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1961-62 Edition

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Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3428

By the President of the United States
of America

A Proclamation

IMPOSING IMPORT RESTRICTIONS ON CERTAIN COTTON PRODUCTS

WHEREAS, pursuant to section 22 of the Agricultural Adjustment Act, as amended (7 U.S.C. 624), the Secretary of Agriculture advised the President that he had reason to believe that certain cotton products produced in any stage preceding the spinning into yarn are being or are practically certain to be imported into the United States under such conditions and in such quantities as to render or tend to render ineffective, or materially interfere with, the price-support program and other programs or operations undertaken by the Department of Agriculture with respect to cotton or products thereof, or to reduce substantially the amount of cotton processed in the United States from cotton or products thereof with respect to which any such program or operation is being undertaken; and

WHEREAS, on January 18, 1961, under the authority of the said section 22, the President requested the United States Tariff Commission to make an investigation with respect to this matter; and

WHEREAS, in accordance with the said section 22, as implemented by Executive Order No. 7233 of November 23, 1935, the Tariff Commission has made such investigation and has reported to me its findings and recommendations made in connection therewith; and

WHEREAS, on the basis of the investigation and report of the Tariff Commission, I find that the articles with respect to which import restrictions are hereinafter proclaimed are being or are practically certain to be imported into the United States under such conditions and in such quantities as to render or tend to render ineffective, or materially interfere with, the price-support program and other programs or operations undertaken by the Department of Agri-

culture with respect to cotton or products thereof; and

WHEREAS I find and declare that the import restrictions hereinafter proclaimed are shown by such investigation of the Tariff Commission to be necessary in order that the entry, or withdrawal from warehouse, for consumption of the said articles will not render or tend to render ineffective, or materially interfere with, the price-support program and other programs or operations undertaken by the Department of Agriculture with respect to cotton or products thereof:

NOW, THEREFORE, I, JOHN F. KENNEDY, President of the United States of America, acting under and by virtue of the authority vested in me by section 22 of the Agricultural Adjustment Act, as amended, do hereby proclaim that the total aggregate quantity of cotton products produced in any stage preceding the spinning into yarn, except cotton wastes, which may be entered, or withdrawn from warehouse, for consumption in any 12-month period, beginning September 11 in 1961 and in subsequent years shall not exceed 1,000 pounds, which permissible total quantity I find and declare to be proportionately not less than 50 per centum of the total quantity of such articles entered, or withdrawn from warehouse, for consumption during the representative period from January 1, 1940, to December 31, 1953, inclusive.

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 11th day of September 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.

[F.R. Doc. 61-8824; Filed, Sept. 12, 1961;
11:40 a.m.]

Rules and Regulations

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 55466]

PART 3—DOCUMENTATION OF VESSELS

PART 18—TRANSPORTATION IN BOND AND MERCHANDISE IN TRANSIT

PART 19—CUSTOMS WAREHOUSES AND CONTROL OF MERCHANDISE THEREIN

PART 21—CARTAGE AND LIGHTERAGE

PART 24—CUSTOMS FINANCIAL AND ACCOUNTING PROCEDURES

Increases in Certain Customs and Navigation Fees

It has been determined that certain navigation and customs fees are no longer adequate to recover the cost of the services provided. Since the services provided are of the type described in 5 U.S.C. 140 as intended by Congress to be self-sustaining to the fullest extent possible, the following navigation and customs fees are being increased as indicated:

- (1) For registering a house flag or funnel mark, or both, of a vessel, from \$25 to \$35;
- (2) For recording a renewal or change of ownership of a trademark or copyright, from \$25 to \$35;
- (3) For designating a common carrier as a carrier of customs bonded merchandise, from \$35 to \$45;
- (4) For the establishment of a customs bonded warehouse, from \$50 to \$65;
- (5) For issuing a customs cartage or light-erage license, from \$35 to \$45; and,
- (6) For furnishing, for 60 days, the names and addresses of importers of articles appearing to infringe a registered patent, from \$100 to \$120.

Accordingly, the Customs Regulations are amended as follows:

1. Section 3.82 is amended by substituting \$35 for \$25 in the first sentence.

(Sec. 501, 65 Stat. 290, sec. 7, 35 Stat. 426, as amended; 5 U.S.C. 140, 46 U.S.C. 49)

2. Section 18.1(c) is amended by substituting \$45 for \$35 in the first sentence.

(R.S. 251, sec. 624, 46 Stat. 759; 19 U.S.C. 66, 1624)

3. Section 19.2(a) is amended by substituting \$65 for \$50 in the first sentence.

(R.S. 251, sec. 624, 46 Stat. 759; 19 U.S.C. 66, 1624)

4. Section 21.1(a) is amended by substituting \$45 for \$35 in the third sentence.

(R.S. 251, sec. 624, 46 Stat. 759; 19 U.S.C. 66, 1624)

5. Section 24.12(a) (1) (i) is amended by substituting \$35 for \$25.

6. Section 24.12(a) (1) (ii) is amended by substituting \$45 for \$35.

7. Section 24.12(a) (1) (iii) is amended by substituting \$65 for \$50.

8. Section 24.12(a) (1) (iv) is amended by substituting \$45 for \$35.

9. Section 24.12(a) (3) is amended by substituting \$120 for \$100 in the first and second sentences.

(R.S. 161, as amended, sec. 501, 65 Stat. 290, R.S. 251, sec. 624, 46 Stat. 759; 5 U.S.C. 22, 140, 19 U.S.C. 66, 1624)

Notice of the issuance of the foregoing amendments was published in the FEDERAL REGISTER on June 6, 1961 (26 F.R. 5008), pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. 1003). No data, views, or arguments were received and the amendments set forth above are hereby adopted.

These amendments are not retroactive and shall be effective only on applications received on or after the effective date thereof.

These amendments shall become effective upon the expiration of 30 days after the date of publication in the FEDERAL REGISTER.

[SEAL]

PHILIP NICHOLS, Jr.,
Commissioner of Customs.

Approved: September 5, 1961.

JAMES POMEROY HENDRICK,
*Acting Assistant Secretary of the
Treasury.*

[F.R. Doc. 61-8703; Filed, Sept. 12, 1961;
8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Reg. Docket No. 704; Amdt. 3-6]

PART 3—AIRPLANE AIRWORTHINESS; NORMAL, UTILITY, AND ACRO- BATIC CATEGORIES

Conversion to Use of Turbo-prop En- gines in Normal, Utility, and Acro- batic Category Airplanes

Currently effective § 3.11(e) (2) of Part 3 of the Civil Air Regulations requires a new type certificate for airplanes, previously certificated under Part 3, when they are modified by a change to engines employing different principles of operation or propulsion and the showing of compliance with all the latest airworthiness regulations of Part 3 effective on the date of application for the new type certificate.

In a notice of proposed rule making published in the FEDERAL REGISTER (26 F.R. 2725) and circulated as Civil Air Regulations Draft Release No. 61-5, the Federal Aviation Agency stated that it had under consideration a proposed

amendment of § 3.11(e) (2) to delete the word "operation." As proposed, § 3.11(e) (2) would require a new type certificate and a showing of compliance with all the latest airworthiness requirements only when an airplane had been modified by a change to engines employing different principles of propulsion. Under this proposal, since turboprop and reciprocating engines employ the same principles of propulsion, an aircraft previously certificated under Part 3 with reciprocating engines would not be affected by the requirement of § 3.11(e) (2) upon conversion from reciprocating engines to the same number of turboprop engines.

The Federal Aviation Agency does not consider that it is essential to safety to retain the requirement in § 3.11(e) (2) that an airplane be shown to comply with all the latest airworthiness requirements of Part 3 simply because it has been modified by a change to engines employing different principles of operation. An equivalent level of safety is assured under other provisions of § 3.11, which require that such a modified airplane be shown to comply with those later airworthiness requirements in effect on the date of application for approval of such modification which are related to the changes made in the engines and which are found necessary by the Administrator to provide a level of safety equal to that established by the regulations under which the airplane was type certificated.

Since the above-mentioned requirement of § 3.11(e) (2) is not necessary in the interest of safety and since the Agency is aware that compliance with such a requirement is burdensome and, in some cases, impracticable, § 3.11(e) (2) is being amended to delete the reference to a change to engines employing different principles of operation.

Interested persons have been afforded an opportunity to participate in the making of this regulation and all comments received supported the proposal. Since this amendment relieves a restriction, it may be made effective on less than 30 days' notice.

In consideration of the foregoing, § 3.11(e) (2) of Part 3 of the Civil Air Regulations (14 CFR Part 3, as amended) is hereby amended to read as follows, effective September 13, 1961.

§ 3.11 Designation of applicable regulations.

* * * * *

- (e) * * *
- (2) A change to engines employing different principles of propulsion.

(Secs. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on September 7, 1961.

N. E. HALABY,
Administrator.

[F.R. Doc. 61-8678; Filed, Sept. 12, 1961;
8:46 a.m.]

Chapter III—Federal Aviation Agency
SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Reg. Docket No. 843; Amdt. 233]

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	
E Cordova Intersection	CDV LFR	Direct	5000	T-dn	300-1	300-1	200-1/2
E Cordova Intersection	CDV LFR (Final)	Direct	800	C-dn	500-1	500-1	500-1 1/2
				S-dn-26	500-1	500-1	500-1 1/2
				A-dn	800-2	800-2	800-2

Procedure turn S side SE crs, 116° Outbnd, 296° Inbnd, 1500' within 25 miles. Maintain 3700' until south of East Cordova Int. Outbnd. Minimum altitude over East Cordova Int on final approach crs, 1500'; over facility, 800'.
Crs and distance, facility to airport, 266°—1.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.9 miles, make left climbing turn to 1500' on SE crs (116°) Outbnd within 20 miles.
Note: This procedure not approved for ADF approach.
CAUTION: High mountain range NW through N to SE. of LFR. Terrain starts to rise 2 miles N of LFR rising to 2742' MSL 5 miles N of final approach crs. Terrain 400' MSL 1 mile N of LFR.
No maneuvering authorized northeast of airport. Shuttle restricted to East Cordova Holding Pattern.
City, Cordova; State, Alaska; Airport Name, Cordova Mile 13; Elev., 38'; Fac. Class., MLZ; Ident, CDV; Procedure No. 1, Amdt. 9; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 8; Dated, 2 July 55

Intr SW crs SG-LFR & S crs GRL-LFR	GRL-LFR (Final)	Direct	1600	T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1 1/2
				A-dn	800-2	800-2	800-2

Radar Terminal Area Transition Altitudes: 064-270° within 20 miles, 2500'; 270-025° within 15 miles, 3200'; 025-064° within 20 miles, 5000'. All bearings and distances are from radar site on Greenville, S.C. Airport with sector azimuths progressing clockwise.
Procedure turn W side S crs, 183° Outbnd, 003° Inbnd, 2300' within 10 mi.
Minimum altitude over facility on final approach crs, 1600'.
Crs and distance, facility to airport, 003°—1.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.5 mi, climb to 3200' on N crs LFR within 10 mi, turn right and return to LFR.
CAUTION: 1340' MSL tower 4.5 mi West of GRL-LFR; 2205' tower 3.2 mi West of N crs, 6.5 mi NW of airport.
Other Changes: Deletes straight-in minima.
City, Greenville; State, S.C.; Airport Name, Greenville; Elev., 1047'; Fac. Class., SBMRLZ; Ident., GRL; Procedure No. 1, Amdt. 10; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 9; Dated, 27 May 61

				T-dn	300-1	300-1	NA
				C-dn	700-1	700-1	NA
				A-dn	800-2	800-2	NA

Procedure turn N side E crs, 068° Outbnd, 248° Inbnd, 1000' within 10 mi.
Minimum altitude over facility on final approach crs, 700'.
Crs and distance, facility to airport, 019°—4.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 mi, turn right, climb to 1500' on E crs within 20 mi of EC-LFR.
SHUTTLE: to 1500' on E crs within 20 mi.
City, Imperial; State, Calif; Airport Name, Imperial-County; Elev., -58'; Fac. Class., SBMRLZ; Ident., EC; Procedure No. 1, Amdt. 3; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 1, 2; Dated, 2 May 59

EPA VOR	SG-LFR	Direct	2300	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

Radar Terminal Area Transition Altitudes: 064-270° within 20 miles, 2500'; 270-025° within 15 miles, 3200'; 025-064° within 20 miles, 5000'. All bearings and distances are from radar site on Greenville, S.C. Airport with sector azimuths progressing clockwise.
Procedure turn S side SW crs, 238° Outbnd, 058° Inbnd, 2100' within 10 miles. Beyond 10 miles NA.
Minimum altitude over facility on final approach crs, 1500'.
Crs and distance, facility to airport, 068°—1.2 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.2 miles, climb to 2300' on NE crs SG LFR within 20 miles.
City, Spartanburg; State, S.C.; Airport Name, Municipal; Elev., 816'; Fac. Class., SBRAZ; Ident., SG; Procedure No. 1, Amdt. 10; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 9; Dated, 20 Aug. 60

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	
TLH VOR.....	TH LFR.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
TL LOM.....	TH LFR.....	Direct.....	1400	C-dn.....	500-1	500-1	500-1 1/2
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 297° Outbnd, 117° Inbnd, 1500' within 10 mi. Beyond 10 mi NA.
 Minimum altitude over facility on final approach crs, 800'.
 Crs and distance, facility to airport, 140°—2.4 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.4 miles, turn right, climb to 1500', return to LFR via S crs LFR or, when directed by ATC, climb to 1500' on 140° crs from TH LFR, proceeding to the TLH VOR via R-225 TLH VOR.
 City, Tallahassee; State, Fla.; Airport Name, Tallahassee Municipal; Elev., 82'; Fac. Class., SBRAZ; Ident., TH; Procedure No. 1, Amdt. 2; Eff. Date, 9 Sept. 61; Sup. Amdt No. 1; Dated, 22 Apr. 61

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	
BTL-VOR.....	LOM.....	Direct.....	2300	T-dn.....	300-	300-	200-1/2
BQ-LFR.....	LOM.....	Direct.....	2300	C-dn.....	400-1	500-1	500-1 1/2
Hickory Int.....	LOM.....	Direct.....	2300	S-dn-22.....	400-1	400-1	400-1
Bellevue Int*.....	LOM.....	Direct.....	2300	A-dn.....	800-2	800-2	800-2
Jackson VOR.....	LOM.....	Via JXN R-283.....	2300				
Litchfield VOR.....	LOM.....	Via LFD R-316.....	2300				
Lansing VOR.....	LOM.....	Via LAN R-227.....	2300				

Procedure turn N side of crs, 044° Outbnd, 224° Inbnd, 2300' within 10 mi.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 224°—3.7 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 mi after passing the LOM, make left climbing turn to 2300' and proceed direct to the BTL LOM or when directed by ATC, make left climbing turn to 2300' and proceed direct to the BQ LFR, or make left climbing turn to 2300' and proceed to Leroy Int, via BTL VOR R-176.
 Note: When authorized by ATC, DME from BTL-VOR may be used to establish position inbound at 3000' on 224° bearing to LOM via 12 mi. arc from BTL VOR for straight-in approach with elimination of procedure turn.
 *Bellevue Int: Int of 224° brng. to BTL LOM and JXN VOR R-295 or Int. of 224° bearing to BTL LOM and DME Fix 12 mi. from BTL VOR or Int. LAN VOR R-228 and JXN VOR R-295.
 City, Battle Creek; State, Mich.; Airport Name, Kellogg Airport; Elev., 941; Fac. Class., LOM; Ident., BT; Procedure No. 1, Amdt. Orig.; Eff. Date, 9 Sept. 61

Black Forest VHF Int.....	COS RBn.....	Direct.....	8200	T-dn*.....	300-1	300-1	200-1/2
Fountain FM.....	COS RBn (final).....	Direct.....	7300	C-dn.....	600-1	600-1	600-1 1/2
COS VORTAC.....	COS RBn.....	Direct.....	8200	S-dn-35.....	400-1	400-1	400-1
Midway Int.....	COS RBn.....	Direct.....	7300	A-dn.....	800-2	800-2	800-2
Hanover Int.....	COS RBn.....	Direct.....	7300				

Radar vectoring authorized in accordance with approved radar patterns.
 Procedure turn East side of crs, 166° Outbnd, 346° Inbnd, 7300' within 10 mi.
 Minimum altitude over facility on final approach crs, 7300'.
 Crs and distance, facility to airport, 346°—3.8 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles of COS MHW, make right climbing turn to 8000' on crs 080° within 20 mi., or when directed by ATC, make right climbing turn, climb to 8000' R-075 PEF VOR within 20 mi.
 CAUTION: Sharply rising terrain west of Airport. 7190' M.S.L. tower 8 miles north of airport; 7923' M.S.L. tower 14 miles north of airport.
 *400-1 required for takeoff Runways 30 and 35 except when monitored by departure radar.
 City, Colorado Springs; State, Colo.; Airport Name, Peterson Field; Elev., 6172'; Fac. Class., MHW; Ident., COS; Procedure No. 1, Amdt. 9; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 8; Dated, 12 Sept. 59

Greenville LFR.....	LOM.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1/2
Tigerville Int**.....	LOM.....	Direct.....	3200	C-dn.....	500-1	500-1	500-1 1/2
Princeton Int.....	LOM.....	Direct.....	2200	S-dn.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar Terminal Area Transition Altitudes: 064-270° within 20 miles, 2500'; 270-025° within 15 miles, 3200'; 025-064° within 20 miles, 5000'. All bearings and distances are from radar site on Greenville, S.C., Airport with sector azimuths progressing clockwise.
 Procedure turn W side S crs, 182° Outbnd, 002° Inbnd, 2200' within 10 mi.
 Minimum altitude over LOM Inbnd final, 1600'.
 Crs and distance to approach end of runway at OM, 002°—3.6 mi.; at MM, 002°—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing LOM, climb to 3200' on N crs GRL LFR within 10 miles, turn right and return to LOM or, when directed by ATC, climb to 4000' on N crs LFR within 13 miles, turn right and return to LFR.
 CAUTION: Heavily obstructed missed approach area.
 **Tigerville Int: Int AVL-VOR R-190 and SPA-VOR R-270.
 City, Greenville; State, S.C.; Airport Name, Greenville Municipal; Elev., 1047'; Fac. Class., LOM; Ident., GR; Procedure No. 1, Amdt 3; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 2; Dated, 3 June 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	
Live Oak Int*	MYV RBn (Final)	Direct	800	T-dn	300-1	300-1	200-1/2
ILA VOR	MYV RBn	Direct	2500	C-dn	700-1	700-1	700-1 1/2
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 324° Outbnd, 144° Inbnd, 1300' within 10 miles. (All turns East side of crs. High terrain West.)

Facility on airport.

Minimum altitude over facility, 800'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 2000' on crs. of 140° within 7 miles of MYV "MH" or, when directed by ATC, turn right, climb to 2500' on R-068 of ILA VOR within 22 miles of ILA VOR.

*Live Oak Intersection: Int 144 Brng. to MYV "MH" and ILA VOR R-045.

