment. Petitions for leave to intervene and requests for a formal hearing shall be filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or the

Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

For further details see (a) the Commission's telegram dated January 11, 1961, to Aerojet-General Nucleonics and (b) the licensee's reply dated January 17, 1961, both on file at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Germantown, Md., this 1st day of August 1961.

For the Atomic Energy Commission.

EDSON G. CASE,  
*Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.*

[License No. R-10; Amdt. No. 6]

License No. R-10, which authorizes Aerojet-General Nucleonics to operate its nuclear reactor Model AGN-201, Serial No. 103, located on its site in San Ramon, California is hereby amended by adding the following additional conditions thereto:

1. Aerojet-General Nucleonics shall, with respect to operations which could involve changes in core reactivity when the reactor is shut down, follow the procedures described in its letter to the Commission dated January 17, 1961.

2. Aerojet-General Nucleonics shall promptly submit a written report to the Commission whenever, during operation of the reactor, any of the operating conditions or characteristics of the reactor which might affect nuclear safety varies significantly from its predicted value.

This amendment is effective as of the date of issuance.

Date of issuance: August 1, 1961.

For the Atomic Energy Commission.

EDSON G. CASE,  
*Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.*

[F.R. Doc. 61-7413; Filed, Aug. 4, 1961; 8:47 a.m.]

[Docket No. 50-80]

## COLORADO STATE UNIVERSITY

### Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 3, set forth below, to Facility License No. R-26. The license authorizes Colorado State University to operate its nuclear reactor Model AGN-201, Serial No. 109 located on its campus in Fort Collins, Colorado. The amendment adds conditions to the license regarding: (1) Procedures to be followed with respect to operations with the reactor shut down which might involve a change in core reactivity, and (2) written reports to be submitted by the licensee should any of the operating conditions or characteristics of the reactor which might affect nuclear safety vary significantly from its predicted value.

With respect to item (1) above, the Commission during January 1961 requested that each utilization facility licensee submit a written description of its procedures during operations with the reactor shut down which might involve a change in core reactivity. The Commission has reviewed Colorado State University's submission dated January 31, 1961, and believes that the procedures described therein minimize, to an acceptable degree, the potential for inadvertent criticality during core manipulations with the reactor shut down.

The Commission has found that operation of the reactor in accordance with the license as amended will not present undue hazard to the health and safety of the public and will not be inimical to the common defense and security.

The Commission has further found that prior public notice of proposed issuance of this amendment is not necessary in the public interest since operation of the reactor in accordance with the license as amended would not present any substantial change in the hazards to the health and safety of the public from those previously considered and evaluated in connection with the previously approved operations.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of issuance of the license amendment upon receipt of a request therefor from the licensee or an intervener within 30 days after the issuance of the license amendment. Petitions for leave to intervene and requests for a formal hearing shall be filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

For further details see (a) the Commission's telegram dated January 11, 1961 to Colorado State University and (b) the University's reply dated January 31, 1961, both on file at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Germantown, Md., this 1st day of August 1961.

For the Atomic Energy Commission.

EDSON G. CASE,  
*Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.*

[License No. R-26; Amdt. No. 3]

License No. R-26, which authorizes Colorado State University to operate its nuclear reactor Model AGN-201, Serial No. 109, located on Colorado State University's campus in Fort Collins, Colorado, is hereby amended by adding the following additional conditions thereto:

1. Colorado State University shall, with respect to operations which could involve changes in core reactivity when the reactor is shut down, follow the procedures described in its letter to the Commission dated January 31, 1961.

2. Colorado State University shall promptly submit a written report to the Commission whenever, during operation of

the reactor, any of the operating conditions or characteristics of the reactor which might affect nuclear safety varies significantly from its predicted value.

This amendment is effective as of the date of issuance.

Date of issuance: August 1, 1961.

For the Atomic Energy Commission.

EDSON G. CASE,  
*Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.*

[F.R. Doc. 61-7414; Filed, Aug. 4, 1961; 8:48 a.m.]

[Docket No. 50-60]

## BETHESDA NAVAL HOSPITAL

### Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 4, set forth below, to Facility License No. R-27. The license authorizes Bethesda Naval Hospital to operate its nuclear reactor Model AGN-201, Serial No. 105, located on its site in Bethesda, Maryland. The amendment adds conditions to the license regarding: (1) Procedures to be followed with respect to operations with the reactor shut down which might involve a change in core reactivity, and (2) written reports to be submitted by the licensee should any of the operating conditions or characteristics of the reactor which might affect nuclear safety vary significantly from its predicted value.

With respect to item (1) above, the Commission has requested that each utilization facility licensee submit a written description of its procedures during operations with the reactor shut down which might involve a change in core reactivity. The Commission has reviewed the licensee's submissions dated March 13, 1961, and May 11, 1961, and believes that the procedures described therein minimize, to an acceptable degree, the potential for inadvertent criticality during core manipulations with the reactor shut down.

The Commission has found that operation of the reactor in accordance with the license as amended will not present undue hazard to the health and safety of the public and will not be inimical to the common defense and security.

The Commission has further found that prior public notice of proposed issuance of this amendment is not necessary in the public interest since operation of the reactor under the license as amended would not present any substantial change in the hazards to the health and safety of the public from those previously considered and evaluated in connection with the previously authorized operations.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of issuance of the license amendment upon receipt of a request therefor from the licensee or an intervener within 30 days after the issuance of the license amendment. Petitions for leave to intervene and requests for a formal hearing shall be

filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or the Commission's Public Document Room 1717 H Street NW., Washington, D.C.

For further details see (a) the Commission's letter dated February 14, 1961, to Bethesda Naval Hospital and (b) the licensee's submissions to the Commission dated March 13, 1961, and May 11, 1961, all on file at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Germantown, Md., this 1st day of August 1961.

For the Atomic Energy Commission.

EDSON G. CASE,  
*Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.*

[License No. R-27; Amdt. No. 4]

License No. R-27, which authorizes Bethesda Naval Hospital to operate its nuclear reactor Model AGN-201, Serial No. 105, located on its site in Bethesda, Maryland, is hereby amended by adding the following additional conditions thereto:

1. Bethesda Naval Hospital shall, with respect to operations which could involve changes in core reactivity when the reactor is shut down, follow the procedures described in its letters to the Commission dated March 13, 1961, and May 11, 1961.

2. Bethesda Naval Hospital shall promptly submit a written report to the Commission whenever, during operation of the reactor, any of the operating conditions or characteristics of the reactor which might affect nuclear safety varies significantly from its predicted value.

This amendment is effective as of the date of issuance.

Date of issuance: August 1, 1961.

For the Atomic Energy Commission.

EDSON G. CASE,  
*Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.*

[F.R. Doc. 61-7415; Filed, Aug. 4, 1961; 8:48 a.m.]