City, Marysville; State, Calif.; Airport Name, Yuba County; Elev., 63'; Fac. Class., MH; Ident., MYV; Procedure No. 2, Amdt. Orig.; Eff. Date, 9 Sept. 61

Ontario VOR	Riverside LFR or Edgemont Int	Direct	4200	T-dn	300-1	300-1	200-1/2
Edgemont Int	Colton RBn	Direct	4200	C-dn	500-1	500-1	500-1 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 14 mi. of LOM.

City, Ontario; State, Calif.; Airport Name, Ontario International; Elev., 952'; Fac. Class., LOM; Ident., ON; Procedure No. 1, Amdt. 14; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 13; Dated, 19 Aug. 61

SJU VOR	SJP RBn	Direct	1500	T-dn	300-1	300-1	200-1/2
SJU HH	SJP RBn	Direct	1500	C-dn	500-1	500-1	500-1 1/2
Greenwater Int	SJP RBn	Direct	2000	S-dn-7	500-1	500-1	500-1
Coral Int	SJP RBn	Direct	1500	A-dn	800-2	800-2	800-2
Mangrove Int	SJP RBn	Direct	2000				
Caribbean Int	SJP RBn	Direct	2000				

Procedure turn N° side of crs, 289° Outbnd, 109° Inbnd, 1500' within 10 mi.

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

Crs and distance, facility to airport, 075°—4.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 mi after passing SJP RBn, climb to 1100' on crs of 075° within 20 mi of SJP RBn.

*Nonstandard due to high terrain on S side of crs.

City, San Juan; State, Puerto Rico; Airport Name, Puerto Rico International; Elev., 9'; Fac. Class. MHW; Ident., SJP; Procedure No. 1, Amdt. 4; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 3; Dated, 23 Apr. 60

EVE-LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-1/2
Hobart FM	LOM	Direct	4000	C-dn	800-2	800-2	800-2
SE-LFR	LOM	Direct	2000	A-dn	800-2	800-2	800-2
SEA-VOR	LOM	Direct	2000				
Black Diamond Int	LOM	Direct	2000				
Vashon Int	LOM	Direct	2000				
Burton Int	LOM	Direct	2000				
Lofall Int	LOM	Direct	2000				
Port Gamble	LOM	Direct	2000				

Radar transitions and vectoring using Seattle-Tacoma radar authorized in accordance with approved radar patterns.

Procedure turn S side of crs, 308° Outbnd, 128° Inbnd, 2000' within 10 mi. NA beyond 10 mi.

Minimum altitude over facility on final approach course, 1500'; over LMM 1300'.

Crs and distance, facility to airport 128°—6.4 mi, LMM to airport 128°—1.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.6 mi of the LMM climb to 2000' on track 128° within 10 mi of LMM, or when directed by ATC, climb to 2000' direct SJ-LFR thence direct to SE LOM.

CAUTION: 1011' MSL tower 1.2 mi N of final approach crs. 578 MSL tower 0.7 mi S of final approach crs. Terrain, trees and water tank to 591' MSL 1.8 mi. SW thru W of airport, and E thru SE of airport within 2.3 mi. to 556' MSL.

City, Seattle; State, Wash.; Airport Name, King County (Boeing Field); Elev., 17'; Fac. Class., LOM; Ident., BF; Procedure No. 1, Amdt. Orig.; Eff. Date, 9 Sept. 61

SG-LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-1/2
SPA-VOR	LOM	Direct	2300	C-dn	400-1	500-1	500-1 1/2
Buffalo Int	LOM	Direct	2000	S-dn-4	400-1	400-1	400-1
Mauldin Int	LOM	Direct	2100	A-dn	800-2	800-2	800-2
Inman Int*	LOM	Direct	2300				

Radar Terminal Area Transition Altitudes: 064°—270° within 20 miles, 2500'; 270°—025° within 15 miles, 3200'; 025°—064° within 20 miles, 5000'. All bearings and distances are from radar site on Greenville, S.C., Airport with sector azimuths progressing clockwise.

Procedure turn East side SW crs, 224° Outbnd, 044° Inbnd, 2100' within 10 mi. Beyond 10 mi NA.

Minimum altitude over facility on final approach crs, 1800'.

Crs and distance, facility to airport, 044°—4.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles, climb to 2300' on crs 044° within 20 miles or, when directed by ATC, climb to 2300' on crs 044°, then turn left and proceed direct to SPA VOR.

CAUTION: Tower 1338' 3 mi NW of airport and tower 1070' 3 mi NE.

City, Spartanburg; State, SC.; Airport Name, Municipal; Elev., 816'; Fac. Class., LOM; Ident., SP; Procedure No. 1, Amdt. 2; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 1; Dated, 20 Aug. 60

RULES AND REGULATIONS

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) 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	

PROCEDURE CANCELLED, 9 SEPT. 1961.

City, Abilene; State, Tex.; Airport Name, Municipal; Elev., 1778'; Fac. Class., BVOR; Ident., ABI; Procedure No. 1, Amdt. 2; Eff. Date, 24 Dec. 55; Sup. Amdt. No. 1; Dated 2 July 55

Instrument Approach to be conducted in accordance with current U.S. Navy procedure as published on AL-2146-VOR.				T-dn-----	800-1	800-1	800-1
				C-dn-----	800-1½	800-1½	800-1½
				S-dn-6L*	600-1	600-1	600-1
				A-dn-----	1000-2	1000-2	1000-2

Procedure turn S side of crs, 242° Outbnd, 062° Inbnd, 2500' within 10 mi.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 062°-3.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 mi, climb to 3000' on R-62.

*Straight in approach requires nonstandard descent of 400' per mile.

City, Agana; State, Guam; Airport Name, NAS Agana; Elev., 280'; Fac. Class., VOR; Ident., GUM; Procedure No. 1, Amdt. Orig.; Eff. Date, 9 Sept. 61

El Centro LFR-----	ELC-VOR-----	Direct-----	1100	T-dn-----	300-1	300-1	
				C-dn-----	700-1	700-1	
				S-dn-32-----	500-1	500-1	
				A-dn-----	800-2	800-2	

Procedure turn N side of crs, 074° Outbnd, 254° Inbnd, 1100' within 10 miles.

Minimum altitude over facility on final approach crs, 700'.

Crs and distance, facility to airport, 313°-5.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles, climb to 2000' on R-336 within 15 miles.

NOTE: To avoid flight over Mexico, outbound and inbound courses of procedure turn are not aligned with course from facility to field.

City, Imperial; State, Calif.; Airport Name, Imperial-County; Elev., -58'; Fac. Class., BVORTAC; Ident., ILC; Procedure No. 1; Amdt. 1; Eff. Date, 9 Sept. 61; Sup. Amdt. No. Orig.; Dated, 2 Feb. 57

				T-d-----	1000-2	1000-2	1000-2
				T-n*-----	2000-2	2000-2	2000-2
				C-d-----	1300-2	1300-2	1300-2
				C-n-----	2000-2	2000-2	2000-2
				A-dn-----	2500-2	2500-2	2500-2

Procedure turn S side of final approach crs, 067° Outbnd, 247° Inbnd. 4500' within 10 miles. Beyond 10 miles NA.

Minimum altitude over facility on final approach course 3300'.

Course and distance, facility to airport, 247°-4.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles, climb to 3000' on 247° radial. Make a climbing right turn within 10 miles and return to LEB VOR at 5000'. Hold on R-047°, right turns, one minute, 247° Inbnd.

NOTE: Sliding scale NA. No reduction in takeoff or landing visibility minimums authorized for local conditions. High terrain in vicinity of airport and all directions from airport.

*Runway 25 authorized for takeoff only. Night takeoffs and landings on Runway 7 NA.

City, Lebanon; State, N.H.; Airport Name, Lebanon Regional; Elev., 580'; Fac. Class., BVOR; Ident., LEB; Procedure No. 1, Amdt. 3; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 2; Dated, 5 Dec. 59

				T-dn-----	300-1	300-1	200-½
				C-d-----	700-1	700-1	700-1½
				C-n-----	700-2	700-2	800-2
				S-d-31-----	500-1	500-1	500-1
				A-dn-----	NA	NA	NA

Procedure turn N side of final approach crs, 115° Outbnd, 295° Inbnd. 1500' MSL within 10 miles.

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

Crs and distance, facility to airport, 295°-4.2 NM.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 NM make climbing right turn to 2000'. Return to MAW VOR.

NOTE: The only lighted runway is N/S. Altimeter comparison settings should be obtained from Cape Girardeau, Mo., Blytheville, Ark., and Walnut Ridge Ark., before execution of approach.

City, Malden; State, Mo.; Airport Name, Malden Airport; Elev., 295'; Fac. Class., L-BVOR; Ident., MAW; Procedure No. 1, Amdt. Orig.; Eff. Date, 9 Sept. 61

				T-d-----	300-1	300-1	NA
				C-d-----	600-1	600-1	NA
				A-dn-----	NA	NA	NA

Procedure turn N side of crs, 130° Outbnd, 310° Inbnd, 1700' within 10 mi.

Facility on airport.

Minimum altitude over facility on final approach crs, 800'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 miles, make an immediate (North) right climbing turn to 1700' and return to SBJ VOR. Hold one-minute, right turn Inbnd crs, 310°.

CAUTION: 900' terrain 3 miles NW of airport.

Other Changes: Delete note on water tower.

City, Readington; State, N.J.; Airport Name, Solberg-Hunterdon; Elev., 195'; Fac. Class., VOR; Ident., SBJ; Procedure No. 1, Amdt. 1; Eff. Date, 9 Sept. 61; Sup. Amdt. No. Orig., formerly published under Solberg, N.J.; Dated, 26 Aug. 61

VOR-DME 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.....	500-1	500-1	500-1 1/2
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 058° Outbnd, 238° Inbnd, 1900' within 10 miles.

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

Crs and distance, facility to airport, 238°—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 1400' on R-238 within 10 miles.

Major Change: Removes Air Carrier note.

City, Tuscaloosa; State, Ala.; Airport Name, Van De Graff; Elev., 169'; Fac. Class., BVOR; Ident., TCL; Procedure No. 1, Amdt. 8; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 7; Dated, 12 Dec. 59

VRB Rbn.....	VRB VOR.....	Direct.....	1200	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-11.....	400-1	400-1	400-1
				A-dn.....	800-2	*800-2	800-2

*CAUTION: Warning area beyond 10 miles. 156' tower 0.8 mile SE of airport.

Procedure turn S side of crs, 290° Outbnd, 110° Inbnd, 1200' within 10 miles.

Minimum altitude over facility on final approach crs, 700'.

Crs and distance, facility to airport, 110°—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 and return to VRB VOR climbing to 1200'.

Major Changes: Increase procedure turn and final approach altitude due obstruction.

City, Vero Beach; State, Fla.; Airport Name, Vero Beach; Elev., 24'; Fac. Class., BVOR; Ident, VRB; Procedure No. 1, Amdt. 3; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 2; Dated, 12 Nov. 54

Wichita Falls LFR.....	SPS VOR.....	Direct.....	2300	T-dn.....	300-1		
				C-dn.....	*500-2		
				A-dn.....	NA	NA	NA

*Night landings NA unless requested and acknowledgment for runway lights has been received from Airport Manager.

Procedure turn W side of crs, 020° Outbnd, 200° Inbnd, 2300' within 10 mi.

Minimum altitude over facility on final approach, 1600'.

Crs and distance, facility to airport, 200°—2.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.5 mi, climb to 2200' on R-206 within 20 mi.

Air carrier use NA.

CAUTION: 1343' tower 2 mi. ENE of airport.

NOTES: Air carrier use not authorized. Unicom available 122.8. Public weather service not available. All pilots using this procedure requested to close IFR flight plan immediately upon completion of approach with Sheppard Approach Control or Wichita Falls Radio or commercial facilities. LFR departure clearance and flight plan must be approved and filed with Ft. Worth ARTC through Sheppard tower prior to take off or remain VFR.

City, Wichita Falls; State, Tex.; Airport Name, Wichita Valley; Elev., 1020'; Fac. Class., BVOR; Ident., SPS; Procedure No. 1, Amdt. 1; Eff. Date, 9 Sept. 61; Sup. Amdt. No. Orig., formerly Gilchrist Apt.; Dated, 6 July 57

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	
Lancaster Rbn.....	LRP-VOR.....	Direct.....	2100	T-dn.....	300-1	300-1	NA
				C-dn.....	500-1	500-1	NA
				S-dn-31.....	500-1	500-1	NA
				A-dn.....	800-2	800-2	NA

Procedure turn N side of crs, 136° Outbnd, 316° Inbnd, 2100' within 10 miles.

Minimum altitude over facility on final approach crs, 900'.

Crs and distance, breakoff point to app end of runway 31, 307°—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 miles, climb to 2000' on Lancaster VOR R-290 within 10 miles, then make left turn and return to Lancaster VOR at 2000'.

City, Lancaster; State, Pa.; Airport Name, Lancaster; Elev., 401'; Fac. Class., BVOR; Ident., LRP; Procedure No. TerVOR-31, Amdt. 1; Eff. Date, 9 Sept. 61; Sup. Amdt. No. Orig.; Dated, 26 Sept. 58

Lamar Int.....	VOR.....	Direct.....	1800	T-dn*.....	300-1	300-1	200-1/2
Int EVV R-077 and OWE R-352.....	VOR.....	Direct.....	1800	C-dn.....	500-1	700-1 1/2	700-1 1/2
Int CCT R-321 and OWE R-219.....	VOR.....	Direct.....	1800	S-dn.....	500-1	500-1	500-1
Int CCT R-076 and OWE R-181.....	VOR.....	Direct.....	1800	A-dn**.....	NA	NA	NA
EVV VOR.....	VOR.....	Direct.....	2000				
CCT VOR.....	VOR.....	Direct.....	1800				

Procedure turn S side of crs 219° Outbnd, 039° Inbnd, 1800' within 10 mi.

Minimum altitude over facility on final approach crs 900'.

Crs and distance, breakoff point to end of runway, 049°—0.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi. climb to 1800' on crs of 039° within 10 mi. and return to VOR.

CAUTION: 803' twr. 1.5 mi N 827' twr. 2.2 mi E.

NOTE: All approaches controlled by Evansville Approach Control. All aircraft except scheduled Air Carriers obtain Evansville weather prior to IFR approach.

*When WX below 1000-3, take-offs Runway 5 climb to 1500' on runway heading prior to making turn; take-offs Runway 35 climb to 1500' on 340° course before turning right.

**AIR CARRIER NOTE: Alternate minimums of 800-2 apply for those Air Carriers with weather reporting service.

City, Owensboro; State, Ky.; Airport Name, Daviess County; Elev., 407'; Fac. Class., L-BVOR; Ident., OWE; Procedure No. TVOR-5, Amdt. Orig.; Eff. Date, 9 Sept. 61

RULES AND REGULATIONS

TERMINAL 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	
Lamar Int.....	VOR.....	Direct.....	1800	T-dn.....	300-1	300-1	200-1/2
Int EVV R-077 and OWE R-352.....	VOR.....	Direct.....	1800	C-dn.....	500-1	700-1 1/2	700-1 1/2
Int CCT R-321 and OWE R-219.....	VOR.....	Direct.....	1800	S-dn.....	500-1	500-1	500-1
Int CCT R-076 and OWE R-181.....	VOR.....	Direct.....	1800	A-dn**.....	NA	NA	NA
EVV VOR.....	VOR.....	Direct.....	2000				
CCT VOR.....	VOR.....	Direct.....	1800				

Procedure turn E side of crs, 181° Outbnd, 001° Inbnd, 1800' within 10 mi.
 Minimum altitude over facility on final approach crs 900'.
 Crs and distance, breakoff point to end of Runway 35, 354°—0.25 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi, climb to 1800' on crs 001° within 10 mi and return to VOR.
 NOTE: All approaches controlled by Evansville Approach Control. All aircraft except scheduled Air Carriers obtain Evansville weather prior to IFR approach.
 CAUTION: 803' twr, 1.5 mi N 827' twr, 2.2 mi E.
 *When WX below 1000-3, take-offs Runway 5 climb to 1500' on runway heading prior to making turn; Takeoffs Runway 35 climb to 1500' on 340° course before turning right.
 **AIR CARRIER NOTE: Alternate minimums of 800-2 apply for those Air Carriers with weather reporting service.

City, Owensboro; State, Ky.; Airport Name, Daviess County; Elev., 407'; Fac. Class., L-BVOR; Ident., OWE; Procedure No. TVOR-35, Amdt. Orig.; Eff. Date, 9 Sept. 61

LGB-VOR.....	Sail Int**.....	Direct.....	2500	T-dn.....	300-1	300-1	NA
OCN-VOR.....	Sail Int**.....	Direct.....	4000	C-dn.....	500-1	500-1	NA
Sail Int**.....	Newport Int# (Final).....	Direct.....	1200	A-dn*.....	800-2	800-2	NA
ONT-VOR.....	SNA-VOR.....	Direct.....	5000				
Int LAX R-124 and SNA VOR R-190.....	Sail Int**.....	Direct.....	2500				

Radar vector to final approach course via approved patterns authorized.
 Procedure turn S side of crs, 190° Outbnd, 010° Inbnd, 2500' within 10 miles of Newport Int.
 Minimum altitude over Newport Int# on final approach crs, 1200'.
 Crs and distance, Newport Int# to airport, 010°—5.0 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi of SNA-VOR, turn left and climb to 2000' on R-190 to Newport Int.
 Other Change: Deletes straight-in minimums.
 *Weather service 0600 to 2300.
 **Sail Int: SNA-VOR R-190 and LGB-VOR R-145.
 #Newport Int: SNA-VOR R-190 and LGB-VOR R-131.

City, Santa Ana; State, Calif.; Airport Name, Orange County; Elev., 54'; Fac. Class., VOR; Ident., SNA; Procedure No. TerVOR (R-190), Amdt. 1; Eff. Date, 9 Sept. 61; Sup. Amdt. No. Orig.; Dated, 8 Apr. 61

Chino Int**.....	Olive Int***.....	Direct.....	3000	T-dn.....	300-1	300-1	NA
Olive Int***.....	Tustin Int# (Final).....	Direct.....	1800	C-dn.....	500-1	500-1	NA
LGB-VOR.....	Tustin Int#.....	Direct.....	4000	S-dn-21.....	400-1	400-1	NA
				A-dn*.....	800-2	800-2	NA

Radar vector to final approach course via approved patterns authorized.
 Procedure turn NA. Hold Tustin Int 3000', two-minute right turns, 188° Inbnd, 008° Outbnd.
 Minimum altitude over Tustin Int# on final approach crs, 1800'; over Plant Int#, 600'; over SNA-VOR, 500'.
 Crs and distance, Tustin Int# to SNA-VOR, 188°—5.7 mi; Plant Int# to SNA-VOR, 188°—2.0 mi; SNA-VOR to airport, 192°—0.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi, climb to 2000' on R-190 to Newport Int.
 *Weather service 0600 to 2300.
 **Chino Int: Int SNA R-008 and ONT-VOR R-255.
 ***Olive Int: Int SNA-VOR R-008 and LGB-VOR R-063.
 #Tustin Int: Int SNA-VOR R-008 and LGB-VOR R-080.
 #Plant Int: Int SNA-VOR R-008 and LGB-VOR R-098.

City, Santa Ana; State, Calif.; Airport Name, Orange County; Elev., 54'; Fac. Class., VOR; Ident., SNA; Procedure No. Ter VOR-21, Amdt. 2; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 1; Dated, 27 May 61

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, head'ngs, 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	
BTL VOR.....	Mendon Int*.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
Leroy Int.....	Mendon Int*.....	Via LFD VOR R-294.....	2000	C-dn.....	400-1	500-1	500-1 1/2
Vicksburg Int**.....	Mendon Int* (Final).....	Direct.....	2000	S-dn-4.....	400-1	400-1	400-1
BQ LFR.....	Mendon Int*.....	Via 254° Brg. from BQ LFR.....	2000	A-dn.....	800-2	800-2	800-2

Procedure turn S side of SW crs, 224° Outbnd, 044° Inbnd, 2000' within 10 miles of Mendon Int*.
 No glide slope.
 Minimum altitude over Mendon Int* on final approach crs, 2000'.
 Crs and distance, Mendon Int* to airport, 044°—5.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2300' on NE crs. BTL ILS to LOM or when directed by ATC, make climbing right turn to 2300', and proceed to the Leroy Int, via BTL VOR R-176.
 *Mendon Int: Int SW crs, BTL ILS and AZO VOR R-091, or DME FIX 5.8 mi. from BTL VOR.
 **Vicksburg Int: Int AZO VOR R-180 and SW crs, BTL ILS or BTL VOR R-223.

City, Battle Creek; State, Mich.; Airport Name, Kellogg; Elev., 941'; Fac. Class., ILS; Ident., I-BTL; Procedure No. ILS-4, Amdt. Orig.; Eff. Date, 9 Sept. 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	
BTL VOR	LOM	Direct	2300	T-dn	300-1	300-1	200-1/2
BQ LFR	LOM	Direct	2300	C-dn	400-1	500-1	500-1 1/2
JXN VOR	Bellevue Int.	Via JXN R-235	2300	S-dn-22*	*300-3/4	300-3/4	300-3/4
LFD VOR	LOM	Via LFD R-316	2300	A-dn	800-2	800-2	800-2
LAN VOR	Bellevue Int.	Via LAN R-228	2300				
Bellevue Int.	LOM (Final)	Via NE crs. ILS	2300				
Hickory Int.	LOM	Direct	2300				

Procedure turn N side NE crs, 044° Outbnd, 224° Inbnd, 2300' within 10 mi.
 Minimum altitude at G.S. interception Inbnd, 2300'.
 Altitude of G.S. and distance to approach end of rny at LOM, 2160'—3.7 mi; at LMM, 1155'—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left climbing turn to 2300' and proceed to Leroy Int. via BTL VOR R-176, or when directed by ATC, make left climbing turn to 2300' and proceed direct to the BTL LOM.
 Note: When authorized by ATC: DME from BTL-VOR may be used to establish position inbound at 3000' on NE crs. ILS via 12 mi. arc from BTL-VOR for straight-in approach with elimination of procedure turn. No approach lights.
 Bellevue Int: Int of NE crs BTL ILS and LFD VOR R-332 or Int of NE crs BTL ILS and DME fix 12 mi from BTL VOR.
 *400-1 required with glide slope inoperative.

City, Battle Creek; State, Mich.; Airport Name, Kellogg; Elev., 941'; Fac. Class., ILS; Ident., I-BTL; Procedure No. ILS-22, Amdt. Orig.; Eff. Date, 9 Sept. 61

Int NW crs FWA-LFR and NW crs ILS	LOM	Direct	2200	T-dn	300-1	300-1	200-1/2
Int NE crs FWA-LFR and ILS crs	LOM	Direct	2100	C-dn	400-1	500-1	500-1 1/2
Ft. Wayne LFR	LOM	Direct	2100	S-dn-31	*200-1/2	200-1/2	200-1/2
Ft. Wayne VOR	LOM	Direct	2100	A-dn	600-2	600-2	600-2
Int SE crs FWA-LFR and brg 357° to LOM	LOM	Direct	2200				
Kingsland Int.	LOM	Direct	2200				
Int NE crs FWA-LFR and Brg 202° to LOM	LOM	Direct	2200				
Int SW crs FWA-LFR and Brg 070° to LOM	LOM	Direct	2100				

Radar vectoring authorized in accordance with approved radar patterns. Aircraft executing missed approach may, after being reidentified, be radar controlled.
 Procedure turn E side of SE crs, 135° Outbnd, 315° Inbnd, 2100' within 10 miles.
 Minimum altitude at G.S. Int Inbnd, 2100'.
 Altitude of G.S. and distance to approach end of rny at OM, 2045'—3.8 mi; at MM, 1075'—0.7 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2100' on NW crs ILS within 20 miles or, when directed by ATC, make left turn, climbing to 2100' and proceed back to LOM.
 *400-1 required with G/S inoperative.

When authorized by ATC: DME from FWA-VOR may be used to establish position inbound at 2200' on SE crs.
 FWA ILS via 14 mi. ARC from FWA-VOR for straight-in approach with elimination of procedure turn.
 City, Fort Wayne; State, Ind.; Airport Name, Baer Field; Elev., 801'; Fac. Class., ILS; Ident., I-FWA; Procedure No. ILS-31, Amdt. 7; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 6; Dated, 7 May 60

PROCEDURE CANCELLED EFFECTIVE 9 SEPT. 1961. LOCALIZER COURSE UNRELIABLE DUE CONSTRUCTION.

City, New York; State, N.Y.; Airport Name, LaGuardia; Elev., 20'; Fac. Class., ILS; Ident., LGA; Procedure No. ILS-22, Amdt. 9; Eff. Date, 9 Apr. 60; Sup. Amdt. No. 8; Dated, 6 Feb. 60

Ontario VOR	Riverside LFR or Edgemont Int.	Direct	4200	T-dn	300-1	300-1	200-1/2
Edgemont Int.	Colton RbN/Int.	Direct	4200	C-dn	500-1	500-1	500-1 1/2
Riverside LFR	Colton RbN/Int.	Direct	4200	S-dn-25	200-1/2	200-1/2	200-1/2
Colton RbN/Int.	LOM (Final)	Direct	2800	A-dn	600-2	600-2	600-2
Moreno Int.	Colton RbN.	Direct	4200				

Radar transitions and vectoring utilizing March Radar are authorized in accordance with approved radar patterns.
 Procedure turn NA. Aircraft must be vectored to final approach by radar or proceed via the Colton RbN/Int in accordance with approved transitions.
 Minimum altitude at glide slope Int Inbnd, 4200' or in accordance with approved radar patterns.
 Altitude of glide slope and distance to approach end of runway at Colton RbN/Int, 4200'—11 mi; at OM, 2800'—6.2 mi; at MM, 1120'—0.5 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3000' on W crs within 8 miles of ILS MM.

City, Ontario; State, Calif.; Airport Name, Ontario International; Elev., 952'; Fac. Class., ILS; Ident., I-ONT; Procedure No. ILS-25 Amdt. 14; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 13; Dated, 27 May 61

St. Joseph VOR	LOM	Direct	2300	T-dn*	300-1	300-1	200-1/2
				C-d	500-1	700-1	700-1 1/2
				C-n	500-1 1/2	700-1 1/2	700-1 1/2
				S-dn-35#	200-1/2	200-1/2	200-1/2
				A-dn	600-2	700-2	700-2

Procedure turn W side S crs, 172° Outbnd, 352° Inbnd, 2300' within 10 mi (NA beyond 10 mi)
 Minimum altitude at glide slope Int Inbnd, 2300'.
 Altitude of glide slope and distance to approach end of runway at OM, 2261'—5.3 mi; at MM, 1066'—0.8 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles, climb to 2400' on North course ILS within 2 1/2 miles.

CAUTION: 400' bluffs W, NW and E of airport.
 *Takeoff minimums no lower than 300-1 authorized on Runway 31.
 #Straight-in ILS minimums authorized under provisions of inoperative ILS components are applicable, except 400-1 required with glide slope inoperative.
 City, St. Joseph; State, Mo.; Airport Name, Rosecrans Memorial; Elev., 822'; Fac. Class., ILS; Ident., I-STJ; Procedure No. ILS-35, Amdt. 13; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 12; Dated, 18 Mar. 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	
EVE-LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-1/2
SJ-LFR	LOM	Direct	2000	C-dn	800-2	800-2	800-2
Hobart FM	LOM	Direct	4000	S-dn-13*	500-1	500-1	500-1
SEA-VOR	LOM	Direct	2000	A-dn	800-2	800-2	800-2
Black Diamond Int	LOM	Direct	3000				
Burton Int	LOM	Direct	2000				
Vashon Int	LOM	Direct	2000				
Lofall Int	LOM	Direct	2000				
Port Gamble Int	LOM	Direct	2000				

Radar transitions and vectoring using Seattle-Tacoma radar authorized in accordance with approved radar patterns.
 Procedure turn S side of crs 308° Outbnd, 128° Inbnd, 2000' within 10 mi. NA beyond 10 mi.
 Minimum altitude at G.S. Int Inbnd 2000'.
 Altitude of G.S. and distance to approach end of runway at OM, 2070'—6.4 mi.; at MM 500'—1.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.6 mi. after passing LMM, climb to 2000' on crs 119° to SJ LFR thence direct to SE LOM, or when directed by ATC climb to 2000' on crs 128° within 15 mi. of LMM.
 NOTE: Narrow localizer course, 4°. *700' required when glide slope not used.
 *AIR CARRIER: Sliding scale not authorized below 3/4 mi.
 CAUTION: 578' MSL tower 0.7 mi. S of final approach crs. Terrain, trees, and water tanks to 591' MSL 1.8 mi. SW thru W of airport, and E thru SE of airport within 2.3 mi. to 556' MSL. Localizer usable only 45° on either side of front course. No back course.

City, Seattle; State, Wash.; Airport Name, King County (Boeing Field); Elev., 17'; Fac. Class., ILS; Ident., I-BFI; Procedure No. ILS-13, Amdt. Orig.; Eff. Date, 9 Sept. 6.

SG LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-1/2
SPA-VOR	LOM	Direct	2300	C-dn	400-1	500-1	500-1/2
Buffalo Int	LOM	Direct	3000	S-dn-4	200-1/2	200-1/2	200-1/2
Mauldin Int	LOM	Direct	2100	A-dn	600-2	600-2	600-2
Inman Int*	LOM	Direct	2300				

Radar Terminal Area Transition Altitudes: 064-270° within 20 miles, 2500'; 270-025° within 15 miles, 3200'; 025-064° within 20 miles, 5000'. All bearings and distances are from radar site on Greenville, S.C. Airport with sector azimuths progressing clockwise.
 Procedure turn East side SW crs, 223° Outbnd, 043° Inbnd, 2300' within 10 mi. Beyond 10 mi NA.
 Minimum altitude at glide slope interception Inbnd, 2300'.
 Altitude of glide slope and distance to approach end of runway at OM, 2245'—4.4 mi; at MM, 1037'—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2300' on crs of 043° from LOM within 20 miles or, when directed by ATC, climb to 2300' on crs of 043° from LOM, then turn left and proceed direct to SPA VOR.
 CAUTION: Tower 1338' 3 mi NW of airport and tower 1070' 3 mi NE of airport. Back course of ILS unusable.
 *Inman Int: Int AVL R-177 and SPA R-270.

City, Spartanburg; State, S.C.; Airport Name, Municipal; Elev., 816'; Fac. Class., ILS; Ident., I-SPA; Procedure No. ILS-4, Amdt. 1; Eff. Date, 9 Sept. 61; Sup. Amdt. No. Orig.; Dated, 10 Sept. 60

Billings Int	LOM	Direct	2700	T-dn	300-1	300-1	200-1/2
Sparta Int*	LOM	Direct	2800	C-dn	400-1	500-1	500-1/2
SGF VOR	LOM	Direct	2700	S-dn-1	200-1/2	200-1/2	200-1/2
SF LFR	LOM	Direct	2700	A-dn	600-2	600-2	600-2
Miller Int	LOM	Direct	2700				
Plano Int	LOM	Direct	2700				

Procedure turn E side SW crs, 195° Outbnd, 015° Inbnd, 2700' within 10 mi.
 Minimum altitude of glide slope Int Inbnd, 2500'.
 Altitude of glide slope and distance to approach end of Runway at OM, 2440'—3.6 mi; at MM, 1465'—0.5 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2500' on N crs of ILS. Proceed to the SGF VORTAC.
 *Sparta Int: Int R-139 SGF VOR and R-283 Dogwood VOR.

City, Springfield; State, Mo.; Airport Name, Springfield Municipal; Elev., 1267'; Fac. Class., ILS; Ident., I-SGF; Procedure No. ILS-1, Amdt. 1; Eff. Date, 9 Sept. 61; Sup. Amdt. No. Orig.; Dated, 24 Sept. 60

Linden VOR	LOM	Direct	1500	T-dn	300-1	300-1	200-1/2
SCK-VOR	LOM	Direct	1500	C-dn	500-1	600-1	600-1/2
Woodward Int	LOM	Direct	2000	S-dn-29*	300-3/4	300-3/4	300-3/4
Orange Int	LOM	Direct	1500	A-dn	600-2	600-2	600-2

Procedure turn S side SE crs, 111° Outbnd, 291° Inbnd, 1500' within 10 miles of LOM. NA beyond 10 miles.
 Minimum altitude at glide slope interception Inbnd, 1500'.
 Altitude of glide slope and distance to approach end of runway at OM, 1528'—5.4 mi; at MM, 248'—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left climbing turn and climb to 2000' on R-229 of the SCK-VOR within 15 miles or when directed by ATC, make left climbing turn and climb to 2000' on 233° crs. from the SCK LOM within 15 miles.
 Other Change: Deletes transition from SK-LFR.
 *400-3/4 required when glide slope not used. 400-1 required when only localizer and LOM used.

City, Stockton; State, Calif.; Airport Name, Stockton Municipal; Elev., 27'; Fac. Class., ILS; Ident., SCK; Procedure No. ILS-29, Amdt. 1; Eff. Date, 9 Sept. 61; Sup. Amdt. No. Orig.; Dated, 11 Mar. 61

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	

PROCEDURE CANCELLED EFFECTIVE 9 SEPT. 1961.

City, Agana: State, Guam, Midway Island; Airport Name, Agana NAS; Elev., 280'; Fac. Class., Agana NAS; Ident., Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 25 Feb. 61

Radar terminal area maneuvering sectors and altitudes				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	
1.7 mi either side of 140° radial BLM-VOR... 1.7 mi either side of 320° radial BLM-VOR...	Radar Site-----	Within: 7 mi----- 7 mi-----	1500	Precision approach			
	Radar Site-----		1500		T-dn-32 and 14..	300-1	300-1
				C-dn-14 and 32..	400-1	500-1	500-1/2
				S-dn-32-----	200-1/2	200-1/2	200-1/2
				A-dn-32 and 14..	NA	NA	NA
				Surveillance approach			
				C-dn-32-----	400-1	500-1	500-1/2
				S-dn-32 and 14..	400-1	400-1	400-1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—
Runway 32: Climb on heading of 320° to 1000' within 10 miles, then turn left, climbing to 1500' and return to BLM-VOR at 1500'.
Runway 14: Climb on heading 140° to 1000' within 10 miles, then turn right climbing to 1500' and return to BLM-VOR at 1500'.
Procedure authorized for military use only.

City, Belmar; State, N.J.; Airport Name, Monmouth County; Elev., 155'; Fac. Class., Monmouth County; Ident., Radar; Procedure No. 1, Amdt. 2; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 1; Dated, 11 Feb. 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 August 9, 1961.

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

[F.R. Doc. 61-7781; Filed, Sept. 12, 1961; 8:45 a.m.]

[Reg. Docket No. 847; Amdt. 234]

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, EFFECTIVE 16 SEPTEMBER 1961, OR UPON DECOMMISSIONING OF FACILITY.

City, Battle Creek; State, Mich.; Airport Name, Kellogg Field; Elev., 941'; Fac. Class., SBMRLZ-DTV; Ident., BTL; Procedure No. 1, Amdt. 9; Eff. Date, 12 May 58; Sup. Amdt. No. 8; Dated, 29 Oct. 55

RULES AND REGULATIONS

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	
Silver Crown VHF Int.....	CS-LFR.....	Direct.....	8800	T-dn.....	300-1	300-1	200-1/2
CYS VOR.....	CS-LFR.....	Direct.....	8800	C-dn.....	800-1	800-1	800-1 1/2
				A-dn.....	800-2	800-2	800-2

Procedure turn N side NW crs, 282° Outbnd, 102° Inbnd, 8800' within 10 mi. Nonstandard due to terrain.

Minimum altitude over facility on final approach crs, 7200'.

Crs and distance, facility to airport, 067°—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 7600' on S crs within 20 mi. or, when directed by ATC, climb to 7500' on N crs CS LFR within 20 miles, or left climbing turn to 7500' on R-348 CYS-VOR within 20 miles.

City, Cheyenne; State, Wyo.; Airport Name, Municipal; Elev., 6156'; Fac. Class., SBRAZ; Ident., CS; Procedure No. 1, Amdt. 12; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 11; Dated, 26 Aug. 61

Carlin FM.....	EK-LFR (Final).....	Direct.....	7600	T-dn.....	1800-2	1800-2	1800-2
Elko VOR.....	EK-LFR.....	Direct.....	8500	C-dn.....	2500-3	2500-3	2500-3
				A-dn.....	2500-3	2500-3	2500-3

Procedure turn S side W crs, 231° Outbnd, 051° Inbnd, 8500' within 10 mi.

Minimum altitude over facility on final approach crs, 7600'.

Crs and distance, facility to airport, 204°—0.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi, climb to 9000' on NE crs LFR between range and Deeth FM, all turns on N side of crs.

Major Change: Deletes transition from Deeth FM.

City, Elko; State, Nev.; Airport Name, Elko Municipal; Elev., 5135'; Fac. Class., SBRAZ; Ident., EK; Procedure No. 1, Amdt. 5; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 4; Dated, 31 May 58

PROCEDURE CANCELLED, EFFECTIVE 16 SEPTEMBER 1961, OR UPON DECOMMISSIONING OF FACILITY.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., SBRAZ; Ident., HU; Procedure No. 1, Amdt. 20; Eff. Date, 17 Sept. 61; Sup. Amdt. No. 19; Dated, 30 Apr. 60

PROCEDURE CANCELLED, EFFECTIVE 16 SEPTEMBER 1961, OR UPON DECOMMISSIONING OF FACILITY.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., SBRAZ; Ident., HU; Procedure No. 2; Amdt. 13; Eff. Date, 4 Mar. 61; Sup. Amdt. No. 12; Dated, 21 May 60

				T-dn.....	300-1	300-1	NA
				C-dn.....	700-1	700-1	NA
				A-dn.....	800-2	800-2	NA

Procedure turn N side E crs, 068° Outbnd, 248° Inbnd, 1100' within 10 mi.