[Docket No. 50-185]

## NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

### Notice of Issuance of Construction Permit

Please take notice that no request for a formal hearing having been filed following the filing of notice of proposed action with the Office of the Federal Register on June 19, 1961, the Atomic Energy Commission has issued Construction Permit No. CPRR-62 authorizing National Aeronautics and Space Administration to construct the Mock Up Reactor (MUR) facility on the grounds of the Plum Brook Ordnance Works situated approximately three miles south southeast of Sandusky, Ohio. Notice of the proposed action was published in the FEDERAL REGISTER on June 20, 1961, 26 F.R. 5475.

Dated at Germantown, Md., this 1st day of August 1961.

For the Atomic Energy Commission.

M. B. BILES,  
Chief, Test and Power Reactor  
Safety Branch, Division of  
Licensing and Regulation.

[F.R. Doc. 61-7416; Filed, Aug. 4, 1961;  
8:48 a.m.]

[Docket No. 27-20]

### OCEAN TRANSPORT CO.

#### Notice of Issuance of an Amendment to Byproduct, Source and Special Nuclear Material License

Please take notice that no requests for a formal hearing having been filed following filing of notice of the proposed amendment of License No. 4-5668-1 held by Ocean Transport Company, with offices at No. 1 Drumm Street, San Francisco 11, California, the Atomic Energy Commission has this date issued Amendment No. 8 to License No. 4-5668-1. This amendment is substantially in the form set forth in the Notice of Proposed Amendment filed with the Federal Register Division June 13, 1961, and published in the FEDERAL REGISTER June 14, 1961, 26 F.R. 5333.

The amended license as issued differs in content in one respect from the Notice of Proposed Amendment published June 14, 1961. That notice inferred that the licensee was relocating its packaging and storage site from "Berth C Terminal" to the "Parr-Canal Area" described in the Notice of Proposed Amendment. In fact, the licensee wishes to utilize both sites. The Commission has found that no safety considerations other than those previously evaluated exist and accordingly no further notice is required.

The radiation safety factors considered regarding the "Berth C, Bulk Terminal" site and the original issuance of the license were the subject of the Notice of Proposed Issuance of a License dated September 9, 1959, and published in the FEDERAL REGISTER September 16, 1959, 24 F.R. 7472.

Dated at Germantown, Md., August 1, 1961.

For the Atomic Energy Commission.

R. L. KIRK,  
Deputy Director, Division of  
Licensing and Regulation.

[F.R. Doc. 61-7417; Filed, Aug. 4, 1961;  
8:48 a.m.]

[Docket No. 50-58]

### OKLAHOMA STATE UNIVERSITY OF AGRICULTURE AND APPLIED SCIENCE

#### Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 4, set forth below, to Facility License No. R-22. The license author-

izes Oklahoma State University of Agriculture and Applied Science to operate its nuclear reactor Model AGN-201, Serial No. 102, located on its campus in Stillwater, Oklahoma. The amendment adds conditions to the license regarding: (1) procedures to be followed with respect to operations with the reactor shut down which might involve a change in core reactivity, and (2) written reports to be submitted by the licensee should any of the operating conditions or characteristics of the reactor which might affect nuclear safety vary significantly from its predicted value.

With respect to item (1) above, the Commission during January 1961 requested that each utilization facility licensee submit a written description of its procedures during operations with the reactor shut down which might involve a change in core reactivity. The Commission has reviewed the licensee's submissions dated January 27, 1961 and May 9, 1961, and believed that the procedures described therein minimize, to an acceptable degree, the potential for inadvertent criticality during core manipulations with the reactor shut down.

The Commission has found that operation of the reactor in accordance with the license as amended will not present undue hazard to the health and safety of the public and will not be inimical to the common defense and security.

The Commission has further found that prior public notice of proposed issuance of this amendment is not necessary in the public interest since operation of the reactor in accordance with the license as amended would not present any substantial change in the hazards to the health and safety of the public from those previously considered and evaluated in connection with the previously authorized operations.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of issuance of the license amendment upon receipt of a request therefor from the licensee or an intervener within 30 days after the issuance of the license amendment. Petitions for leave to intervene and requests for a formal hearing shall be filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

For further details see (a) the Commission's telegram dated January 11, 1961, to the licensee and (b) the licensee's submissions dated January 27, 1961, and May 9, 1961, all on file at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Germantown, Md., this 1st day of August 1961.

For the Atomic Energy Commission.

EDSON G. CASE,  
Chief, Research and Power Re-  
actor Safety Branch, Division  
of Licensing and Regulation.

[License No. R-22; Amdt. No. 4]

License No. R-22, which authorizes Oklahoma State University of Agriculture and Applied Science to operate its nuclear reactor Model AGN-201, Serial No. 102, located on its campus in Stillwater, Oklahoma, is hereby amended by adding the following additional conditions thereto:

1. The licensee shall, with respect to operations which could involve changes in core reactivity when the reactor is shut down, follow the procedures described in its submissions to the Commission dated January 27, 1961, and May 9, 1961.

2. The licensee shall promptly submit a written report to the Commission whenever, during operation of the reactor, any of the operating conditions or characteristics of the reactor which might affect nuclear safety varies significantly from its predicted value.

This amendment is effective as of the date of issuance.

Date of issuance: August 1, 1961.

For the Atomic Energy Commission.

EDSON G. CASE,  
Chief, Research and Power Reactor  
Safety Branch, Division of Licens-  
ing and Regulation.

[F.R. Doc. 61-7418; Filed, Aug. 4, 1961;  
8:48 a.m.]

[Docket No. 50-156]

### REGENTS OF UNIVERSITY OF WISCONSIN

#### Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 3, set forth below, to Facility License No. R-74. The license authorizes The Regents of the University of Wisconsin to operate the pool-type nuclear reactor located on The University of Wisconsin's campus in Madison, Wisconsin. The amendment adds conditions to the license regarding: (1) procedures to be followed with respect to operations with the reactor shut down which might involve a change in core reactivity, and (2) written reports to be submitted by the licensee should any of the operating conditions or characteristics of the reactor which might affect nuclear safety vary significantly from its predicted value.

With respect to item (1) above, the Commission during January 1961 requested that each utilization facility licensee submit a written description of its procedures during operations with the reactor shut down which might involve a change in core reactivity. The Commission has reviewed the University of Wisconsin's submission dated May 15, 1961, and believes that the procedures described therein minimize, to an acceptable degree, the potential for inadvertent criticality during core manipulations with the reactor shut down.

The Commission has found that operation of the reactor in accordance with the license as amended will not present undue hazard to the health and safety of the public and will not be inimical to the common defense and security.

The Commission has further found that prior public notice of proposed issuance of this amendment is not necessary

in the public interest since operation of the reactor in accordance with the license as amended would not present any substantial change in the hazards to the health and safety of the public from those previously considered and evaluated in connection with the previously approved operations.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of issuance of the license amendment upon receipt of a request therefor from the licensee or an intervener within 30 days after the issuance of the license amendment. Petitions for leave to intervene and requests for a formal hearing shall be filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

For further details see (a) the Commission's letter dated January 18, 1961 to the licensee and (b) the licensee's reply dated May 15, 1961, both on file at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Germantown, Md., this 1st day of August 1961.

For the Atomic Energy Commission.

EDSON G. CASE,  
*Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.*

[License No. R-74; Amdt. No. 3]

License No. R-74, which authorizes The Regents of the University of Wisconsin to operate their pool-type nuclear reactor, located on the University of Wisconsin's campus in Madison, Wisconsin, is hereby amended by adding the following additional conditions thereto:

1. The licensee shall, with respect to operations which could involve changes in core reactivity when the reactor is shut down, follow the procedures described in its letter to the Commission dated May 15, 1961.

2. The licensee shall promptly submit a written report to the Commission whenever, during operation of the reactor, any of the operating conditions or characteristics of the reactor which might affect nuclear safety varies significantly from its predicted value.

This amendment is effective as of the date of issuance.

Dated at Germantown, Md., this 1st day of August 1961.

For the Atomic Energy Commission.

EDSON G. CASE,  
*Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.*

[F.R. Doc. 61-7419; Filed, Aug. 4, 1961; 8:49 a.m.]

[Docket No. 50-59]

**TEXAS AGRICULTURAL AND MECHANICAL COLLEGE SYSTEM**  
**Notice of Issuance of Facility License Amendment**

Please take notice that the Atomic Energy Commission has issued Amend-

ment No. 4, set forth below, to Facility License No. R-23. The license authorizes the Texas Agricultural and Mechanical College System to operate its nuclear reactor Model AGN-201, Serial No. 106 located on its campus in College Station, Texas. The amendment adds conditions to the license regarding: (1) procedures which might involve a change in core reactivity, and (2) written reports to be submitted by the licensee should any of the operating conditions or characteristics of the reactor which might affect nuclear safety vary significantly from its predicted value.

With respect to item (1) above, the Commission during January 1961 requested that each utilization facility licensee submit a written description of its procedures during operations with the reactor shut down which might involve a change in core reactivity. The Commission has reviewed the licensee's submission dated January 20, 1961, and believes that the procedures described therein minimize, to an acceptable degree, the potential for inadvertent criticality during core manipulations with the reactor shut down.

The Commission has found that operation of the reactor in accordance with the license as amended will not present undue hazard to the health and safety of the public and will not be inimical to the common defense and security.

The Commission has further found that prior public notice of proposed issuance of this amendment is not necessary in the public interest since operation of the reactor in accordance with the license as amended would not present any substantial change in the hazards to the health and safety of the public from those previously considered and evaluated in connection with the previously approved operations.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of issuance of the license amendment upon receipt of a request therefor from the licensee or an intervener within 30 days after the issuance of the license amendment. Petitions for leave to intervene and requests for a formal hearing shall be filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

For further details see (a) the Commission's telegram dated January 11, 1961 to the licensee and (b) the licensee's reply dated January 20, 1961, both on file at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Germantown, Md., this 1st day of August 1961.

For the Atomic Energy Commission.

EDSON G. CASE,  
*Chief, Research and Power Reactor Safety Branch Division of Licensing and Regulation.*

[License No. R-23; Amdt. No. 4]

License No. R-23, which authorizes the Texas Agricultural and Mechanical College System to operate its nuclear reactor Model AGN-201, Serial No. 106, located on its campus in College Station, Texas, is hereby amended by adding the following additional conditions thereto:

1. The licensee shall, with respect to operations which could involve changes in core reactivity when the reactor is shut down, follow the procedures described in its letter to the Commission dated January 20, 1961.

2. The licensee shall promptly submit a written report to the Commission whenever, during operation of the reactor, any of the operating conditions or characteristics of the reactor which might affect nuclear safety varies significantly from its predicted value.

This amendment is effective as of the date of issuance.

Date of issuance: August 1, 1961.

For the Atomic Energy Commission.

EDSON G. CASE,  
*Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.*

[F.R. Doc. 61-7420; Filed, Aug. 4, 1961; 8:49 a.m.]

[Docket No. 50-146]

**SAXTON NUCLEAR EXPERIMENTAL CORP.**

**Notice of Hearing on Provisional Operating License for Nuclear Facility**

Pursuant to the Atomic Energy Act of 1954, as amended, and the regulations in Part 2, 10 CFR "Rules of Practice", notice is hereby given that a hearing will be held at 10:00 a.m. on September 6, 1961, in the auditorium of the Atomic Energy Commission Headquarters in Germantown, Maryland, to consider the issuance of a provisional facility operating license for a period not to exceed 18 months to the above named applicant under Section 104b of the Atomic Energy Act of 1954, as amended. The facility is a light water-moderated and -cooled pressurized nuclear reactor located at the Saxton Station of the Pennsylvania Electric Company situated approximately twenty miles southeast of Altoona, Pennsylvania. The application and the record of prior proceedings in this matter are available for public inspection at the AEC's Public Document Room, 1717 H Street NW., Washington, D.C.

The issues to be considered at the hearing will be the following:

1. Whether the technical information omitted from and required to complete the application filed by the applicant has been submitted;

2. Whether the construction of the facility has proceeded, and there is reasonable assurance that the facility will be completed, in conformity with the construction permit and the application, as amended, the provisions of the Atomic Energy Act of 1954, as amended, and the rules and regulations of the Commission;

3. Whether there is reasonable assurance that the activities authorized by the provisional operating license can be conducted without endangering the

health and safety of the public, and that such activities will be conducted in compliance with the Atomic Energy Act of 1954, as amended, and the rules and regulations of the Commission;

4. Whether the applicant is technically and financially qualified to engage in the activities authorized by the provisional operating license in accordance with the rules and regulations of the Commission;

5. Whether the applicant has furnished to the Commission proof of financial protection in accordance with 10 CFR Part 140 "Financial Protection Requirements and Indemnity Agreements";

6. Whether there is reasonable assurance that the facility will be ready for initial loading with nuclear fuel within ninety days from the date of issuance of a provisional license; and

7. Whether issuance of a provisional license to operate the facility under the terms and conditions proposed will be inimical to the common defense and security or to the health and safety of the public.

Notice is hereby given that the report of the AEC's Advisory Committee on Reactor Safeguards dated July 8, 1961, in this matter is available for public inspection at the AEC's Public Document Room. Copies of this report may be obtained by request to the Director, Division of Licensing and Regulation, United States Atomic Energy Commission, Washington 25, D.C.