Minimum altitude over facility on final approach crs, 600'.

Crs and distance, facility to airport, 019°—4.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 mi, turn right, climb to 1500' on E crs within 20 mi of EC-LFR.

SHUTTLE: To 1500' on E crs within 20 mi.

City, Imperial; State, Calif.; Airport Name, Imperial-County; Elev., -58'; Fac. Class., SBMRLZ; Ident., EC; Procedure No. 1, Amdt. 4; Eff. Date, 16 Sept. 61; Sup. Amdt. Nos. 1 and 3; Dated, 9 Sept. 61

Goodsprings HW.....	LS-LFR.....	Direct.....	7000	T-dn.....	300-1	300-1	200-1/2
Kids Intersection.....	LS-LFR.....	Direct.....	5100	C-dn.....	600-1	600-1	600-1 1/2
Boulder City Int.....	LS-LFR.....	Direct.....	6000	A-dn.....	800-2	800-2	800-2
Las Vegas VOR.....	LS-LFR.....	Direct.....	5100				
Charleston Int.....	LS-LFR.....	Direct.....	5100				

Procedure turn E side NE crs, 028° Outbnd 208° Inbnd, 5100' within 10 miles.

Minimum altitude over LS-LFR on final approach crs, 4600'.

Crs and distance, facility to airport, 193°—9.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.4 miles after passing the LS-LFR, turn right, climb to 5100' on the SW crs within 15 mi of LS-LFR.

All turns South of crs.

CAUTION: 4054' terrain 4 miles SE of LFR.

City, Las Vegas; State, Nev.; Airport Name, McCarran Field; Elev., 2171'; Fac. Class., SBMRAZ; Ident., LS; Procedure No. 1, Amdt. 9; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 8; Dated, 6 May 61

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	
HOU VOR.....	LOM.....	Direct.....	1200	T-dn.....	300-1	300-1	200-1/2
Houston RBN.....	LOM.....	Direct.....	1200	C-dn.....	400-1	500-1	500-1 1/2
Fairbanks Int.....	LOM.....	Direct.....	1800	S-dn-3.....	400-1	400-1	400-1
Arcola Int.....	LOM (Final).....	Direct.....	1100	A-dn.....	800-2	800-2	800-2
HOU FM.....	LOM.....	Direct.....	1600				
Radar Vectoring Position.....	LOM (Final).....	036°-5.0.....	1100				

Radar terminal transition altitude 1500' within 20 miles. 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 1232' TV tower 11 mi SSE, 1051' TV tower 11 mi SW, 753' TV tower 11 mi WNW, 753' TV tower 5 1/2 mi NW, 610' structure 7 mi NE of airport.
 Procedure turn S side SW crs, 216° Outbnd, 036° Inbnd, 1600' within 10 miles.
 Minimum altitude over LOM on final approach crs, 1100'.
 Crs and distance, facility to airport, 036°-4.2 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles, climb to 1600' on crs 036° within 20 miles or, when directed by ATC, turn left, climb to 1800' on HU RBN brng 307° within 20 mi.
 CAUTION: 1232' MSL TV tower approximately 9 mi SE of LOM.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., LOM; Ident., HO; Procedure No. 1, Amdt. 20; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 19; Dated, 30 Apr. 60

Arcola VHF Int.....	HU RBN.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
HOU VOR.....	HU RBN.....	Direct.....	1200	C-dn.....	400-1	500-1	500-1 1/2
HOU FM.....	HU RBN.....	Direct.....	1300	A-dn.....	800-2	800-2	800-2
Radar Vectoring Position.....	HU RBN.....	310°-5.0.....					

Procedure turn E side of crs, 129° Outbnd, 309° Inbnd, 1700' within 10 mi.
 Minimum altitude over facility on final approach crs, 700'.
 Crs and distance, facility to airport, 309°-1.5 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.5 mi, climb to 1800' on HU RBN Brng 307° within 20 mi, or when directed by ATC, turn right, climb to 1600' on HU RBN Brng 062° within 20 mi.
 NOTE: Runway 8-26 closed to landings. Take-off to East only on 8-26.
 CAUTION: 1232' MSL TV Tower approximately 9 mi SSE of HU RBN.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., BH; Ident., HU; Procedure No. 2, Amdt. Orig. or on com. of HU RBN.; Eff. Date, 16 Sept. 61

Arcola VHF Int.....	HU RBN.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
HOU VOR.....	HU RBN.....	Direct.....	1200	C-dn.....	400-1	500-1	500-1 1/2
Fairbanks VHF Int.....	HU RBN.....	Direct.....	1500	S-dn-12.....	#400-1	#400-1	#400-1
Fairbanks VHF Int.....	#HOU FM (Final).....	Direct.....	1500	A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 307° Outbnd, 127° Inbnd, 1800' within 10 mi.
 Minimum altitude over HOU FM on final approach crs, 1500'.
 Crs and distance, HOU FM to airport, 127°-3.7 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 mi of HOU FM, climb to 1700' on HU RBN Brng 130° within 15 mi or, when directed by ATC, turn left, climb to 1600' on HU RBN Brng 062° within 20 mi.
 CAUTION: 1232' MSL TV tower approximately 9 mi SSE of HU RBN.
 #Radar Fix 6.5 mi from HU RBN may be used in lieu of HOU FM. If HOU FM not identified or Radar Fix not obtained on final, descent below 1500' NA.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., BH; Ident., HU; Procedure No. 3, Amdt. Orig. or on com. of HU RBN.; Eff. Date, 16 Sept. 61

MKC-VOR.....	LOM.....	Direct.....	2500	T-dn#.....	**300-1	**300-1	*300-1
Liberty RBN.....	LOM.....	Direct.....	2500	C-dn.....	700-1	700-1	700-1 1/2
Farley RBN.....	LOM.....	Direct.....	2500	A-dn.....	800-2	800-2	800-2
BSP-VOR.....	LOM.....	Direct.....	3000				

Radar vectoring to final approach course authorized in accordance with approved patterns.
 Procedure turn West side of crs, 004° Outbnd, 184° Inbnd, 2500' within 10 mi.
 Crs and distance, LOM to Bluff FM, 184°-3.7 mi; Bluff FM to airport, 223°-0.7 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles, or at Bluff FM, make right climbing turn, climb to 2500' MSL and intercept 310° brng to Farley RBN, then proceed to and hold at Farley RBN.
 NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.

AIR CARRIER NOTES:
 *200-1/2 authorized on Runway 31 only.
 **No reduction in 2-engine takeoff minimum authorized except on Runway 31.
 CAUTION: Obstruction 1423' MSL 2.6 miles SE of airport, 1946' MSL tower 5.4 miles SE of airport, cracking plant 911' MSL and stack 835' MSL 0.5 mi ESE approach end of Runway 35. TV tower 2049' MSL 4.0 mi SSE of arpt.

Other Change: Deletes transition from KS-LFR.
 #Unless Radar Vected: When making takeoffs to south or southwest if weather is below 1000-3 and route of flight is planned to south, southeast or east, a 210° ADF track from ILS-LMM or R-185 MKC-VOR should be intercepted as soon as practicable, climbing to 2500' before turning on course. When making takeoffs to north and northeast if weather is below 1000-3 and route of flight is planned to northeast, east or southeast, a 090° ADF track from the MKC-LMM should be intercepted as soon as practicable, climbing to 2500' before turning on course.

City, Kansas City; State, Kans.; Airport Name, Fairfax Municipal; Elev., 746'; Fac. Class., LOM; Ident., MK; Procedure No. 1, Amdt. 2; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 1; Dated, 4 Mar. 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	
Liberty RBN	LOM	Direct	2500	T-dn#	**300-1	**300-1	%300-1
Farley RBN	LOM	Direct	2500	C-dn#	*500-1	700-1	700-1½
BSP-VOR	LOM	Direct	3000	S-dn-18	*500-1	700-1	700-1
				A-dn	800-2	800-2	800-2

Radar vectoring to final approach course authorized in accordance with approved patterns. Procedure turn W side of N crs, 004° Outbnd, 184° Inbnd, 2500' within 10 miles of MK LOM. Minimum altitude over facility on final approach crs, 2500'. Crs and distance, facility to airport, 184°—3.5 mi. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.8 mi after passing LOM or at LMM, make immediate right climbing turn to 2500', intercept the 310° brng to Farley RBN. Proceed to Farley RBN and hold. NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.

AIR CARRIER NOTE:
 *200-authorized on Runway 36 only.
 **No reduction in 2 engine or less takeoff minimums except Runway 36.
 CAUTION: Grain elevators 903' MSL and railroad floodlights 857' MSL 0.6 mile NNE Runway 18. Cracking plant and stack 858' MSL 0.5 WNW of airport. Congested building areas 1423' MSL 1.0 mile SSE of airport. TV Tower 1946' MSL 4.7 miles SE of airport, and TV Tower 2049' MSL 2.7 miles SSE of airport.
 Other Change: Deletes transition from KS-LFR.
 #Unless Radar Vectored: When making takeoffs to south or southwest if weather is below 1000-3 and route of flight is planned to south, southeast, or east, a 210° ADF track from ILS-LMM or R-185 MKC-VOR should be intercepted as soon as practicable, climbing to 2500' before turning on course. When making takeoffs to north and northeast, if weather is below 1000-3 and route of flight is planned to northeast, east or southeast, a 090° ADF track from the MKC-LMM should be intercepted as soon as practicable, climbing to 2500' before turning on course.
 * Cross Bluff FM at not less than 1460' MSL. When Bluff FM inoperative, 700-1 required.
 #Circling not authorized east of airport due to numerous obstructions above circling minimums.

City, Kansas City; State, Mo.; Airport Name, Municipal; Elev., 758'; Fac. Class., LOM; Ident., MK; Procedure No. 1, Amdt. 4; Eff. Date, 16 Sept. 61; Sup Amdt. No. 3 (ADF portion Comb. ILS-ADF); Dated, 5 Mar. 55

Boothwyn FM	LOM (Final)	Direct	1400	T-dn	300-1	300-1	200-½
Woodstown VOR	LOM	Direct	1800	C-dn	500-1	500-1	500-1½
				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, International; Elev., 14'; Fac. Class., LOM; Ident., PH; Procedure No. 1, Amdt. 15; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 14; Dated, 19 Aug. 61

STJ-VOR	LOM	Direct	2300	T-dn*	300-1	300-1	200-½
				C-d	500-1	700-1	700-1½
				C-n	500-1½	700-1½	700-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn West side of crs, 172° Outbnd, 352° Inbnd, 2300' within 10 mi. NA beyond 10 mi. Minimum altitude over facility on final approach crs, 2300'. Crs and distance, facility to airport, 352°—5.3 mi. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles, climb to 2400' on crs 352° from LOM within 25 miles. CAUTION: 400' bluffs West, NW, and East of airport. *Takeoff minimums no lower than 300-1 authorized on Runway 31.

City, St. Joseph; State, Mo.; Airport Name, Rosecrans Memorial; Elev., 822'; Fac. Class., LOM; Ident., ST; Procedure No. 1, Amdt. 13; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 12; Dated, 18 Mar. 61

Mechanicsburg Int	SGH-MHW	Direct	2400	T-dn	300-1	300-1	200-½
Wright-Patterson LFR	SGH-MHW	Direct	2400	C-dn	400-1	500-1	500-1½
South Solon Int	SGH-MHW	Direct	2400	S-dn-23	400-1	400-1	400-1
North Hampton Int	SGH-MHW	Direct	2400	A-dn	800-2	800-2	800-2

Procedure turn N side of crs 055° Outbnd, 235° Inbnd, 2400 within 10 miles. Minimum altitude over facility on final approach crs, 1800'. Crs and distance, facility to airport, 235°—2.9 mi. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 miles, make climbing left turn to 2400' return to Springfield MHW. NOTE: Wright-Patterson controls all instrument approaches into Springfield. Other Changes: Deletes transitions from Mechanicsburg Int and W. Jefferson Int.

City, Springfield; State, Ohio; Airport Name, Springfield Municipal; Elev., 1049'; Fac. Class., MHW; Ident., SGH; Procedure No. 1, Amdt. 3; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 2; Dated, 4 Feb. 56

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-dn-----	300-1		
				C-d-----	500-1		
				C-n-----	500-2		
				S-d-36-----	500-1		
				S-n-36-----	500-2		
				A-dn-----	NA		

Procedure turn East side of crs, 207° Outbnd, 027° Inbnd, 2000' within 10 mi.

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

Crs and distance, facility to airport, 027°—6.1 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.1 miles after passing ENL-VOR, make right climb-
ing turn to 2000' and return to ENL-VOR, hold SW on R-207.

CAUTION: No weather information available at Centralia. Check Vandalia weather before starting approach.

City, Centralia; State, Ill.; Airport Name, Centralia Municipal; Elev., 520'; Fac. Class., BVOR; Ident., ENL; Procedure No. 1, Amdt. 2; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 1; Dated, 1 July 61

Carlin FM-----	EKO-VOR-----	Direct-----	9000	T-dn-----	1800-2	1800-2	1800-2
Elko LFR-----	EKO-VOR-----	Direct-----	8500	C-dn-----	1800-2	1800-2	1800-2
				A-dn-----	1800-2	1800-2	1800-2

Procedure turn W side of crs, 144° Outbnd, 324° Inbnd, 8500' within 10 mi. NA beyond 10 mi. (nonstandard due to terrain).

Minimum altitude over facility on final approach crs, 7500'.

Crs and distance, facility to airport, 324°—4.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 mi, turn left and climb to 8500' on R-144 within
10 mi.

Major Changes: Deletes transition from Death FM.

City, Elko; State, Nev.; Airport Name, Elko Municipal; Elev., 5136'; Fac. Class., BVORTAC; Ident., EKO; Procedure No. 1, Amdt. 3; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 2; Dated, 17 Mar. 56

				T-dn*-----	400-1	400-1	400-1
				C-d-----	600-1	600-1	600-1½
				C-n-----	600-2	600-2	600-2
				S-dn-28L-----	500-1	500-1	500-1
				A-dn-----	800-2	800-2	800-2

Radar vectoring to final approach required. If radar contact not established during transition, proceed to OAK-VOR, hold NW on R-300, one-minute pattern, right turns.

If radar contact not established or radar inoperative, execution of this procedure NA. Intersection of final approach crs within 5 mi of Decoto Int or Fremont FM required.

Procedure turn NA. Final approach to Decoto Int or Fremont FM, 294° Inbnd (R-114).

Minimum altitude over Decoto Int or Fremont FM on final approach crs, 2100'.

Crs and distance, Decoto Int or Fremont FM to airport, 294° —5.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished proceed to OAK-VOR not above 1500' and climb to 2000'
in one-minute, right holding pattern on R-300.

CAUTION: 500' terrain 2 mi E and above 1000' terrain 3.5 mi E of airport.

*600-2 required for takeoff Runway 4.

City, Hayward; State, Calif.; Airport Name, Hayward Municipal; Elev., 46'; Fac. Class., BVORTAC; Ident., OAK; Procedure No. 1, Amdt. 2; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 1; Dated, 17 June 61

El Centro LFR-----	ELC-VOR-----	Direct-----	1100	T-dn-----	300-1	300-1	
				C-dn-----	700-1	700-1	
				S-dn-32-----	500-1	500-1	
				A-dn-----	800-2	800-2	

Procedure turn N side of crs, 074° Outbnd, 254° Inbnd, 1100' within 10 miles.

Minimum altitude over facility on final approach crs, 700'.

Crs and distance, facility to airport, 313°—5.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles, climb to 2000 on R-336 within 15 miles.

NOTE: To avoid flight over Mexico, outbound and inbound courses of procedure turn are not aligned with course from facility to field.

City, Imperial; State, Calif.; Airport Name, Imperial County; Elev., —58'; Fac. Class., BVORTAC; Ident., ELC; Procedure No. 1, Amdt. 2; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 1; Dated 9 Sept. 61

RULES AND REGULATIONS

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	
				T-dn#-----	#300-1	#300-1	**300-1
				C-dn-----	900-1	900-2	900-2
				A-dn-----	900-2	900-2	900-2
If aircraft is equipped with dual VOR and the %Tank and %Northmore intersections are received the following minimums are authorized.							
				C-dn*-----	500-1	600-1½	600-1½

Radar vectoring to final approach crs. authorized in accordance with approved patterns.
 Procedure turn W side of crs, 357° Outbnd, 177° Inbnd, 2500' within 10 mi.
 Minimum altitude over facility on final approach crs, 1800'; over %Tank Int, 1600'; over %Northmore Int, 1300'.
 Crs and distance, facility to airport, 177°—7.5 mi; %Tank Int to airport, 177°—2.5 mi; %Northmore Int to airport, 177°—1.0 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.5 miles of the MKC-VOR or within 1.0 mile after passing %Northmore Int, turn right, climbing to 2500', and intercept 310° crs to Farley RBN and hold, or when directed by ATC, make immediate right turn, climb to 2500' on R-285 BSP-VOR until intercepting R-165 STJ-VOR. Proceed to Farley VHF Int. and hold.
 Aircraft executing missed approach may be radar controlled after being reidentified.
AIR CARRIER NOTE:
 ##No reduction in 2 engine takeoff except Runway 31.
 **200-½ authorized on Runway 31 only.
CAUTION: Obstruction 1423' MSL 2.6 miles SE airport, 1946' MSL tower 5.4 mi SE of airport, cracking plant 911' MSL and stack 835' MSL 0.5 mi ESE approach end of Runway 35. TV tower 2049' MSL 4.0 mi SSE airport.
Other Change: Deletes transition from Kansas City LFR.
#Unless Radar Vectored: When making takeoffs to south or southwest if weather is below 1000-3 and route of flight is planned to south, southeast or east, a 210° ADF track from ILS-LMM or R-185 MKC-VOR should be intercepted as soon as practicable, climbing to 2500' before turning on course. When making takeoffs to north and northeast if weather is below 1000-3 and route of flight is planned to northeast, east or southeast, a 090° ADF track from the MKC-LMM should be intercepted as soon as practicable, climbing to 2500' before turning on course.
 *Circling not authorized east of airport due to obstruction above circling minimums.
 %Tank Int: Int R-177 MKC-VOR and R-291 BSP-VOR or 5.0 mi DME fix.
 %Northmore Int: Int R-177 MKC-VOR and R-287 BSP-VOR or 6.5 mi DME fix.
 City, Kansas City; State, Kans.; Airport Name, Fairfax Municipal; Elev., 746'; Fac. Class., BVORTAC; Ident., MKC; Procedure No. 1, Amdt. 1; Eff. Date, 16 Sept. 61; Sup. Amdt. No. Orig.; Dated, 28 May 55

				T-dn*-----	#300-1	#300-1	#300-1
				C-dn-----	1000-3	1000-3	1000-3
				S-dn-18-----	1000-3	1000-3	1000-3
				A-dn-----	1000-3	1000-3	1000-3