Petitions for leave to intervene must be received in the Office of the Secretary, Atomic Energy Commission, Germantown, Maryland, or in the AEC Public Document Room, 1717 H Street NW., Washington 25, D.C., not later than thirty days after publication of this notice in the FEDERAL REGISTER or, in the event of a postponement of the hearing date specified above, at such time as the Presiding Officer may provide.

Answers to this notice pursuant to § 2.736 of the Commission's rules of practice shall be filed on or before August 25, 1961, by the applicant.

Papers required to be filed with the AEC in this proceeding shall be filed by mailing to the Secretary, Atomic Energy Commission, Washington 25, D.C., or may be filed in person at the Office of the Secretary, Atomic Energy Commission, Germantown, Maryland, or at the AEC Public Document Room, 1717 H Street NW., Washington, D.C. Pending further order of the Presiding Officer, parties shall file twenty copies of each such paper with the AEC and where service of papers is required on other parties shall file five copies of each.

The hearing will be conducted by a presiding officer to be designated by the Chief Hearing Examiner.

Dated at Germantown, Md., this 3d day of August 1961.

For the Atomic Energy Commission.

R. LOWENSTEIN,  
Acting Director, Division of  
Licensing and Regulation.

[F.R. Doc. 61-7491; Filed, Aug. 4, 1961;  
8:54 a.m.]

## CIVIL AERONAUTICS BOARD

[Docket 12874; Order No. E-17265]

### TRANS-CANADA AIR LINES

#### Permit Cancellation Case; Statement of Tentative Findings and Conclusions and Order To Show Cause

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 2d day of August 1961.

Trans-Canada Air Lines (TCA) was granted a foreign air carrier permit pursuant to Order E-637, approved by the President of the United States on June 18, 1947, authorizing air transportation of persons, property and mail between the terminal point Winnipeg, Manitoba, Canada, and the intermediate points Port William, Ontario, Canada and Sault Ste. Marie, Michigan, and the terminal point Toronto, Ontario, Canada.

By letter dated June 16, 1961, TCA advised the Board that it intends to transfer its operations from Kincheloe Air Force Base (formerly known as Kinross Field) Sault Ste. Marie, Michigan, to a new airport at Sault Ste. Marie, Ontario, Canada,<sup>1</sup> effective August 1, 1961, and to discontinue its service at Sault Ste. Marie, Michigan, effective July 31, 1961. The Secretary of the Air Force of the United States has been notified of the proposed airport change as has the Canadian Air Transport Board. No objections have been received.

The Board finds that the service proposed will encompass domestic Canadian points only and thus appears to eliminate the necessity for the subject 402 permit.

In view of the foregoing the Board tentatively finds that the cancellation of the foreign air carrier permit issued to TCA pursuant to Order E-637 would be in the public interest. Accordingly, it is ordered:

1. That TCA be and it hereby is ordered to show cause why the Board should not issue an order making final the tentative findings and conclusions stated herein and canceling the foreign air carrier permit issued to TCA pursuant to Order E-637;

2. That TCA or any other interested person having objection to the issuance of an order making final the tentative findings and conclusions stated herein, and canceling the TCA permit referred to in ordering paragraph (1) above, shall file a statement of objections within fifteen days of the date of this order;

3. That if no objections are filed, further procedural steps shall be deemed waived and the matter submitted to the Board for decision;

4. That, if objections are filed, further consideration will be accorded any issues raised by the objections, before further action is taken by the Board;

5. That copies of this order shall be served upon TCA, the Department of State, and the Canadian Ambassador; and

<sup>1</sup> Sault Ste. Marie, Mich., and Sault Ste. Marie, Ontario, are 4 miles apart.

6. That a copy of this order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 61-7436; Filed, Aug. 4, 1961;  
8:51 a.m.]

## FEDERAL AVIATION AGENCY

[OE Docket No. 61-KC-59]

### PROPOSED RADIO ANTENNA STRUCTURE

#### Determination of No Hazard to Air Navigation

The Federal Aviation Agency has circularized the following proposal to interested persons for aeronautical comment and has conducted a study to determine its effect upon the safe and efficient utilization of airspace: O'Reilly Automotive, Incorporated, Springfield, Missouri, proposes to construct a radio antenna structure in Springfield, Missouri, at Lat. 37°13'30" N., Long. 93°17'04" W. The overall height of the structure would be 1,510 feet above mean sea level (230 feet above ground).

No aeronautical objections were made in response to the circularization. The Agency's aeronautical study disclosed that the structure would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes.

Therefore, pursuant to the authority delegated to me by the Administrator (§ 626.33; 26 F.R. 5292), it is concluded that the proposed structure, at the location and mean sea level elevation specified herein, would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes; and it is hereby determined that this structure would not be a hazard to air navigation, provided that the structure be obstruction marked and lighted in accordance with applicable Federal Communications Commission rules.

This determination is effective as of the date of issuance and will become final 30 days thereafter, provided that no appeal herefrom under § 626.34 of this title (26 F.R. 5292) is granted. Unless otherwise revised or terminated a final determination hereunder will expire 18 months after its effective date or upon earlier abandonment of the construction proposal (§ 626.35; 26 F.R. 5292).

Issued in Washington, D.C., on July 27, 1961.

OSCAR W. HOLMES,  
Chief,

Obstruction Evaluation Branch.

[F.R. Doc. 61-7389; Filed, Aug. 4, 1961;  
8:45 a.m.]

[OE Docket No. 61-KC-63]

### PROPOSED RADIO ANTENNA STRUCTURE

#### Determination of No Hazard to Air Navigation

The Federal Aviation Agency has circularized the following proposal to in-

terested persons for aeronautical comment and has conducted a study to determine its effect upon the safe and efficient utilization of airspace: The Public Service Company of Indiana, Inc., Plainfield, Indiana, proposes to construct a radio antenna structure in New Castle, Indiana, at Lat. 39°55'01" N., Long. 85°21'12" W. The overall height of the structure would be 1,283 feet above mean sea level (203 feet above ground).

No substantial objections were made in response to the circularization. The structure would be located approximately 1.5 miles southwest of the center of the New Castle Municipal Airport and would exceed the horizontal surface and runway approach transitional surface of the Joint Industry/Government Tall Structures Committee criteria, as applied to this airport, by 53 feet and 64 feet, respectively. However, the Agency study revealed that these factors would have no adverse effect upon aeronautical operations at this airport.

No other aeronautical operations, procedures or minimum flight altitudes would be affected by the proposed structure.

Therefore, pursuant to the authority delegated to me by the Administrator (§ 626.33; 26 F.R. 5292), it is concluded that the proposed structure, at the location and mean sea level elevation specified herein, would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes; and it is hereby determined that this structure would not be a hazard to air navigation, provided that the structure be obstruction marked and lighted in accordance with applicable Federal Communications Commission rules.