Radar vectoring authorized to final approach crs in accordance with approved patterns.
 Procedure turn W side of crs, 351° Outbnd, 171° Inbnd, 2500' within 10 miles.
 Minimum altitude over facility on final approach crs, 2500'.
 Crs and distance, facility to airport, 171°—8.7 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.7 miles, turn right immediately, climb to 2500', and intercept 310° Brng to Farley RBN, then proceed to Farley and hold.
NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.
Air Carrier Notes:
 #No reduction in 2 engine takeoff minimums authorized except on Runway 36.
 ##200-½ authorized Runway 36 only.
CAUTION: Grain elevators 903' MSL and railroad floodlights 857' MSL 0.6 mi. NNE Runway 18. Cracking plant and stack 858' MSL 0.5 mi WNW of airport. Congested building areas 1423' MSL 1.0 mi SSE of airport. TV tower 1946' MSL 4.7 mi SE of airport, and TV tower 2049' MSL 2.5 mi S of airport.
Other Change: Deletes transition from Kansas City LFR.
#Unless Radar Vectored: When making takeoffs to south or southwest if weather is below 1000-3 and route of flight is planned to south, southeast or east, a 210° ADF track from ILS-LMM or R-185 MKC-VOR should be intercepted as soon as practicable, climbing to 2500' before turning on course. When making takeoffs to north and northeast if weather is below 1000-3 and route of flight is planned to northeast, east or southeast, a 090° ADF track from the MKC-LMM should be intercepted as soon as practicable, climbing to 2500' before turning on course.
 City, Kansas City; State, Mo; Airport Name, Municipal; Elev., 758'; Fac. Class., BVORTAC; Ident., MKC; Procedure No. 1; Amdt. 5; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 4; Dated, 23 Apr. 55

Goodsprings HW-----	LAS-VOR-----	Direct-----	7000	T-dn-----	300-1	300-1	200-½
Las Vegas LFR-----	LAS-VOR-----	Direct-----	5100	C-dn-----	600-1	600-1	600-1½
Las Vegas LFR/Z-----	LAS-VOR (Fmal)-----	Direct-----	*2800	A-dn-----	800-2	800-2	800-2
Kids Int-----	LAS-VOR-----	Direct-----	5100				
Erie Int-----	LAS-VOR-----	Direct-----	6100				
Boulder City Int-----	LAS-VOR-----	Direct-----	6000				
Jean Int-----	LAS-VOR-----	Direct-----	6700				
Charleston Int-----	LAS-VOR-----	Direct-----	5100				

Procedure turn East side crs, 013° Outbnd, 193° Inbnd, 5100' within 15 miles (within 5 miles LS-LFR).
 *Minimum altitude over LS-LFR/Z on final approach crs, 4600'; over VOR on final approach crs, 2800'.
 Facility at airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn left, climb to 6000' on R-065 within 15 miles or, when directed by ATC, climb to 6000' on R-210 within 10 miles. All turns South of crs.
CAUTION: 4054' terrain 4 miles SE of LFR.
 *Descent below 4600' authorized only if position over LFR or Z marker positively determined inbound on final approach.
 City, Las Vegas; State, Nev.; Airport Name, McCarran; Elev., 2171'; Fac. Class., BVORTAC; Ident., LAS; Procedure No. 1, Amdt. 12; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 11; Dated, 6 May 61

Peoria LFR-----	PIA-VOR-----	Direct-----	2000	T-dn-----	300-1	300-1	200-½
				C-dn-----	400-1	500-1	500-1½
				S-dn-12-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2

Procedure turn South side of crs, 275° Outbnd, 095° Inbnd, 2000' within 10 mi.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 095°—4.0 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles, make right turn climbing to 2000'. Return to Peoria VOR or, when directed by ATC, make left turn climbing to 2000', proceed to PA LFR.
CAUTION: Unlighted high tension towers between facility and airport. 1287' tower 5 miles east of airport.
 City, Peoria; State, Ill.; Airport Name, Greater Peoria; Elev., 659'; Fac. Class., BVOR; Ident., PIA; Procedure No. 1, Amdt. 3; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 2; Dated, 4 Oct. 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	
Bowie Int.	BAL VOR	Direct	1800	T-dn C-dn S-dn-10* A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-1/2 500-1 1/2 500-1 800-2

Radar vectoring authorized in accordance with approved radar procedures.
 Procedure turn South side of crs, 284° Outbnd, 104° Inbnd, 1800' within 10 mi.
 Minimum altitude over facility on final approach crs, 646'. Maintain 1000' until passing LOM.
 Crs and distance, breakoff point to approach end of runway, 102°—0.9 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing BAL VOR, climb to 1500' on R-104 BAL VOR. Return to VOR, hold on R-104 one-minute right turns.
 Other Changes: Deletes transitions from Relay Int and Beltsville FM.
 *If BAL LOM not received, minimums of 800-1 will apply.

City, Baltimore; State, Md.; Airport Name, Friendship International; Elev., 146'; Fac. Class., BVORTAC; Ident., BAL; Procedure No. TerVOR-10, Amdt. 2; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 1; Dated, 1 Apr. 61

BL-LFR	BAL VOR	Direct	1500	T-dn	300-1	300-1	200-1/2
Bowie Int.	BAL VOR	Direct	1800	C-dn	500-1	500-1	500-1 1/2
Beltsville FM	BAL VOR	Direct	1600	C-dn	500-1	500-1	500-1 1/2
				S-dn-28#	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved Radar procedures.
 Procedure turn North side of crs, 096° Outbnd, 276° Inbnd, 1500' within 10 mi of Green Haven Int*.
 Minimum altitude over facility on final approach crs, 646'. Maintain 1300' until passing Green Haven Int*.
 Crs and distance, breakoff point to approach end of runway, 284°—0.9 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing BAL VOR, climb to 1700' on R-276 BAL VOR within 10 miles. Return to VOR, hold on R-276 one-minute right turns.
 CAUTION: Procedure turn NA when Restricted Area R-400 in use.

Other Changes: Deletes transitions from Relay Int and Beltsville FM.
 #Descend to landing minimums after passing Green Haven Int.*
 *Int R-096 BAL VOR and 8 crs BAL LFR.

City, Baltimore; State, Md.; Airport Name, Friendship International; Elev., 146'; Fac. Class., BVORTAC; Ident., BAL; Procedure No. Ter VOR-28, Amdt. 4; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 3; Dated, 1 Apr. 61

Bedford HW	BOS-VOR	Direct	1700	T-dn	300-1	300-1	200-1/2
Boston LFR	BOS-VOR	Direct	1500	C-dn	#600-1	600-1	600-1 1/2
Squantum LFR	BOS-VOR	Direct	1500	S-dn-33	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
Radar Terminal Area Transition Altitudes:							
All directions (except between SW and NW courses of BS LFR)		Within 25 mi	1800				
		6-25 mi	2300				

All fixes may be determined and supplemented by surveillance radar.
 # 600-1 required when circling west of airport.
 % Except where radar vectoring is used, and when weather is 1000-3 or below, departures from Runway 27 make left or right turn as soon as practicable, and departures from Runways 22 and 33 climb straight ahead to at least 1000' prior to proceeding toward 1349' WBZ-TV tower.
 Procedure turn E side of course, 159° Outbnd, 339° Inbnd, 1500' within 10 miles of Hull Int.
 Minimum altitude over Hull Int on final approach 1200'; over BOS-VOR 500'.
 Crs and distance, breakoff point to app end rny 33, 330°—0.32 mi.
 Hull Int: Int. R-159 BOS and NE crs Squantum LFR.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 miles of BOS-VOR, make a left climbing turn to 1800' on R-215 within 10 miles, or when directed by ATC, climb to 1300' on R-029 within 10 miles.
 CAUTION: 1349' TV tower 10.5 mi WSW of airport. 600' circ minimums do not provide std circe over 370' stack SW or arpt.

City, Boston; State, Mass.; Airport Name, Logan; Elev., 19'; Fac. Class., BVORTAC; Ident., BOS; Procedure No. TerVOR-33, Amdt. 3; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 2; Dated, 23 Feb. 57

RULES AND REGULATIONS

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	
Goffs VOR.....	Crescent Int*.....	Direct.....	9000	T-dn.....	300-1	300-1	200-½
Crescent Int*.....	Sloan Int**.....	Direct.....	5500	C-dn.....	500-1	500-1	500-½
Sloan Int**.....	Arden Int*** (Final).....	Direct.....	3400	A-dn.....	800-2	800-2	800-2
Goodsprings RBN.....	Crescent Intersection*.....	Direct.....	9000				

Procedure turn NA. Final approach crs, 345° Inbnd.
Minimum altitude over Arden Int*** on final approach crs, 3400'; over VOR, 2700'.

Crs and distance, Arden Int*** to airport, 345°—4.0 mi. VOR 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 5000' on R-065 to Kids Int or 12.8 mi DME Fix.

*Crescent Int: Int LAS R-165 and 274° brng to GDS RBN or 19.2 mi DME Fix.

**Sloan Int: Int LAS R-165 and 234° brng to GDS RBN or 9.6 mi DME Fix.

***Arden Int: Int LAS R-165 and 216° brng to GDS RBN or 4 mi DME Fix.

City, Las Vegas; State, Nev.; Airport Name, McCarran Field; Elev., 2171'; Fac. Class., BVORTAC; Ident., LAS; Procedure No. 1, Amdt. 1; Eff. Date, 16 Sept. 61; Sup. Amdt. No. Orig.; Dated, 1 June 61

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	
Bowie Int.....	LOM.....	Direct.....	1800	T-dn**.....	300-1	300-1	200-½
Baltimore VOR.....	LOM.....	Direct.....	1700	C-dn.....	400-1	500-1	500-½
Lisbon Int.....	LOM.....	Direct.....	1800	S-dn-10*.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved radar procedures.

Procedure turn S side W crs, 282° Outbnd, 102° Inbnd, 1700' within 10 mi.

Minimum altitude at glide slope int inbnd, 1500'.

Altitude of glide slope and distance to appr end of rny at OM, 1295°—3.8 mi; 359°—0.6 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 1700' on East crs of ILS within 10 miles of LOM. Return to LOM, hold West one-minute right turns.

GLIDE SLOPE NOTE: Glide slope not useable inbound from middle marker; satisfactory for authorized minimums.

LOCALIZER NOTE: Narrow localizer course 4°.

Other Changes: Deletes transitions from Relay Int and Beltsville FM.

*Runway Visual Range 2600' also authorized for landing on Runway 10, 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 346' 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' authorized for takeoff on Runway 10 in lieu of 200-½ when 200-½ authorized, providing associated high intensity runway lights are operational.

City, Baltimore; State, Md.; Airport Name, Friendship International; Elev., 146'; Fac. Class., ILS; Ident., I-BAL; Procedure No. ILS-10, Amdt. 11; Eff. Date, 10 Sept. 61; Sup. Amdt. No. 10; Dated, 8 July 61

Houston VOR.....	LOM.....	Direct.....	1200	T-dn.....	300-1	300-1	200-½
Houston RBN.....	LOM.....	Direct.....	1200	C-dn.....	400-1	500-1	500-½
Houston FM.....	LOM.....	Direct.....	1600	S-dn-3.....	200-½	200-½	200-½
Arcola Int.....	LOM (Final).....	Direct.....	1300	A-dn.....	600-2	600-2	600-2
Fairbanks Int.....	LOM.....	Direct.....	1800				
Radar Vectoring Position.....	LOM (Final).....	Direct.....	1300				

Radar terminal transition altitude 1500' within 20 miles. 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 1232' TV tower 11 mi SSE, 1051' TV tower 11 mi SW, 755' TV tower 11 mi WNW, 753' TV tower 5½ mi NW, 610' structure 7 mi NE of airport.

Procedure turn S side SW crs, 216° Outbnd, 036° Inbnd, 1600' within 10 mi.

Minimum altitude at G.S. Int Inbnd, 1300'.

Altitude of G.S. and distance to appr end of rny at OM 1260—4.2, at MM 250—0.6.

CAUTION: 1232' MSL TV tower approximately 9 mi SE of LOM.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1600' on NE crs ILS within 20 mi or, when directed by ATC, (1) turn left, climb to 1800' on R-306 HOU VOR, or (2) turn left, climb to 2000' on R-282 HOU VOR, or (3) turn right, climb to 1500' on R-105 HOU VOR or (4) turn right, climb to 2200' on R-171 HOU VOR all within 20 mi HOU VOR.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., ILS; Ident., I-HOU; Procedure No. ILS-3, Amdt. 20; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 30; Dated, 3 Apr. 60

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	
Houston VOR.....	Monument Int.....	Direct.....	1600	T-dn.....	300-1	300-1	200-½
Houston RBN.....	Monument Int.....	Direct.....	1600	C-dn.....	400-1	500-1	500-1½
Monument Int.....	Pasadena RBN or Fix# (Final)	Direct.....	1100	S-dn-21.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar terminal transition altitude 1500' within 20 miles. 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 1232' TV tower 11 mi SSE, 1051' TV tower 11 mi SW, 755' TV tower 11 mi WNW, 753' TV tower 5.5 mi NW and 610' structure 7 mi NE of airport. Radar may be used to position aircraft for a final approach within 2 miles East of San Jacinto Int in lieu of a procedure turn.

Procedure turn N side NE crs, 036° Outbnd, 216° Inbnd, 1600' within 10 mi of Pasadena RBN or Fix#.
No glide slope. Minimum altitude over Pasadena RBN or Fix#, 1100'.
Distance, Pasadena RBN or Fix# to Runway 21, 4.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 mi of Pasadena RBN or Fix#, climb to 1600' on SW crs HOU ILS within 15 mi or, when directed by ATC, turn right, climb to 1800' on R-306 HOU VOR within 20 miles.

CAUTION: 1232' MSL TV tower approximately 9 mi SE of LOM.
#Pasadena Fix is a Houston Radar (ASR) fix coinciding with location of Pasadena RBN.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., ILS; Ident., I-HOU; Procedure No. ILS-21, Amdt. 7; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 6; Dated, 7 May 60

Blue Springs VOR.....	LOM.....	Direct.....	3000	T-dn#.....	**300-1	**300-1	*300-1
Kansas City VOR.....	LOM.....	Direct.....	2500	C-dn.....	700-1	700-1	700-1½
Farley RBN.....	LOM.....	Direct.....	2500	A-dn.....	800-2	800-2	800-2
Liberty RBN.....	LOM.....	Direct.....	2500				

Radar vectoring authorized to final approach crs in accordance with approved patterns.
Procedure turn W side of crs, 004° Outbnd, 184° Inbnd, 2500' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2500'.

Altitude of glide slope and distance to approach end of runway at LOM, 2558'-4.4 mi; at Bluff FM, 1460'-0.7 mi. Crs. Bluff FM to airport 223°. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make right climbing turn to 2500' and intercept 310° brng to Farley RBN, then proceed to and hold at Farley RBN.

AIR CARRIER NOTE:
**No reduction in 2 engine takeoff minimums authorized except on Runway 31.
*200-½ authorized on Runway 31 only.

NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.
CAUTION: Obstruction 1423' MSL 2.6 miles SE airport, 1946' MSL tower 5.4 mi SE airport, cracking plant 911' and stack 835' MSL 0.5 mi ESE approach end Runway 35, TV tower 2049' MSL 4.0 mi SSE airport.

Other Changes: Deletes transitions from Kansas City LFR, Kansas City VOR via R-131, Liberty RBN to N crs ILS, Farley RBN to N crs ILS.
#Unless Radar Vectored: When making takeoffs to south or southwest if weather is below 1000-3 and route of flight is planned to south, southeast, or east, a 210° ADF track from ILS-LMM or R-185 MKC-VOR should be intercepted as soon as practicable, climbing to 2500' before turning on crs. When making takeoffs to north and northeast if weather is below 1000-3 and route of flight is planned to northeast, east or southeast, a 090° ADF track from the MKC-LMM should be intercepted as soon as practicable, climbing to 2500' before turning on course.

City, Kansas City; State, Kans.; Airport Name, Fairfax Municipal; Elev., 746'; Fac. Class., ILS; Ident., I-MKC; Procedure No. ILS-22, Amdt. 3; Eff. Date, 16 Sept. 61, Sup. Amdt. No. 2; Dated, 8 Apr. 61

MKC VOR.....	LOM.....	Direct.....	2500	T-dn#.....	**300-1	**300-1	%300-1
Liberty RBN.....	LOM.....	Direct.....	2500	C-dn.....	#500-1	700-1	700-1½
Farley RBN.....	LOM.....	Direct.....	2500	S-dn-18@##.....	400-1	400-1	400-1
BSP VOR.....	LOM.....	Direct.....	3000	A-dn.....	600-2	700-2	700-2

Radar vectoring to final approach course authorized in accordance with approved patterns.
Procedure turn W side of final approach crs, 004° Outbnd, 184° Inbnd, 2500' within 10 mi. MK-LOM.
Minimum altitude at G.S. Int Inbnd, 2500'.

Altitude of G.S. and distance to approach end of rwy at OM 2558'-5.5, at MM 1030'-05.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at ILS-LMM make right climbing turn to 2500', and intercept 310° Brng to Farley RBN, then proceed to Farley RBN and hold. Aircraft executing missed approach may be radar controlled after being reidentified.

AIR CARRIER NOTE:
%200-½ authorized on Runway 36 only.
**No reduction in 2 engine takeoff minimums authorized except on Runway 36.

CAUTION: Grain elevators 903' MSL and railroad floodlights 857' MSL 0.6 mile NNE Runway 18. Cracking plant and stack 858' MSL 0.5 mi WNW of airport. Congested building areas 1423' MSL 1.0 mile SSE of airport. TV Tower 1946' MSL 4.7 miles SE of airport, and TV Tower 2049' MSL 2.7 miles S of airport.

Other Changes: Deletes transitions from MKC-LFR, MKC-VOR to N crs ILS, Liberty RBN to N crs ILS, Farley RBN to N crs ILS.
#Unless Radar Vectored: When making takeoffs to south or southwest if weather is below 1000-3 and route of flight is planned to south, southeast, or east, a 210° ADF track from ILS-LMM or R-185 MKC-VOR should be intercepted as soon as practicable, climbing to 2500' before turning on course. When making takeoffs to north and northeast if weather is below 1000-3 and route of flight is planned to northeast, east or southeast, a 090° ADF track from the MKC-LMM should be intercepted as soon as practicable, climbing to 2500' before turning on course.

*Circling not authorized east of airport due to numerous obstructions above circling minimums.
#When approach lights or glide slope inoperative, cross Bluff FM at not less than 1460' MSL. 700-1 required if Bluff FM not received.
@Without glide slope, 500-1 authorized if approach lights operating and Bluff FM received.