This determination is effective as of the date of issuance and will become final 30 days thereafter, provided that no appeal herefrom under § 626.34 of this title (26 F.R. 5292) is granted. Unless otherwise revised or terminated a final determination hereunder will expire 18 months after its effective date or upon earlier abandonment of the construction proposal (§ 626.35; 26 F.R. 5292).

Issued in Washington, D.C., on July 27, 1961.

OSCAR W. HOLMES,  
Chief,

Obstruction Evaluation Branch.

[F.R. Doc. 61-7390; Filed, Aug. 4, 1961;  
8:45 a.m.]

[OE Docket No. 61-LA-21]

### PROPOSED TELEVISION ANTENNA STRUCTURE

#### Determination of No Hazard to Air Navigation

The Federal Aviation Agency has circularized the following proposal to interested persons for aeronautical comment and has conducted a study to determine its effect upon the safe and efficient utilization of airspace: The Copper Broadcasting Co., Salt Lake City, Utah, proposes to construct a television an-

tenna structure near Butte, Montana, at Lat. 46°01'54" N., Long. 112°31'36" W. The overall height of the structure would be 6,795 feet above mean sea level (485 feet above ground).

No objections were made in response to the circularization. The proposed structure would be approximately 4.6 miles north/northwest of the Silver Bow County Airport, Butte, Montana, and would exceed the inner conical surface of the Joint Industry/Government Tall Structures Committee criteria, as applied to this airport, by 814 feet. The terrain at the proposed site exceeds the above criteria by 329 feet. The agency study revealed that the penetration of JIGTSC criteria by the proposed tower would have no adverse effect upon aeronautical operations at this airport.

No other aeronautical operations, procedures or minimum flight altitudes would be affected by the proposed structure.

Therefore, pursuant to the authority delegated to me by the Administrator (§ 626.33; 26 F.R. 5292), it is concluded that the proposed structure, at the location and mean sea level elevation specified herein, would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes; and it is hereby determined that this structure would not be a hazard to air navigation, provided that the structure be obstruction marked and lighted in accordance with applicable Federal Communications Commission rules.

This determination is effective as of the date of issuance and will become final 30 days thereafter, provided that no appeal herefrom under § 626.34 of this title (26 F.R. 5292) is granted. Unless otherwise revised or terminated a final determination hereunder will expire 18 months after its effective date or upon earlier abandonment of the construction proposal (§ 626.35; 26 F.R. 5292).

Issued in Washington, D.C., on July 28, 1961.

OSCAR W. HOLMES,  
Chief,

Obstruction Evaluation Branch.

[F.R. Doc. 61-7391; Filed, Aug. 4, 1961;  
8:45 a.m.]

[OE Docket No. 61-KC-9]

### CONSTRUCTION OF CONCRETE SMOKESTACK

#### Supplemental Notice of No Airspace Objection

In a Notice of Airspace Objection published in the FEDERAL REGISTER as OE Docket 61-KC-9 on April 15, 1961 (26 F.R. 3256), it was stated that the Federal Aviation Agency objected to the proposal of the Commonwealth Edison Company, Lockport, Illinois, to erect a concrete smokestack having an overall height of 1086 feet above mean sea level (500 feet above ground) near Lockport, Illinois, at Lat. 41°38'00" N., Long. 88°03'49" W., on the grounds that it would have substantial adverse effect

upon aeronautical operations, procedures and minimum flight altitudes.

The Federal Aviation Agency has reviewed its study of the proposed structure on the basis of planned changes in the flow of Instrument Flight Rules traffic in this area. Although, these changes are still in the planning stage, it appears that, upon their implementation, the IFR minimum en route flight altitudes in the area will necessarily be increased by at least one hundred feet. This will revise the basis upon which the previous Determination was made, by removing the objections to increasing the IFR minimum en route flight altitudes on the segments of VOR Federal airways Nos. 69 and 262 between the Joliet, Illinois, VOR and the Big Run, Illinois, intersection, and on the segments of VOR Federal airways Nos. 173 and 191 between the Manteno, Illinois, intersection and the Big Run intersection.

There remains, therefore, in the area of conflict with current IFR procedures only the initial approach altitude of the standard instrument approach to the Joliet Airport utilizing the Joliet VOR, and the minimum holding altitude of the Big Run holding pattern. While the necessary adjustments to accommodate the proposed smokestack will result in some inconvenience to aviation operations, no hazard would result in the necessary changes to minimum flight altitudes.

The potential hazard to VFR flight operations has also been analyzed. The proposed structure site is located in the Des Plaines River Valley. There are numerous highway and railroad bridge crossings over the Des Plaines River in the general area of the proposed structure, and there are a number of industrial plants, refineries, etc., located in the vicinity. At the proposed site itself are two steel stacks, each having an overall height of 935 feet above mean sea level, and one other concrete smokestack which is 49 feet lower than the proposed structure. Considering these factors, it is felt that the proposed structure would result in no significant increase in hazard to VFR flight operations.

Therefore, the previous objection of the Federal Aviation Agency to the proposed structure is hereby withdrawn; and, in the light of the aviation adjustments contemplated in this area, I now find that this structure, at the location and mean sea level elevation specified herein, would have no substantial adverse effect upon aeronautical operations, procedures or minimum flight altitudes and conclude that no objection thereto from an airspace utilization standpoint be interposed by this Agency, provided that the structure be obstruction marked and lighted in accordance with applicable standards.

This finding will be effective upon publication in the FEDERAL REGISTER.

Issued in Washington, D.C., on July 31, 1961.

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

[F.R. Doc. 61-7392; Filed, Aug. 4, 1961;  
8:45 a.m.]

[OE Docket No. 61-FW-63]

**PROPOSED TELEVISION ANTENNA STRUCTURE****Determination of No Hazard to Air Navigation**

The Federal Aviation Agency has circularized the following proposal to interested persons for aeronautical comment and has conducted a study to determine its effect upon the safe and efficient utilization of airspace: Texas Key Broadcasters, Incorporated (KPAR-TV), Abilene, Texas, proposes to construct a television antenna structure near Merkel, Texas, at Lat. 32°24'47.7" N., Long. 100°06'24.8" W. The overall height of the structure would be 3,048 feet above mean sea level (568 feet above ground).

No objections were made in response to the circularization. The Agency's aeronautical study disclosed that the proposed structure would require an increase in the minimum obstruction clearance altitude on the south alternate of VOR Federal airway No. 16 from 3,600 feet MSL to 4,000 feet MSL between the Abilene, Texas, VOR and the Lazy X Intersection. The Instrument Flight Rules minimum en route altitude along this airway segment is presently 4,000 feet MSL. In addition, the proposed structure would require an increase in the IFR minimum en route altitude on VOR Federal airway No. 16 from 3,800 feet MSL to 4,000 feet MSL between the Abilene, Texas, VOR and the Loraine Intersection. However, these increases in minimum altitudes would have no substantial adverse effect upon aeronautical operations as the primarily important "cardinal" altitude of 4,000 feet MSL would be retained.

No other aeronautical operations, procedures or minimum flight altitudes would be affected by the proposed structure.

Therefore, pursuant to the authority delegated to me by the Administrator (§ 626.33; 26 F.R. 5292), it is concluded that the proposed structure, at the location and mean sea level elevation specified herein, would have no substantial adverse effect upon aeronautical operations, procedures or minimum flight altitudes; and it is hereby determined that this structure would not be a hazard to air navigation, provided that the structure be obstruction marked and lighted in accordance with applicable Federal Communications Commission rules.

This determination is effective as of the date of issuance and will become final 30 days thereafter, provided that no appeal herefrom under § 626.34 of this title (26 F.R. 5292) is granted. Unless otherwise revised or terminated, a final determination hereunder will expire 18 months after its effective date or upon earlier abandonment of the construction proposal (§ 626.35; 26 F.R. 5292).

Issued in Washington, D.C., on July 26, 1961.

OSCAR W. HOLMES,  
Chief,

Obstruction Evaluation Branch.

[F.R. Doc. 61-7393; Filed, Aug. 4, 1961; 8:45 a.m.]

[OE Docket No. 61-LA-13]

**PROPOSED TELEVISION ANTENNA STRUCTURE****Determination of No Hazard to Air Navigation****Correction**

In F.R. Doc. 61-7237, appearing at page 6948 of the issue for Wednesday, August 2, 1961, the following corrections are made:

1. In the third paragraph, the phrase "600 feet MSL" should read "6000 feet MSL".

2. In the fourth paragraph, the phrase "this factor would adversely affect" should read "this paragraph would not adversely affect".

[OE Docket No. 61-LA-19]

**PROPOSED RADIO ANTENNA STRUCTURE****Determination of No Hazard to Air Navigation****Correction**

In F.R. Doc. 61-7239, appearing at page 6949 of the issue for Wednesday, August 2, 1961, a bracket should appear in the heading, as set forth above.

**FEDERAL COMMUNICATIONS COMMISSION**

[Docket No. 13341-13344; FCC 61M-1304]

**CREEK COUNTY BROADCASTING CO. ET AL.****Order After Prehearing Conference**

In re application of: T. M. Raburn, Jr., tr/as Creek County Broadcasting Co., Sapulpa, Oklahoma, Docket No. 13341, File No. BP-11605; Tinker Area Broadcasting Co., Midwest City, Oklahoma, Docket No. 13342, File No. BP-12410; Sapulpa Broadcasting Corporation, Sapulpa, Oklahoma, Docket No. 13343, File No. BP-12595; M. W. Cooper, Midwest City, Oklahoma, Docket No. 13344, File No. BP-12887; for construction permits.

The Hearing Examiner having under consideration the proceedings during prehearing conference in the above-entitled proceeding held July 28, 1961;

It is ordered, This 28th day of July 1961, that the following procedural dates shall govern:

(1) August 21, 1961. Filing of petitions to amend, if any, and exchange of exhibits in support of affirmative, direct cases;

(2) September 11, 1961. Exchange of exhibit material of a rebuttal nature;

(3) September 25, 1961. Notification informally by each counsel of his adversaries concerning production of witnesses for cross-examination;

(4) October 2, 1961. Commencement of hearing at 10:00 a.m., at the Commission's offices, Washington, D.C.

It is ordered further, That all agreements and understandings on procedural matters, as approved by the Hearing Examiner, are constituted as set forth in the transcript of the prehearing conference which is hereby incorporated by reference herein to the same force and effect as if it were set forth verbatim.

Released: July 28, 1961.

FEDERAL COMMUNICATIONS  
COMMISSION,  
BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 61-7429; Filed, Aug. 4, 1961; 8:51 a.m.]

[Docket No. 14202; FCC 61M-1295]

**REA RADIO AND ELECTRONIC LABORATORY****Order Scheduling Prehearing Conference**

In re Application of Peter Corrado, Concetta Corrado and Anthony Corrado, d/b as Rea Radio and Electronic Laboratory, East Palatka, Florida, Docket No. 14202, File No. BR-3869; for Renewal of License of station WREA East Palatka, Florida.

It is ordered, This 27th day of July 1961, that a prehearing conference is scheduled for Thursday, September 7, 1961, at 10 a.m., in the offices of the Commission, Washington, D.C.

Released: July 28, 1961.

FEDERAL COMMUNICATIONS  
COMMISSION,  
BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 61-7431; Filed, Aug. 4, 1961; 8:51 a.m.]

[Docket Nos. 14166-14171; FCC 61M-1313]

**EASTERN BROADCASTING SYSTEM, INC., ET AL.****Order Continuing Hearing**

In re applications of Eastern Broadcasting System, Inc., Brookfield, Connecticut, Docket No. 14166, File No. BP-13017; Blair A. Walliser, tr/as Colonial Broadcasting Company, New Milford, Connecticut, Docket No. 14167, File No. BP-13673; George F. O'Brien, New Milford, Connecticut, Docket No. 14168, File No. BP-14040; Ubiquitous Corporation, Hyde Park, New York, Docket No. 14169, File No. BP-14138; Peter Taylor, E. C. Kip Finch, C. Carroll Bagley and John A. McGuire, d/b as Stratford Broadcasting Company, Stratford, Connecticut, Docket No. 14170, File No. BP-14140; Ray S. Whittles, Paul E. Josephson, Carleton A. Soderholm and Royal V. Carley, A Partnership, d/b as Fairfield Broadcasting Company, Easton, Connecticut, Docket No. 14171, File No. BP-14142; for construction permits.

A prehearing conference having been held on July 31, 1961, and it appearing from the record made therein that certain agreements were reached which properly should be formalized by order; It is ordered, This 31st day of July 1961 that:

(1) Preliminary drafts of the applicants' technical engineering exhibits shall be exchanged among the parties on or before September 22, 1961;

(2) All exhibits to be offered in evidence in the presentation of the direct

affirmative cases shall be exchanged among the parties and copies thereof supplied the Hearing Examiner on October 16, 1961;

(3) A further prehearing conference is scheduled to be held on October 23, 1961, commencing at 10:00 a.m., in the offices of the Commission at Washington, D.C.

It is further ordered, That the hearing herein presently scheduled to commence on September 15, 1961, is continued to October 30, 1961, commencing at 10:00 a.m., in the offices of the Commission at Washington, D.C.

Released: August 1, 1961.

FEDERAL COMMUNICATIONS COMMISSION,  
[SEAL] BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 61-7430; Filed, Aug. 4, 1961; 8:51 a.m.]