City, Kansas City; State, Mo.; Airport Name, Municipal; Elev., 758'; Fac. Class., ILS; Ident., I-MKC; Procedure No. ILS-18, Amdt. 4; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 3 (ILS portion of Comb. ILS-ADF); Dated, 5 Mar. 55

Boothwyn FM.....	LOM (Final).....	Direct.....	1800	T-dn*.....	300-1	300-1	200-½
Woodstown VOR.....	LOM.....	Direct.....	1800	C-dn.....	500-1	500-1	500-1½
				S-dn-9**.....	%200-½	%200-½	%200-½
				A-dn.....	600-2	600-2	600-2

Radar transitions and vectoring authorized in accordance with approved radar patterns.
Procedure turn S side W crs, 265° Outbnd, 085° Inbnd, 1800' within 10 miles of LOM.
Minimum altitude at glide slope interception Inbnd, 1800'.

Altitude of glide slope and distance to approach end of runway at OM, 1800'-5.9 mi; at MM, 215'-0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1800' on West Chester VOR R-104 to Echelon Int.

CAUTION: Water tower 180' MSL 2.0 miles West of approach end of Runway 9.
%500-1 required with glide slope inoperative.
*Runway Visual Range 2000' also authorized for takeoff on Runway 9 in lieu of 200-½ when 200-½ is authorized; providing associated high intensity runway lights are operational.

**Runway Visual Range (RVR) 2000' also authorized for landing on Runway 9, 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 214' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
#2600' RVR applies when 200' runway light spacing in use.

City, Philadelphia; State, Pa; Airport Name, International; Elev., 14'; Fac. Class., ILS; Ident., I-PHL; Procedure No. ILS-9, Amdt. 15; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 14; Dated, 27 May 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.

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
090	210	25	3000	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	Precision approach			
210	090	25	2500	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		T-dn-18#-----	@300-1	@300-1
														C-dn%-----	500-1	700-1	700-1/4
														S-dn-18**-----	400-1	400-1	400-1
														A-dn-18-----	600-2	700-2	700-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make right climbing turn, climb to 2500' and intercept the 310° bearing of Farley RBN. Proceed to and hold at FRY RBN.

CAUTION: Grain elevators 903' MSL and Railroad Floodlights 857' 1/2 mi NNE of Runway 18. Cracking plant and stack 1/2 mi WNW of airport. Congested buildings 1423' MSL 1 mi SSE of airport. TV tower 1949' MSL 4.3 mi SE of airport, and TV tower 2.5 mi S of airport.

NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.

*AIR CARRIER NOTE: 200-1/2 authorized on Runway 36 only.

#Unless Radar Vected: When making takeoffs to south or southwest if weather is below 1000-3 and route of flight is planned to south, southeast, or east, a 210° ADF track from ILS-1MM or R-185 MKC-VOR should be intercepted as soon as practicable, climbing to 2500' before turning on course. When making takeoffs to north and northeast if weather is below 1000-3 and route of flight is planned to northeast, east or southeast, a 090° ADF track from the MKC-LMM should be intercepted as soon as practicable, climbing to 2500' before turning on course.

%Circling not authorized east of airport due to numerous obstructions above circling minimums.

**When approach lights are inoperative, circling minimums apply to all aircraft except more than 2-engine type which are authorized only 700-1.

@No reduction in 2-engine or less takeoff minimums except on Runway 36.

City, Kansas City; State, Mo.; Airport Name, Kansas City Municipal; Elev., 758'; Fac. Class., Kansas City; Ident., Radar; Procedure No. 1, Amdt. 2; Eff. Date, 16 Sept. 61; Sup. Amdt. No. 1; Dated, 11 Feb. 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 August 14, 1961.

G. F. MOORE,
Acting Director, Bureau of Flight Standards.

[F.R. Doc. 61-7917; Filed, Sept. 12, 1961; 8:45 a.m.]

[Reg. Docket No. 868; Amdt. 235]

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, EFFECTIVE 23 SEPTEMBER 1961.

City, Kansas City; State, Kans.; Airport Name, Fairfax; Elev., 746'; Fac. Class., SBRAZ; Ident., MKC; Procedure No. 1, Amdt. 16; Eff. Date, 23 Apr. 55; Sup. Amdt. No. 15; Dated, 5 Apr. 54

PROCEDURE CANCELLED, EFFECTIVE 23 SEPTEMBER 1961.

City, Kansas City; State, Mo.; Airport Name, Municipal; Elev., 758'; Fac. Class., SBRAZ; Ident., MKC; Procedure No. 1, Amdt. 15; Eff. Date, 23 Apr. 55; Sup. Amdt. No. 14; Dated, 5 Apr. 54

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. Ceiling 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	
STJ "H".....	FRY RBn.....	Direct.....	2400	T-dn.....	300-1	300-1	200-1/2
MKC-VOR.....	FRY RBn.....	Direct.....	2400	C-dn*.....	600-1	600-1	700-1 1/2
Farley Int.....	FRY RBn.....	Direct.....	2400	S-dn-30.....	600-1	600-1	600-1
				A-dn.....	1600-3	1600-3	1600-3

Procedure turn East side of crs, 124° Outbnd, 304° Inbnd, 2300' within 10 mi.
 Minimum altitude over facility on final approach crs, 1700'.
 Crs and distance, facility to airport, 304°-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 FRY RBn, make immediate right climbing turn, return to FRY RBn, climb to 2400'.
 Hold West one minute, all turns to the left.
CAUTION: Hills and towers with elevations to 1066' MSL adjacent to airport W and NW.
NOTE: Prior arrangement for landing required for aircraft not on official business.
Major Changes: Deletes transitions from KS-LFR and DeSoto Int.
 *All circling approaches will be made to the east of the airport.

City, Fort Leavenworth; State, Kans.; Airport Name, Sherman AAF; Elev., 770'; Fac. Class., MHW; Ident., FRY; Procedure No. 1, Amdt. 2; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 1; Dated, 31 Dec. 60

RST-VOR.....	RST LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/2
ODI-VOR.....	Bell Int*.....	Direct.....	2600	C-dn.....	400-1	600-1	500-1 1/2
Bell Int*.....	RST LOM (Final).....	Direct.....	2500	S-dn-31.....	400-1	400-1	400-1
Byron Int**.....	RST LOM.....	Direct.....	2800	A-dn.....	800-2	800-2	800-2

Procedure turn North side crs, 127° Outbnd, 307° Inbnd, 2500' within 10 mi.
 Crs and distance, facility to airport, 307°-4.27 mi.
 Minimum altitude over facility on final approach crs, 2500'.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.27 miles, climb to 2800' on 307° crs from LOM within 20 mi or, when directed by ATC, make left climbing turn to 3000', proceed direct to the RST-VOR.
 *Bell Int: Int RST-VOR R-076 and 307° brng to RBn.
 **Byron Int: Int RST-VOR R-351 and 127° brng to RBn.

City, Rochester; State, Minn.; Airport Name, Rochester Municipal; Elev., 1310'; Fac. Class., LOM; Ident., RS; Procedure No. 1, Amdt. 2; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 1; Dated, 15 Apr. 61

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 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 277° brng from LOM. Turn left, return to LOM at 2000'. Hold at LOM. Right turn one minute pattern 097° Inbnd.

City, Rochester; State, N.Y.; Airport Name, Rochester-Monroe County; Elev., 560'; Fac. Class., LOM; Ident., RO; Procedure No. 1, Amdt. 9; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 8; Dated, 19 Aug. 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 W side of crs, 350° Outbnd, 170° Inbnd, 1800' within 10 miles.
 Minimum altitude over facility on final approach crs, 1200'.
 Facility at airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 2600' on crs of 170° within 20 miles of RBn.
CAUTION: 947' MSL Radio Tower 3.0 miles 170° from airport. 780' MSL elevator 2.2 miles W of airport.

City, Saginaw; State, Mich.; Airport Name, Tri-City; Elev., 667'; Fac. Class., BMH; Ident., MBS; Procedure No. 1, Amdt. 8; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 7; Dated, 2 Sept. 61

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-dn.....	300-1	300-1	300-1
				C-dn.....	1000-1	1000-1	1000-1 1/4
				A-dn.....	1000-2	1000-2	1000-2

Procedure turn W side of crs, 201° Outbnd, 021° Inbnd, 9000' within 15 mi.
 Minimum altitude over facility on final approach crs, 6000'.
 Crs and distance, facility to airport, 032°—2.1 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 mi, turn left immediately and climb to 9000' on R-201 within 15 miles.
 Other Changes: Deletes transition from BAM-LFR.

City, Battle Mountain; State, Nev.; Airport Name, Battle Mountain; Elev., 4533'; Fac. Class., BVOR; Ident., BAM; Procedure No. 1, Amdt. 3; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 2; Dated, 5 Dec. 59

Concord LFR.....	CON-VOR.....	Direct.....	2500	T-dn.....	300-1	300-1	300-1 1/4
				C-dn.....	600-1	600-1	600-1 1/4
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 300° Outbnd, 120° Inbnd, 2800' within 10 mi.
 Minimum altitude over facility on final approach crs, 1600'.
 Crs and distance, facility to airport, 120°—3.0 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing Concord VOR, make right climbing turn to 2000', return to Concord VOR on R-173. Hold Concord VOR, right turns, one minute pattern, 353° inbnd.
 Other Change: Deletes Air Carrier Note.

City, Concord; State, N.H.; Airport Name, Municipal; Elev., 345'; Fac. Class., BVOR; Ident., CON; Procedure No. 1, Amdt. 4; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 3; Dated, 24 June 61

				T-dn.....	300-1	300-1	200-1 1/4
				C-d.....	400-1	500-1	500-1 1/4
				C-n.....	400-2	500-2	500-2
				S-d-4.....	400-1	400-1	400-1
				S-n-4.....	400-2	400-2	400-2
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 236° Outbnd, 056° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 034°—4.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles, climb to 2100' on R-034 within 20 miles.
 CAUTION: Radio Tower 1100' MSL 2.7 miles N of airport.
 NOTES: Approach control available through Rockford, Ill., control tower.

City, Janesville; State, Wis.; Airport Name, Rock County; Elev., 808'; Fac. Class., BVOR; Ident., JVL; Procedure No. 1, Amdt. 4; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 3; Dated, 9 May 59

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	
Rock Creek Int.....	TWF VOR.....	Direct.....	8000	T-dn.....	300-1	300-1	200-1 1/4
BYI-VOR.....	TWF VOR.....	Direct.....	5600	C-dn.....	800-1	800-1	800-1 1/4
BY LFR.....	TWF VOR.....	Direct.....	5600	S-dn-7.....	800-1	800-1	800-1
Buhl Int.....	TWF VOR.....	Direct.....	5600	A-dn.....	800-2	800-2	800-2

Procedure turn South side of crs, 261° Outbnd, 081° Inbnd, 5300' within 10 mi.
 Minimum altitude over facility on final approach crs, 4900'.
 Crs and distance, break-off point to approach end of Runway 7, 073°—0.3 mi. Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left, climb to 5600' on R-060 within 20 mi.
 Other Changes: Deletes transitions from King Hill Int, Glens Ferry Int, and GNG RBn.

City, Twin Falls; State, Idaho; Airport Name, Twin Falls-Municipal (Joslin Field); Elev., 4148'; Fac. Class., BVOR; Ident., TWF; Procedure No. TerVOR-7, Amdt. 2; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 1; Dated, 14 Dec. 57

TERMINAL 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	
Rock Creek Int.	TWF VOR	Direct	8000	T-dn	300-1	300-1	200-1/2
BYI-VOR	TWF VOR	Direct	5600	C-dn	500-1	500-1	500-1 1/2
BY-LFR	TWF VOR	Direct	5600	S-dn-25	500-1	500-1	500-1
Buhl Int.	TWF VOR	Direct	5600	A-dn	800-2	800-2	800-2

Procedure turn North side of crs, 068° Outbnd, 248° Inbnd, 5600' within 10 mi.

Minimum altitude over facility on final approach crs, 4600'.

Crs and distance, break-off point to approach end of Runway 25, 253°-0.3 mi. Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn right, climb to 5600' on R-292 within 20 mi.

Other Change: Deletes transitions from King Hill Int, Glens Ferry Int, and GNG RBN.

City, Twin Falls; State, Idaho; Airport Name, Twin Falls-Municipal (Joslin Field); Elev., 4148'; Fac. Class., BVOR; Ident., TWF; Procedure No. TerVOR-25, Amdt. 2; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 1; Dated, 14 Dec. 57

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 approach 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	
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, 878'-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 NW crs of GRB ILS.

City, Green Bay; State, Wis.; Airport Name, Austin-Straubel; Elev., 694'; Fac. Class., ILS; Ident., I-GRB; Procedure No. ILS-6, Amdt. 1; Eff. Date, 23 Sept. 61; Sup. Amdt. No. Orig.; Dated, 12 Aug. 61

MW-LFR	LOM	Direct	2000	T-dn**	300-1	300-1	200-1/2
Big Bend Int.	LOM	Direct	2000	C-dn	600-1	600-1	600-1 1/2
Racine Int VHF	LOM	Direct	2000	S-dn-1*	200-1/2	200-1/2	200-1/2
Cardinal Int VHF	LOM	Direct	2700	A-dn	600-2	600-2	600-2
MKE VOR	LOM	Direct	2500				
Wind Lake Int.	LOM	Direct	2000				
Pike Int.	LOM	Direct	2000				
Oakwood Int.	LOM (Final)	Direct	2000				
Franksville Int.	Oakwood Int.	Direct	2000				

Procedure turn E side S crs, 186° Outbnd, 006° Inbnd, 2000' within 10 mi.

Minimum altitude at glide slope interception Inbnd, 2000'.

Altitude of glide slope and distance to approach end of runway at OM, 1877'-3.6 mi; at MM, 929'-0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2700' on 006° brng from LMM and proceed direct to the Cardinal Int or, when directed by ATC, make left climbing turn to 2500' and intercept R-110 MKE-VOR and proceed to MKE-VOR.

*Runway visual range 2600' is also authorized for landing on Runway 1; 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 operating satisfactorily. Descent below 903' 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 1 in lieu of 200-1/2 when 200-1/2 authorized, providing high intensity runway lights are operational.

City, Milwaukee; State, Wis.; Airport Name, General Mitchell Field; Elev., 703'; Fac. Class., ILS; Ident., I-MKE; Procedure No. ILS-1, Amdt. 14; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 13; Dated, 8 July 61

Prior Int. via Loc. crs	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 MSP-VOR R-159.

***Hugo Int: Int NE crs ILS and MSP-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. 1; Eff. Date, 23 Sept. 61; Sup. Amdt. No. Orig.; Dated, 19 Aug 61

RULES AND REGULATIONS

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	
MP-LFR.....	LOM.....	Direct.....	2200	T-dn.....	300-1	300-1	200-½
MSP-VOR.....	LOM.....	Direct.....	2500	C-dn.....	500-1	500-1	500-½
FGT-VOR.....	LOM.....	Direct.....	2200	S-dn-29L.....	200-½	200-½	200-½
Prior Int.....	LOM.....	Direct.....	2200	A-dn.....	600-2	600-2	600-2
St. Paul Int.....	LOM.....	Direct.....	2500				
Radar terminal area transitions.....	Radar site.....	Within 20 mi.....	2500				

Procedure turn E side SE crs, 115° Outbnd, 295° Inbnd, 2200' within 10 mi.
 Minimum altitude at glide slope interception Inbnd, 2200'.
 Altitude of glide slope and distance to approach end of runway at OM, 2084'—4.0 mi.; at MM, 1038'—0.5 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2500' on NW crs ILS to Int R-221 MSP-VOR and NW ILS crs or, when directed by ATC: (1) Make left climbing turn, climb to 2500' on crs of 241° within 22 miles, (2) Make left climbing turn, climb to 2200' and return to LOM.
CAUTION: Tower 1223' MSL 6 mi SE of outer marker (LOM-MS).

City, Minneapolis; State, Minn.; Airport Name, Minneapolis-St. Paul International (Wold Chamberlain Field); Elev., 840'; Fac. Class., ILS; Ident., I-MSP; Procedure No. ILS-29L, Amdt. 14; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 13; Dated, 6 May 61

Rush VHF Int.....	LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-½
Fishers Int.....	LOM.....	Direct.....	2000	C-dn**.....	500-1	600-1	600-½
Fishers Int.....	ILS E crs (Final).....	Via crs 345°.....	2000	S-dn-28#.....	300-¾	300-¾	300-¾
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, climb to 2000' on R-298 Rochester VOR. Turn left, return VOR at 2000'. Hold R-298 ROC VOR right turn one min 118° Inbnd.
 NOTE: Glide slope provides approximately 183' clearance over smoke spire 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. 9; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 8; Dated, 19 Aug. 61

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.....	6000		Precision approach		
				T-dn#.....	300-1	300-1	200-½
				C-dn%.....	700-1	700-1	700-½
				S-dn-10R#.....	200-½	200-½	200-½
				A-dn-All.....	700-2	700-2	800-2
					Surveillance approach		
				T-dn*.....	300-1	300-1	200-½
				C-dn%.....	700-1	700-1	700-½
				S-dn-28R.....	700-1	700-1	700-1
				A-dn-All.....	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, center 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 in lieu of 200-½ when 200-½ is authorized providing high intensity runway lights are operational.
 %CAUTION: 664' MSL terrain 1.8 mi SE of airport.

City, Portland; State, Oreg.; Airport Name, Portland International; Elev., 23'; Fac. Class., Portland; Ident., Radar; Procedure No. 1, Amdt. 4; Eff. Date, 23 Sept. 61; Sup. Amdt. No. 3; Dated, 2 Sept. 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 August 28, 1961.

G. F. MOORE,
 Acting Director, Bureau of Flight Standards.

Title 6—AGRICULTURAL CREDIT

Chapter IV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES AND OTHER OPERATIONS

[1961 C.C.C. Grain Price Support Bulletin 1, Supp. 2, Amdt. 2, Barley]

PART 421—GRAINS AND RELATED COMMODITIES

Subpart—1961-Crop Barley Loan and Purchase Agreement Program

BASIC COUNTY SUPPORT RATES

The regulations issued by the Commodity Credit Corporation published in 26 F.R. 5195, 5565, 7007, 7572, and 8097, and containing the specific requirements for the 1961-crop barley price support program are hereby amended as follows:

Section 421.187(b) is amended by increasing the following basic county support rates.

ILLINOIS

County	Rate per bushel	
	From—	To—
Iroquois.....	\$1.02	\$1.03
Kankakee.....	1.03	1.04

INDIANA

Benton.....	\$0.98	\$0.99
Lake.....	1.03	1.04
Newton.....	1.00	1.02
Warren.....	.99	1.01

WASHINGTON

Ferry.....	\$0.81	\$0.84
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(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, sec. 105, 401, 63 Stat. 1051, as amended, 15 U.S.C. 714, 7 U.S.C. 1421, 1441, 1442)

Effective date. Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on September 8, 1961.