[Docket Nos. 14163, 14164; FCC 61M-1303]

**ROLLINS BROADCASTING OF DELAWARE, INC., ET AL.**

**Order Continuing Hearing**

In re Applications of Rollins Broadcasting of Delaware, Inc., Wilmington, Delaware, Docket No. 14163, File No. BPH-3314; HOWARD F. REBER AND FRANK A. FRANCO, Reading, Pennsylvania, Docket No. 14164, File No. BPH-3327; for construction permits.

The Hearing Examiner having under consideration agreement of parties participating at prehearing conference on July 28, 1961, regarding date for hearing.

It is ordered, This 28th day of July 1961, that the hearing now scheduled for September 12, 1961 is continued to October 4, 1961, at 10:00 a.m.

Released: July 28, 1961.

FEDERAL COMMUNICATIONS COMMISSION,  
[SEAL] BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 61-7432; Filed, Aug. 4, 1961; 8:51 a.m.]

[Docket No. 14165; FCC 61M-1298]

**WAEB BROADCASTERS, INC. (WAEB)**

**Order Advancing Hearing Date**

In re application of WAEB Broadcasters, Inc. (WAEB), Allentown, Pennsylvania, Docket No. 14165, File No. BP-12918; for construction permit.

Pursuant to agreement of counsel arrived at during the prehearing conference in the above-styled proceeding held on this date: It is ordered, This 27th day of July 1961, that the hearing presently scheduled for September 15, 1961, is advanced to September 8, 1961, at 10 a.m., in Washington, D.C.

Released: July 28, 1961.

FEDERAL COMMUNICATIONS COMMISSION,  
[SEAL] BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 61-7433; Filed, Aug. 4, 1961; 8:51 a.m.]

**FEDERAL POWER COMMISSION**

[Docket No. CP61-301]

**KEOKUK GAS SERVICES CO.**

**Notice of Application**

AUGUST 1, 1961.

Take notice that Keokuk Service Company (Applicant) 428 Main Street, Keokuk, Iowa filed an application on May 29, 1961, as supplemented on June 22, 1961 for an order pursuant to section 7(a) of the Natural Gas Act directing Michigan-Wisconsin Pipe Line Company (Michigan-Wisconsin) to establish physical connection of its facilities with those which applicant proposes to construct and to sell and deliver gas to Applicant for resale and distribution in the community of Montrose, Iowa, as hereinafter described, all as more fully described in the application which is on file with the Commission and open to public inspection.

Applicant proposes to construct and operate the necessary distribution facilities in Montrose and request the Commission to direct Michigan-Wisconsin to install a meter station and the necessary facilities and to provide city gate facilities.

Applicant estimates the requirements of the community of Montrose as follows:

Year	Requirements in Mcf	
	Peak day	Annual
1.....	137	15,442
2.....	192	21,715
3.....	243	27,030

Applicant will use this gas for residential and commercial purposes and contemplates future service for industrial purposes to the Port Lee area just north of Montrose.

Applicant estimates the cost of constructing its facilities at \$60,134. It will finance this cost by issuing First Mortgage Bonds or Notes with the Lincoln National Line Insurance Company and prospective customers of Montrose are expected to contribute \$8,520.

Applicant states that the town of Montrose has granted it a franchise to construct and operate a distribution system.

On June 20, 1961, Michigan-Wisconsin filed an answer to the application stating that it had no objection to a Commission order directing the sale and that such sale will not place a burden on its present system and deliveries to its present customers.

Protest or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before August 21, 1961.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 61-7421; Filed, Aug. 4, 1961; 8:49 a.m.]

[Docket No. CP61-306]

**NORTH CENTRAL PUBLIC SERVICE CO.**

**Notice of Application**

JULY 31, 1961.

Take notice that North Central Public Service Company (Applicant) 1725 Carroll Ave., St. Paul 4, Minnesota filed an application on June 5, 1961, as supplemented on June 29, 1961, for an order pursuant to section 7(a) of the Natural Gas Act, directing Midwestern Gas Transmission Company to establish physical connection between its existing transmission facilities and certain proposed facilities of Applicant, and the sale and delivery of natural gas to Applicant for resale in the Village of Milaca, Minnesota, as hereinafter described, all as more fully described in the application herein.

Applicant proposes to construct and operate approximately 1.55 miles of 4-inch lateral from its proposed Milaca District Regulator Station in the Village to connect with Midwestern's main line from Canada which crosses the State of Minnesota near Milaca.

The application states that Applicant is incorporated under the laws of the State of Iowa and is engaged in the business of distributing natural gas in the counties of Princeton, Cambridge, Elk River, Anoka, Coon Rapids, Blaine, Spring Lake Park, and Lexington, all within the state of Minnesota. Gas for these areas is purchased from Northern Natural Gas Company.

Based on its experience in this area Applicant estimates its gas requirements for the Village of Milaca as follows:

	Years		
	1962	1963	1964
Annual (Mcf):			
Requirements.....	202,820	210,790	215,840
Curtailments.....	45,170	43,990	41,130
Sales and losses.....	157,650	166,800	174,710
	1961-62	1962-63	1963-64
Peak day (Mcf).....	250	300	350

Applicant estimates its total cost of construction at the end of the third year for its proposed distribution system to be approximately \$109,222.

Applicant proposes to finance its construction by the use of Current funds and earnings.

On June 5, 1961, Midwestern Gas Transmission Company filed an answer to the application stating that it had no objection to a Commission order directing the sale and that such sale would not place a burden on its present system and deliveries to its present customers.

Protest or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before August 21, 1961.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 61-7422; Filed, Aug. 4, 1961; 8:49 a.m.]

[Docket Nos. RP61-13, G-19087]

**TRANSCONTINENTAL GAS PIPE LINE  
CORP. AND NEW YORK STATE  
NATURAL GAS CORP.**

**Order Accepting for Filing and Making  
Effective Proposed Tariff Sheets**

JULY 31, 1961.

On April 12 and May 5, 1961, Transcontinental Gas Pipe Line Corporation (Transco) tendered for filing its Storage Service Rate Schedule GSS, reflecting a change in present storage service, together with certain other related tariff modifications, and on July 7, 1961, New York State Natural Gas Corporation (New York) filed its Storage Gas Rate Schedule GSS-1, representing an initial rate schedule, together with certain related tariff changes, and an agreement providing services to Transco.