H. D. GODFREY,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 61-8714; Filed, Sept. 12, 1961; 8:51 a.m.]

[1961 C.C.C. Grain Price Support Bulletin 1, Supp. 1, Amdt. 2, Oats]

PART 421—GRAINS AND RELATED COMMODITIES

Subpart—1961-Crop Oats Loan and Purchase Agreement Program

ELIGIBLE OATS

The regulations issued by the Commodity Credit Corporation and the Agricultural Stabilization and Conservation Service published in 26 F.R. 4591, 4595, 7007 and 7008, and containing the specific requirements for the 1961-crop

oats price support program are amended as follows:

Section 421.378(c) (1) is amended to provide that in the State of Alaska only, oats which grade "Tough" shall be eligible for price support so that the amended subparagraph reads as follows:

§ 421.378 Eligible oats.

* * * * *

(c) * * * * *
(1) The oats must grade No. 3 or better or No. 4 because of test weight or because of being "Badly Stained or Materially Weathered" but otherwise No. 3 or better under the revised Official Grain Standards of the United States for Oats. Oats of the special grade "Garlicky" which otherwise meet these requirements shall also be eligible. In addition, in the State of Alaska only, oats which grade "Tough" (more than 14.0 percent but not more than 16.0 percent of moisture) shall be eligible. The provisions of subparagraph (2) of this paragraph pertaining to oats grading "Tough" are not applicable to oats produced in Alaska.

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, sec. 105, 401, 63 Stat. 1051, as amended, 15 U.S.C. 714c; 7 U.S.C. 1421, 1441, 1442)

Effective date. Upon publication in the FEDERAL REGISTER.

Issued at Washington, D.C., on September 8, 1961.

H. D. GODFREY,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 61-8713; Filed, Sept. 12, 1961; 8:51 a.m.]

Title 7—AGRICULTURE

Chapter I—Agricultural Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

SUBCHAPTER C—REGULATIONS AND STANDARDS UNDER THE FARM PRODUCTS INSPECTION ACT

PART 51—FRESH FRUITS, VEGETABLES AND OTHER PRODUCTS (INSPECTION, CERTIFICATION AND STANDARDS)

Subpart—United States Standards for Fresh Tomatoes¹

COLOR CLASSIFICATION

On July 11, 1961, a notice of proposed rule making was published in the FEDERAL REGISTER (26 F.R. 6201) regarding a proposed amendment to § 51.1864 of United States Standards for Fresh Tomatoes (7 CFR §§ 51.1855 to 51.1877).

After consideration of all relevant matters presented, including the proposal set forth in the aforesaid notice, § 51.1864 of the United States Standards for Fresh Tomatoes is hereby amended

¹Packing of the product in conformity with the requirements of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug and Cosmetic Act or with applicable State Laws and regulations.

pursuant to the authority contained in the Agricultural Marketing Act of 1946 (Secs. 202-208, 60 Stat. 1087, as amended; 7 U.S.C. 1621-1627).

As amended, § 51.1864 reads as follows:

§ 51.1864 Color classification.

(a) The following terms may be used, when specified, in connection with the grade statement in describing the color of any lot of tomatoes of a red fleshed variety:

(1) *Green.* "Green" means that the surface of the tomato is completely green in color. The shade of green color may vary from light to dark;

(2) *Breakers.* "Breakers" means that there is a definite break in color from green to a tannish-yellow, pink or red on not more than 10 percent of the surface;

(3) *Turning.* "Turning" means that more than 10 percent but not more than 30 percent of the surface, in the aggregate, shows a definite change in color from green to tannish-yellow, pink, red, or a combination thereof;

(4) *Pink.* "Pink" means that more than 30 percent but not more than 60 percent of the surface, in the aggregate, shows pink or red color;

(5) *Light red.* "Light red" means that more than 60 percent of the surface, in the aggregate, shows pinkish-red or red; *Provided,* That not more than 90 percent of the surface is red color; and,

(6) *Red.* "Red" means that more than 90 percent of the surface, in the aggregate, shows red color.

(b) Incident to proper color classification, not more than a total of 10 percent, by count, of the tomatoes in any lot may fail to meet the color specified, including therein not more than 5 percent for tomatoes which are green in color, when any term other than "Green" is specified: *Provided,* That any lot of tomatoes which does not meet the requirements of any of the above color designations may be designated as "Mixed Color".

This amendment to the United States standards for fresh tomatoes shall become effective on October 15, 1961.

Dated: September 7, 1961.

ROY W. LENNARTSON,
Deputy Administrator,
Marketing Services.

[F.R. Doc. 61-8693; Filed, Sept. 12, 1961; 8:48 a.m.]

SUBCHAPTER D—REGULATIONS UNDER THE POULTRY PRODUCTS INSPECTION ACT

PART 81—INSPECTION OF POULTRY AND POULTRY PRODUCTS

Miscellaneous Amendments

Notice of the proposed issuance of amendments to the regulations governing the inspection of poultry and poultry products (7 CFR Part 81, as amended) under the Poultry Products Inspection Act (71 Stat. 441; 21 U.S.C. 451 et seq.), was published in the FEDERAL REGISTER of July 1, 1961 (26 F.R. 5958). After consideration of all relevant material and under the authority of said Act, the regulations in 7 CFR Part 81, as amended, are hereby further amended as follows:

§ 81.134 [Amendment]

1. A new paragraph (c) is added to § 81.134 to read:

(c) *Soups, soup mixes, and soup bases.* Soups, soup mixes, and soup bases shall contain sufficient poultry meat so that the ready-to-serve product prepared according to directions on the consumer package shall contain not less than 2 percent cooked poultry meat computed on the basis of moist, deboned, cooked poultry: *Provided*, That soup bases which are prepared for sale to institutional users, such as hotels, restaurants, and boarding houses, shall contain not less than 15 percent cooked poultry meat, based on the weight of the soup base product and computed on the basis of moist, deboned, cooked poultry.

2. The introductory portion and paragraphs (a), (b), and (c) of § 81.208 are amended to read, respectively:

§ 81.208 Exemption of certain human food products which contain poultry.

The human food products listed in this section, which consist in part of edible parts of poultry, are hereby exempted from classification as poultry products under the Act: *Provided*, That the poultry used in such products is federally inspected or inspected under an approved foreign inspection system and the other conditions set forth herein are met:

(a) Soups which, on a ready-to-serve basis, when prepared in accordance with the serving directions on the consumer package, contain less than 2 percent cooked poultry meat computed on the basis of moist, deboned, cooked poultry: *Provided*, That the kind name (such as chicken or turkey) shall not be used in the product name.

(b) Dehydrated soup mixes which, when reconstituted in accordance with the serving directions on the consumer package, contain less than 2 percent cooked poultry meat computed on the basis of moist, deboned, cooked poultry: *Provided*, That the kind name (such as chicken or turkey) shall not be used in the product name.

(c) Soup bases:

(1) Soup bases (in consumer packages) which, when reconstituted in accordance with the directions on the consumer packages, contain less than 2 percent cooked poultry meat computed on the basis of moist, deboned, cooked poultry: *Provided*, That the kind name (such as chicken or turkey) shall not be used in the product name.

(2) Soup bases (in institutional packs) which are prepared for sale to institutional users, such as hotels, restaurants and boarding houses, which contain less than 15 percent cooked poultry meat based on the weight of the soup base product and computed on the basis of moist, deboned, cooked poultry: *Provided*, That the kind name (such as chicken or turkey) shall not be used in the product name.

(Sec. 14, 71 Stat. 447; 21 U.S.C. 463; 19 F.R. 74, as amended)

The amendments specify the requirements relating to the poultry meat con-

tent of soups, soup mixes, and soup bases. Currently, a few categories of products, which contain small quantities of poultry, are exempted from classification as poultry products. The amendments establish the minimum poultry meat content required in the specified products for them to be regarded as poultry products and, therefore, subject to the Act. Conversely, the amendments clarify the provisions specifying the amount of poultry meat that can be included in certain food products without requiring them to be inspected under the Act. With respect to soups, soup mixes, and soup bases that are consumer packaged, the Department has determined on the basis of its knowledge of historical average trade practices and consumer expectancy that the quantity of poultry meat required by the amendments is the minimum necessary to characterize the ready-to-eat article as a chicken or turkey soup.

Products that contain poultry and which are exempted from classification as poultry products are subject to the provisions of the Federal Food, Drug, and Cosmetic Act.

The amendments are essentially the same as published in the aforesaid proposal, except for minor language changes made in the interest of clarity.

Effective date. The foregoing amendments shall become effective September 1, 1962. This will afford persons who have had labels and product formulations approved before the issuance hereof opportunity to use existing supplies of labels and revise formulations prior to September 1, 1962.

Done at Washington, D.C., this 8th day of September 1961.

ROY W. LENNARTSON,
Associate Administrator,
Agricultural Marketing Service.

[F.R. Doc. 61-8712; Filed, Sept. 12, 1961;
8:51 a.m.]

[Amdt. 10]

PART 729—PEANUTS

Allotment and Marketing Quota Regulations for Peanuts of the 1959 and Subsequent Crops

I. *Basis and Purpose.* (a) The amendment contained herein is issued pursuant to the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1281 et seq.), for the purpose of revising the Allotment and Marketing Quota Regulations for Peanuts of the 1959 and Subsequent Crops (23 F.R. 8515, 24 F.R. 2677, 6803, 9611, 25 F.R. 897, 8065, 10567, 26 F.R. 1344, 2523, 4631) to amend § 729.1050, as amended, to prescribe the rate of marketing quota penalty for the 1961 crop.

(b) It is essential that the change made by this amendment become effective as soon as possible as it is applicable to excess peanuts of the 1961 crop and the marketing of such crop has commenced in the southernmost parts of the peanut-producing areas of the United States. Accordingly, and as the rate of

marketing quota penalty is the result of a mathematical calculation prescribed by the Act, it is hereby determined and found that compliance with the public notice, procedure, and effective date requirements of section 4 of the Administrative Procedure Act (5 U.S.C. 1003), is impractical and contrary to the public interest and this amendment shall be effective upon the publication of this document in the FEDERAL REGISTER.

II. The Allotment and Marketing Quota Regulations for Peanuts of the 1959 and Subsequent Crops, as amended (23 F.R. 8515, 24 F.R. 2677, 6803, 9611, 25 F.R. 897, 8065, 10567, 26 F.R. 1344, 2523, 4631), are hereby amended by adding a sentence to section 729.1050(a) reading: "The basic support price for peanuts for the marketing year beginning August 1, 1961 and ending July 31, 1962 is \$221.00 per ton or 11.05 cents per pound and, therefore, the basic penalty rate for the 1961 crop of peanuts is 8.3 cents per pound."

(Secs. 358, 359, 375, 55 Stat. 88, 90, as amended, 52 Stat. 66, as amended; 7 U.S.C. 1358, 1359, 1375)

Effective date. Date of publication.

Signed at Washington, D.C., on September 8, 1961.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 61-8717; Filed, Sept. 12, 1961;
8:52 a.m.]

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

PART 1017—ONIONS GROWN IN CERTAIN DESIGNATED COUNTIES IN IDAHO AND MALHEUR COUNTY, OREG.

Approval of Expenses and Rate of Assessment

Notice of rule making regarding the proposed expenses and rate of assessment, to be effective under Marketing Agreement No. 130 and Order No. 117 (7 CFR Part 1017) regulating the handling of onions grown in certain designated counties in Idaho and Malheur County, Oregon, was published in the FEDERAL REGISTER August 19, 1961 (26 F.R. 7780). This regulatory program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). This notice afforded interested persons an opportunity to submit data, views, or arguments pertaining thereto not later than 15 days following publication in the FEDERAL REGISTER. None was filed.

After consideration of all relevant matters presented, including the proposal set forth in the aforesaid notice which was recommended by the Idaho-Eastern Oregon Onion Committee, estab-

lished pursuant to said marketing agreement and order, it is hereby found and determined that:

§ 1017.205 Expenses and rate of assessment.

(a) The reasonable expenses that are likely to be incurred by the Idaho-Eastern Oregon Onion Committee, established pursuant to Marketing Agreement No. 130 and this part, for its maintenance and functioning during the fiscal period July 1, 1961, through June 30, 1962, will amount to \$4,991.00.

(b) The rate of assessment to be paid by each handler shall be three-tenths of one cent (\$0.003) per hundredweight of onions handled by him as the first handler thereof during said fiscal period.

(c) Terms used in this section shall have the same meaning as when used in the said marketing agreement and this part.

It is hereby found that good cause exists for not postponing the effective date of this section until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that: (1) the relevant provisions of said marketing agreement and this part require that rates of assessment fixed for a particular fiscal period shall be applicable to all assessable onions from the beginning of such period, and (2) the current fiscal period began on July 1, 1961, and the rate of assessment herein fixed will automatically apply to all assessable onions beginning with such date.

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

Dated: September 8, 1961.

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

[F.R. Doc. 61-8694; Filed, Sept. 12, 1961;
8:48 a.m.]

**Title 38—PENSIONS, BONUSES,
AND VETERANS' RELIEF**

**Chapter I—Veterans Administration
PART 3—ADJUDICATION**

**Subpart A—Pension, Compensation,
and Dependency and Indemnity
Compensation**

PUBLIC LAW 85-56 AND PUBLIC LAW 85-857

In § 3.953, the headnote is amended and paragraph (c) is added to read as follows:

§ 3.953 Public Law 85-56 and Public Law 85-857.

(c) *Service connection established under prior laws.* In the absence of fraud, misrepresentation of material facts or clear and unmistakable error, all cases where compensation was payable on December 31, 1957, for disability service connected under prior laws, repealed by Public Law 85-56, including

those service connected under the second proviso of the World War Veterans' Act, 1924, as amended, are protected by section 2316(b), Public Law 85-56 and section 10, Public Law 85-857 as to both service connection and rate of compensation, so long as the conditions warranting such status and rate continue. Any disability so service connected may be evaluated under the Schedule for Rating Disabilities, 1945 (Loose Leaf Edition) and benefits awarded on the basis thereof, as well as special monthly compensation under 38 U.S.C. 314, provided such action results in compensation payable at a rate equal to or higher than that payable on December 31, 1957. Where a changed physical condition warrants reevaluation of service-connected disabilities, compensation will be awarded under the provisions of 38 U.S.C. 314.

(72 Stat. 1114; 38 U.S.C. 210)

This regulation is effective September 13, 1961.

[SEAL]

W. J. DRIVER,
Deputy Administrator.

[F.R. Doc. 61-8704; Filed, Sept. 12, 1961;
8:49 a.m.]

**Title 15—COMMERCE AND
FOREIGN TRADE**

**Chapter II—National Bureau of
Standards, Department of Commerce**

SUBCHAPTER A—TEST FEE SCHEDULES

PART 206—MECHANICS

Vibration Pickups

In accordance with the provisions of section 4 (a) and (c) of the Administrative Procedure Act, it has been found that notice and hearing on these schedules of fees are unnecessary for the reason that such procedures, because of the nature of these rules, serve no useful purpose. This amendment is effective from August 14, 1961.

1. Schedule 206.001 *Vibration pickups* is amended by the addition of item (e) to read as follows:

Item	Description	Fee
206.001e.....	Dynamic calibration of piezoelectric acceleration pickups weighing up to 4 ounces in the frequency range of 10 cps to 2000 cps at double displacement amplitudes up to 0.4 inch or accelerations up to 10g, whichever is less or if requested, up to 20g at 2 unspecified frequencies. The pickup is subjected to sinusoidal motion on an electrodynamic vibration standard previously calibrated by the reciprocity method. The estimated errors of the applied accelerations do not exceed 1 percent for frequencies up to 900 cps and 2 percent above 900 cps. The magnitude of the calibration factor is determined for three accelerations at 10 frequencies within a specified range (30 calibration points).	\$200.00

(Sec. 9, 31 Stat. 1450, as amended; 15 U.S.C. 277. Interprets or applies sec. 7, 70 Stat. 959; 15 U.S.C. 275a)

R. D. HUNTOON,
Deputy Director.

[F.R. Doc. 61-8696; Filed, Sept. 12, 1961;
8:48 a.m.]

SUBCHAPTER B—STANDARD SAMPLES

**PART 230—STANDARD SAMPLES AND
REFERENCE STANDARDS ISSUED BY
THE NATIONAL BUREAU OF STANDARDS**

**Subpart B—Standard Samples and
Reference Standards With Schedule
of Weights and Fees**

**DESCRIPTIVE LIST; METAL ORGANIC
STANDARDS**

In accordance with the provisions of section 4 (a) and (c) of the Administrative Procedure Act, it has been found that notice and hearing on these schedules of fees are unnecessary for the reason that such procedures, because of the nature of these rules, serve no useful purpose. This amendment is effective from the date of publication in the FEDERAL REGISTER.

In § 230.11, *Descriptive list*, paragraph (ee) *Metal-organic standards* is amended to read as follows:

Sample No.	Description	Approximate weight of sample in grams	Price per sample
1050.....	Aluminum cyclohexanebutyrate.	5	\$10.00
1051.....	Barium cyclohexanebutyrate.	5	10.00
1052.....	Bis (1-phenyl-1,3-butanedi-oxo-vanadium (IV).	5	10.00
1053.....	Cadmium cyclohexanebutyrate.	5	10.00
1054.....	Calcium cyclohexanebutyrate.	5	10.00
1055.....	Cobalt cyclohexanebutyrate.	5	10.00
1056.....	Cupric cyclohexanebutyrate.	5	10.00
1057.....	Dibutyltin bis(2-ethylhexanoate).	5	10.00
1058.....	Ferric cyclohexanebutyrate.	5	10.00
1059.....	Lead cyclohexanebutyrate.	5	10.00
1060.....	Lithium cyclohexanebutyrate.	5	10.00
1061.....	Magnesium cyclohexanebutyrate.	5	10.00
1062.....	Manganese cyclohexanebutyrate.	5	10.00
1063.....	Menthyl borate.....	5	10.00
1064.....	Mercuric cyclohexanebutyrate.	5	10.00
1065.....	Nickel cyclohexanebutyrate.	5	10.00
1066.....	Octaphenyl cyclotetrasiloxane.	5	10.00
1067.....	Potassium cyclohexanebutyrate.	5	10.00
1068.....	Silver cyclohexanebutyrate.	5	10.00
1069.....	Sodium cyclohexanebutyrate.	5	10.00
1070.....	Strontium cyclohexanebutyrate.	5	10.00
1071.....	Triphenyl phosphate.....	5	10.00
1072.....	Tris(2'-hydroxyacetophenone) chromium(III).	5	10.00
1073.....	Zinc cyclohexanebutyrate.	5	10.00

(Sec. 9, 31 Stat. 1450, as amended; 15 U.S.C. 277. Interprets or applies sec. 7, 70 Stat. 959; 15 U.S.C. 275a)

R. D. HUNTOON,
Deputy Director.

[F.R. Doc. 61-8697; Filed, Sept. 12, 1961;
8:48 a.m.]

Title 32—NATIONAL DEFENSE

Chapter V—Department of the Army

SUBCHAPTER F—PERSONNEL

PART 573—APPOINTMENT OF COMMISSIONED OFFICERS AND WARRANT OFFICERS

General Eligibility Requirements for Appointment in the Regular Army

Section 573.10 is revised to read as follows:

§ 573.10 Eligibility requirements.