Transco's Rate Schedule GSS provides rates identical to its LS rates and is similar to its Rate Schedule LS, as approved by the Commission in Order No. 315, issued September 4, 1958; however, Transco will also sell daily excess gas under Rate Schedule GSS for 71.8 cents per Mcf if gas is from system supply and for 40.5 cents per Mcf if it is from the customer's balance in storage. The present LS Schedule does not provide for excess sales such as these. New York's service will be rendered under its proposed Rate Schedule GSS-1 which is substantially similar to Transco's Rate Schedule LS, but sets forth different rate levels. Transco and New York both request an effective date of April 1, 1961. In view of these filings and their possible effect upon Transco's and New York's service tendered under their presently-effective rate schedules, it is appropriate that the Commission consider the justice and reasonableness of the changes set forth in said filings and that such changes be incorporated for purposes of hearing with the respective proceedings in Docket Nos. G-19087 and RP61-13.

The Commission finds: Good cause has been shown for accepting for filing in Docket No. RP61-13, Original Sheets Nos. 17-P through 17-U, 55-X3 through 55-X7, Second Revised Sheet No. 7, Fourth Revised Sheet No. 14, Third Revised Sheet No. 17-D, and Fifth Revised Sheets Nos. 39 and 40 to Transco's FPC Gas Tariff, Original Volume No. 1, as filed April 12, 1961; and Original Sheets Nos. 17-V through 17-X to said Tariff filed May 5, 1961; and for accepting for filing in Docket No. G-19087, Original Sheets Nos. 20-A through 20-L, and 32-A through 32-H to New York's FPC Gas Tariff Third Revised Volume No. 1 and Service Agreement filed July 7, 1961, all to be effective as of April 1, 1961.

The Commission orders: (A) Original Sheets Nos. 17-P through 17-U, 55-X3 through 55-X7, Second Revised Sheet No. 7, Fourth Revised Sheet No. 14, Third Revised Sheet No. 17-D and Fifth Revised Sheets Nos. 39 and 40 to Transco's FPC Gas Tariff Original Volume No. 1, as filed April 12, 1961, and Original Sheets Nos. 17-V through 17-X, 55-X3 Tariff filed May 5, 1961, shall be accepted for filing to be effective April 1, 1961, and Original Sheets Nos. 20-A through 20-L

and 32-A through 32-H to New York's FPC Gas Tariff. Third Revised Volume No. 1 and Service Agreement filed July 7, 1961, shall be accepted for filing to be effective April 1, 1961.

(B) Nothing contained in this order shall be construed as a waiver of the requirements of section 7 of the Natural Gas Act, nor shall it be construed as constituting approval by this Commission of any service, rate, charge, classification, or any rule, regulation, or practice affecting such service or rate, nor shall this order be deemed as recognition of any claimed contractual right or obligation affecting or relating to such service or rate.

(C) This order is without prejudice to any finding or order that may hereinafter be issued by this Commission in any proceeding now pending or hereinafter instituted by or against Transcontinental Gas Pipe Line Corporation or New York State Natural Gas Corporation.

By the Commission.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 61-7423; Filed, Aug. 4, 1961; 8:49 a.m.]

**HOUSING AND HOME  
FINANCE AGENCY**

Public Housing Administration

**DELEGATION OF FINAL  
AUTHORITY**

**Deletion of Title "Assistant Commissioner for Management"**

Section II, Delegation of Final Authority, is amended as follows:

1. By deleting from paragraph C3 the title "Assistant Commissioner for Management."

Approved: July 31, 1961.

[SEAL] FRANCIS X. SERVAITES,  
Acting Commissioner.

[F.R. Doc. 61-7401; Filed, Aug. 4, 1961; 8:46 a.m.]

**INTERSTATE COMMERCE  
COMMISSION**

**FOURTH SECTION APPLICATION  
FOR RELIEF**

AUGUST 2, 1961.

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

LONG-AND-SHORT HAUL

FSA No. 37284: *Flour, tapioca and starch to Krannert, Macon, and Rome, Ga.* Filed by O. W. South, Jr., Agent (No. A4119), for interested rail carriers. Rates on flour, tapioca and starch, in carloads, from Mobile, Ala., Pensacola, Fla., Gulfport, Pascagoula, Miss., and

New Orleans, La. (Import), to Krannert, Macon and Rome, Ga.

Grounds for relief: Port relationships. Tariff: Supplement 97 to Southern Freight Association tariff I.C.C. S-87.

By the Commission.

[SEAL] HAROLD D. MCCOY,  
Secretary.

[F.R. Doc. 61-7412; Filed, Aug. 4, 1961; 8:47 a.m.]

**SECURITIES AND EXCHANGE  
COMMISSION**

[File No. 1-3842]

**BLACK BEAR INDUSTRIES, INC.**

**Order Summarily Suspending  
Trading**

AUGUST 1, 1961.

The common stock, par value 15 cents a share, of Black Bear Industries, Inc. (Formerly Black Bear Consolidated Mining Co.) being listed and registered on the San Francisco Mining Exchange, a national securities exchange; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on such Exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion further that such suspension is necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15(c)(2) of the Securities Exchange Act of 1934 and the Commission's Rule 15c2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of such security, otherwise than on a national securities exchange;

It is ordered, Pursuant to section 19 (a) (4) of the Securities Exchange Act of 1934 that trading in said security on the San Francisco Mining Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for a period of ten (10) days, August 2, 1961 to August 11, 1961, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,  
Secretary.

[F.R. Doc. 61-7407; Filed, Aug. 4, 1961; 8:47 a.m.]

[File No. 811-323]

**PENN INVESTMENT CO.**

**Notice of Application for Order Declaring that Company Has Ceased To Be an Investment Company**

JULY 31, 1961.

Notice is hereby given that an application has been filed pursuant to section 8(f) of the Investment Company Act of

1940 for an order of the Commission declaring that Penn Investment Company, Philadelphia, Pa. ("Applicant"), a registered closed-end investment company, has ceased to be an investment company.

Applicant was organized under the laws of Delaware on December 18, 1928. The application states that pursuant to a proper resolution of the Board of Directors, a majority of the Board on July 11, 1960, authorized the dissolution of the company.

The stockholders of the Applicant at an annual meeting on December 5, 1960 approved and adopted a resolution of dissolution by an affirmative vote of more than two-thirds of the total number of voting shares outstanding.

In accordance with the adoption of the resolution by the stockholders, the designated corporate officers of the applicant executed a certificate of dissolution on

December 20, 1960. The said certificate was filed with the office of the Secretary of State at Dover, Delaware on December 31, 1960.

Applicant further states that it had actually ceased carrying on business prior to December 31, 1960, and that as of this date there is only one stockholder.

Section 8(f) of the Act provides, in relevant part, that whenever the Commission upon application finds that a registered investment company has ceased to be an investment company, it shall so declare by order, and upon the taking effect of such order the registration of such company shall cease to be in effect.

Notice is hereby given that any interested person may, not later than August 17, 1961, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his inter-

est, the reason for such request and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. At any time after said date, as provided by Rule O-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 61-7408; Filed, Aug. 4, 1961;  
8:47 a.m.]

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