The general eligibility requirements listed below, all of which must be met, will govern all appointments in the Regular Army.

(a) *Citizenship.* Applicant must be a citizen of the United States. An applicant who is a citizen by birth must submit documentary evidence of birth with application, if such is not contained in official Department of the Army records. An applicant who is a citizen other than by birth will submit a statement signed by an officer of the Army, notary public, or other person authorized by law to administer oaths, reading substantially as indicated in subparagraphs (1) and (2) of this paragraph, as appropriate. Facsimiles or copies, photographic or otherwise, will not be made of certificates of naturalization or certificates of citizenship as the reproducing of these certificates or any parts thereof constitutes a felony (see subsection 1426(h), title 18, United States Code).

(1) For those who are citizens by naturalization.

I have this date seen the original certificate of citizenship No. _____ (or certified copy of the court order establishing citizenship) stating that _____ was admitted to United

(Full name)

States citizenship by court of _____, _____ on _____

(State) (Date)

(2) For those who claim citizenship through naturalization of parent.

I have this date seen the original certificate of citizenship No. _____ issued by the Immigration and Naturalization Service, Department of Justice, stating that _____

(Full name)

acquired citizenship on _____

(Date)

(b) *Character.* Applicant must be of good moral character.

(c) *Prior military service.* Applicant must not have been:

(1) Separated from the service by reason of resignation in lieu of elimination for the good of the service.

(2) Dropped from the rolls of any of the Armed Forces.

(3) Removed from office under the criminal laws of the United States.

(4) Eliminated from the active list of the Army by reason of having twice failed of selection for permanent promotion, or

(5) Resigned from the Regular Army subsequent to being notified of his second nonselection for permanent promotion.

(6) Separated from any of the Armed Forces of the United States with other than an honorable discharge.

(d) *No criminal record.* An applicant must not have been adjudged a youthful offender and must have a record free of convictions by any type of military or civil court for other than a minor traffic violation. Request for waiver will be submitted in letter form and will be supported by documentary evidence citing the offense, the court action, and the judgment rendered. Comments and recommendations of each commander (including major commander) through which the request for waiver is routed will be included. Each request will be weighed carefully by each commander and approval recommended only when circumstances warrant such action, bearing in mind that the applicant may be placed in an unfair competitive position as an Army officer. A copy of the action taken will be attached to each application. The following procedures relative to handling a waiver request will apply:

(1) Major commanders may grant a waiver for offenses under military or civil codes, provided:

(i) The offense was nonrecurring.

(ii) The offense was not a felony.

(iii) The offense did not involve moral turpitude.

(iv) The sentence did not involve confinement.

(v) The personal conduct and character of the individual are at this time above reproach and his (her) conduct since the offense has demonstrated his (her) ability to meet the requirements of good citizenship.

(vi) In the opinion of the major commander, the potential value of the individual's services as an officer is very high.

(2) Request for waiver for conviction of the following offenses will be forwarded through channels to The Adjutant General, ATTN: AGPB-R, Department of the Army, Washington 25, D.C., with copy of application:

(i) Felony under local, Federal, or military law.

(ii) One which resulted in sentence to confinement in prison, stockade, or detention area, or which resulted in sentence of hard labor.

(iii) An offense involving moral turpitude.

(3) Request for waiver of unfavorable juvenile court decisions will be submitted and processed as outlined in subparagraphs (1) and (2) of this paragraph, depending upon the type of offense involved.

(4) Any waiver previously granted for the purpose of attendance at an Army Officer Candidate Course, enrollment in ROTC, or for appointment in a reserve component will not be considered as constituting a waiver under the intent of this section.

(e) *Willingness to give unqualified military service to the United States.* Applicant must not be a conscientious objector. If an applicant has been a conscientious objector, he will be required to furnish an affidavit which will express his abandonment of such beliefs and principles so far as they pertain to

his unwillingness to bear arms and to give full and unqualified military service to the United States. Where appropriate, he must have demonstrated that he has changed his views by subsequent satisfactory military service. (So much of this paragraph as pertains to the bearing of arms is applicable only to individuals applying for appointment in the Veterinary Corps, the Judge Advocate General's Corps, and basic branches as follows: Adjutant General's Corps; Armor; Artillery; Chemical Corps; Corps of Engineers; Finance Corps; Infantry; Military Police Corps; Ordnance Corps; Quartermaster Corps; Signal Corps; and Transportation Corps.)

(f) *Loyalty.* Applicant must not be or have been a member of any foreign or domestic organization, association, movement, group, or combination of persons advocating subversive policy or seeking to alter the form of Government of the United States by unconstitutional means.

(g) *Service potential prior to retirement eligibility.* Applicant must not be within 1 year of retirement eligibility at time of application. Request for waiver may be submitted in letter form and will accompany the application file.

(h) *Grade.* A former officer, or a reserve officer who is not on active duty, must have held on active duty a grade equal to or higher than that for which qualified for appointment in the Regular Army. Appointment grade is determined by the amount of service credit, as follows:

(1) 2d Lt.—with less than 3 years' credit.

(2) 1st Lt.—with over 3 but less than 7 years' credit.

(3) Captain—with over 7 but less than 14 years.

(4) Major—with over 14 but less than 21 years' credit.

(5) Lt. col.—with over 21 but less than 25 years' credit.

(6) Colonel—with over 25 years' credit.

Eligibility in this respect will be determined at Headquarters, Department of the Army; therefore applications of individuals otherwise qualified under this section will continue to be forwarded.

(i) *Age.* (1) Except as indicated in subparagraph (2) of this paragraph, applicants for appointment under this section must have reached their 21st birthday but not their 27th birthday on date of appointment. This maximum age may be increased by:

(i) The number of years, months, and days of active commissioned service performed in the Army after attaining the age of 21 years and subsequent to 6 December 1941 and/or

(ii) A period (not to exceed 2 years) equal to the days, months, and years by which age exceeds 27 years.

(2) Applicants for appointment in the Medical Service Corps must be eligible according to the age requirements set forth in § 573.5.

(3) Applications will not be accepted from applicants who will become ineligible by virtue of excess age within 4 months subsequent to the date the com-

pleted application file is received in Headquarters, Department of the Army.

(4) In the case of female applicants, no individual will be appointed who has a dependent or dependents under 18 years of age or a child or children under 18 years of age. A female who has any legal or other responsibilities for the custody, control, care, maintenance, or support of any child or children under 18 years of age is ineligible for consideration.

(j) *Medical requirements.* Applicant must meet the standards of medical fitness prescribed in Army Regulations.

[AR 601-100, 31 July 1961] (Sec. 3012, 70A Stat. 157; 10 U.S.C. 3012)

R. V. LEE,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 61-8675; Filed, Sept. 12, 1961; 8:45 a.m.]

Chapter XI—National Guard and State Guard, Department of the Army

PART 1101—NATIONAL GUARD REGULATIONS

Miscellaneous Amendments

In § 1101.14, add subdivision (iii) to paragraph (a) (4); revise paragraph (f); and in paragraph (h), revise subparagraph (18) and add subparagraph (24), as follows:

§ 1101.14 Qualifications for enlistment or reenlistment.

(a) *Applicability.* * * *
(4) *Army National Guard of the United States.* * * *

(iii) *Ready Reserve.* Members of the Army National Guard of the United States remain members of the Ready Reserve throughout their period of service as provided by Army Regulations.

(f) *Enlistment program and training agreement—*(1) *General.* Non-prior service personnel may be enlisted in the Army National Guard (ARNG), enter active duty for training in a Federal status, and complete their service obligation as indicated in the chart of the enlistment programs together with the training obligations. As the enlistment period is for three years, the Ready Reserve service required may be completed by one or more reenlistments in the ARNG. If reenlistment in the ARNG is not accomplished, individual automatically becomes a member of the Army Reserve upon expiration of term of service from the ARNG and is required to participate with the Army Reserve for the remainder of his obligation.

(2) *Agreements.* Non-prior service personnel will execute an agreement, in duplicate, acknowledging understanding of the training and service obligation incurred by enlistment under a specific program. The original will be attached to DD Form 4 (Enlistment Record) and placed in the Personnel Records Jacket (DA Form 201) and the duplicate will be furnished the individual. The following forms will be used, as indicated:

- (i) NGB Form 21B—17-18½ (age group).
- (ii) NGB Form 21C—18½-25 (age group).
- (iii) NGB Form 21D—26-35 (age group).

(h) *Persons ineligible.* * * *

(18) *Persons with dependents.* Persons otherwise eligible for original enlistment or reenlistment with a break in service who have four or more dependents, except as provided for members of the USAR. Requests for waiver will not be forwarded to the National Guard Bureau as such enlistments are not permitted except as provided in this section.

(24) *Maximum age or service.* Officers removed from active status by reason of having attained maximum age or service.

[C 2, NGR 25-1, 31 May 1961] (Sec. 110, 70A Stat. 600; 32 U.S.C. 110)

R. V. LEE,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 61-8676; Filed, Sept. 12, 1961; 8:46 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 32—HUNTING

White River National Wildlife Refuge, Arkansas

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

ARKANSAS

WHITE RIVER NATIONAL WILDLIFE REFUGE

Public hunting of Upland Game on the White River National Wildlife Refuge, Arkansas, is permitted only on the area designated by signs as open to hunting. This open area, comprising 114,664 acres or 98 percent of the total area of the refuge, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Atlanta, Georgia. Hunting shall be subject to the following conditions:

- (a) Species permitted to be taken: Squirrel, rabbits and bobcat.
- (b) Open season: October 2 through October 8, 1961. Daylight hours only.
- (c) Daily bag limits: Squirrel 8, rabbit 8, bobcat—no limit. The hunting of upland game species, as may be otherwise authorized by Arkansas state regulations, is prohibited.
- (d) Methods of hunting:
 - (1) Any type gun may be used.
 - (2) Dogs prohibited.
 - (e) Other provisions:

(1) The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.

(2) All State regulations must be obeyed while hunting on the refuge and hunting license must be carried on the person for exhibit to Federal or State officers upon request.

(3) A Federal permit is required to enter the public hunting area. Permits may be obtained from the Refuge Manager, White River National Wildlife Refuge, Box 7L, St. Charles, Arkansas.

(4) The provisions of this special regulation are effective to October 9, 1961.

WALTER C. GRESH,
Regional Director, Bureau of
Sport Fisheries and Wildlife.

[F.R. Doc. 61-8707; Filed, Sept. 12, 1961; 8:50 a.m.]

PART 32—HUNTING

White River National Wildlife Refuge, Arkansas

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

ARKANSAS

WHITE RIVER NATIONAL WILDLIFE REFUGE

Public hunting of Big Game on the White River National Wildlife Refuge, Arkansas, is permitted only on the area designated by signs as open to hunting. This open area, comprising 103,582 acres or 89 percent of the total area of the refuge, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Atlanta, Georgia. Hunting shall be subject to the following conditions:

- (a) Species permitted to be taken: White tailed deer of either sex.
- (b) Open season: October 12, 1961, through October 30, 1961, with bows and arrows. November 16, 17, and 18, 1961, with firearms.
- (c) Daily bag limits: Deer 1, either sex. The hunting of big game species, as may be otherwise authorized by Arkansas state regulations, is prohibited.
- (d) Methods of hunting:
 - (1) Weapons: Bows with pull of not less than 40 lbs. and arrows with 7/8 inch minimum width blade. Guns—all rifles must be greater than .22 caliber and shotguns larger than 410 gauge. Shotguns must use buckshot larger than No. 4 or ball shot or rifle slugs.
 - (2) Cross bows, or other mechanical bows and firearms during the archery season are prohibited.
 - (3) Rifles of .22 caliber and under including 218 Bee, 219 Zipper, 22 Hornet, 22 Savage, 220 Swift, and 222 Remington and all rifles using rim fire cartridges are prohibited.
 - (4) Dogs are not allowed.
 - (e) Other provisions:

RULES AND REGULATIONS

(1) The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.

(2) All State regulations must be obeyed while hunting on the refuge and hunting license must be carried on the person for exhibit to Federal or State officers upon request.

(3) A Federal permit is required to enter the public hunting area. Permits may be obtained from the Refuge Manager, White River National Wildlife Refuge, Box 7L, St. Charles, Arkansas. Check station tags will be used on the gun hunt.

(4) The provisions of this special regulation are effective to November 19, 1961.

WALTER C. GRESH,
*Regional Director, Bureau of
Sport Fisheries and Wildlife.*

[F.R. Doc. 61-8708; Filed, Sept. 12, 1961;
8:50 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Bureau of Customs

[19 CFR Part 3]

RIGS

Notice of Proposal to Add, Eliminate, and Redefine Certain Classifications as Used in Documentation of Vessels

SEPTEMBER 7, 1961.

Notice is given pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. 1003) that under the authority of sections 2, 3, and 4 of the Act of July 5, 1884, as amended (46 U.S.C. 2, 3, and 4), it is proposed to add, eliminate, and redefine certain rig classifications used in connection with the documentation of vessels, unless it is established that such action will be prejudicial to the interest of vessel owners or others in the assessment of fees, statutory or contractual charges, or other matters.

The term "rig" as applied in the documentation of vessels has over a long period of years been extended beyond the ordinary frame of reference of the word to include identification of the type of vessel with regard to its hull structure or use, the method of propulsion by internal power, and the fuel used as well as the more usual description of the distinctive shape, number, and arrangement of sails and masts. The various rig classifications now in use are listed in the explanation of terms and abbreviations in the Bureau's annual publication "Merchant Vessels of the United States."

It is proposed to eliminate the present distinction between the rigs of "barge" and "scow" as used in connection with the documentation of unrigged vessels; to eliminate the rig classifications of "canal boat," "catamaran," "schooner barge," and "sloop barge"; and to classify under rig "barge" all nonself-propelled vessels other than houseboats or dredges.

At present the rig "barge" is applied to a vessel of shipshaped superior construction, being fitted with a rudder and constructed for the carrying of cargo under deck. The rig "scow" is applied to a vessel of flat bottom structure of broad beam and square ends without steering gear or control of its own.

In view of the decline in the number of vessels propelled solely by sail, it is also proposed to eliminate the following rigs: "Bark," "barkentine," "brig," "brigantine," "catboat," "ketch," "schooner," "ship," "sloop," and "yaw." Vessels formerly classified under the above rigs will be classified under a new rig "sail." Vessels presently classified under the rigs "ketch catamaran" and "sloop catamaran" will be classified under a new rig known as "sail catamaran."

At the present time certain vessels are in the process of being built which

cannot be classified within any existing rig. It is, therefore, further proposed to add the following rig classifications: "Gas screw hydrofoil," "oil screw hydrofoil," and "nuclear steam screw." The abbreviations for these rigs are used in "Merchant Vessels" will be, respectively, "ga.h.," "ol.h.," and "n.s."

Designations for the rigs thus added, eliminated, or redefined will be changed in the records of the Bureau, in the annual publication "Merchant Vessels of the United States," and on any marine document subsequently issued but no document will be required to be surrendered merely because of such change in rig designation.

Prior to the adoption of the proposed definitions, consideration will be given to any relevant data, views, or arguments pertaining thereto which are submitted to the Commissioner of Customs, Bureau of Customs, Washington 25, D.C., and received no later than 30 days from the date of publication of this notice in the FEDERAL REGISTER. No hearing will be held.

[SEAL]

PHILIP NICHOLS, JR.,
Commissioner of Customs.

[F.R. Doc. 61-8702; Filed, Sept. 12, 1961;
8:49 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 1072]

IMPORTS OF ORANGES

Notice of Proposed Rule Making

Pursuant to the authority contained in section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and as further amended by the Agricultural Act of 1961 (75 Stat. 303-306), notice is hereby given that the Department is giving consideration to the grade, size, quality, and maturity requirements that, beginning at 12:01 a.m., c.s.t., October 1, 1961, will govern the importation of oranges into the United States.

There are at present four marketing orders effective pursuant to the said act that regulates the handling of oranges grown in the United States. Order No. 14, as amended (7 CFR Part 914), is applicable to Navel oranges grown in Arizona and in designated counties in California; Order No. 22, as amended (7 CFR Part 922), is applicable to Valencia oranges grown in Arizona and designated counties in California; Order No. 33, as amended (7 CFR Part 933), is applicable to Florida grown oranges; and Order No. 131 (7 CFR Part 1031) is applicable to Texas grown oranges.

The act provides that, for specified commodities, including oranges, whenever two or more marketing orders regulating the same agricultural commodity

produced in different areas of the United States are concurrently in effect, imports of such commodity shall be required to comply with the grade, size, quality, and maturity provisions of the order which, as determined by the Secretary, regulates the commodity produced in the area with which the imported commodity is in most direct competition. The proposal under consideration is to make applicable to all imports of oranges the provisions of the General Regulations (7 CFR Part 1060) and the same requirements as to grade, size, quality, and maturity as those imposed under Order No. 131 on Texas oranges. Such requirements (§ 1031.330 Orange Regulation 12) which become effective on September 11, 1961, are as follows:

* * * no handler shall handle:

(i) Any oranges of any variety, grown in the production area, which do not grade at least U.S. No. 3;

(ii) Any oranges of any variety, grown as aforesaid, which are smaller than 2 $\frac{1}{16}$ inches in diameter, except that, unless otherwise provided, not more than 10 percent, by count, of such oranges in any lot of containers, and not more than 15 percent, by count, of such oranges in any individual container in such lot, may be of a size smaller than 2 $\frac{1}{16}$ inches in diameter; * * *

When used herein, the terms "U.S. No. 3" and "diameter" shall have the same meaning as when used in the United States Standards for Oranges (Texas and States other than Florida, California, and Arizona) (7 CFR 51.680-51.712). All other terms shall have the same meaning as when used in the General Regulations.

All persons who desire to submit written data, views, or arguments for consideration in connection with the foregoing proposals should do so by forwarding same to the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Room 2077, South Building, Washington 25, D.C., not later than the fifteenth day after publication of this notice in the FEDERAL REGISTER.

Dated: September 8, 1961.

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

[F.R. Doc. 61-8695; Filed, Sept. 12, 1961;
8:48 a.m.]

[7 CFR Part 729]

PEANUTS

Allotment and Marketing Quota Regulations for Peanuts of the 1959 and Subsequent Crops

I. Pursuant to authority contained in applicable provisions of the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1281 et seq.), an amendment is being prepared to revise the Allotment

and Marketing Quota Regulations for Peanuts of the 1959 and Subsequent Crops (23 F.R. 8515, 24 F.R. 2677, 6803, 9611, 25 F.R. 897, 8065, 10567, 26 F.R. 1344, 2523, 4631).

II. As presently contemplated, the amendment would:

(a) Revise § 729.1011(1), as amended, which contains the definition of "farm peanut history acreage", for clarification and to delete provisions recently incorporated in Part 719 of this chapter (26 F.R. 7324).

(b) Expand § 729.1011(o) to specify that peanuts will be considered as marketed when they are delivered as collateral for, or in settlement of, a price support loan.

(c) Revise § 729.1011 (r) and (t), which contain the definitions of "new farm" and "old farm", to clarify the definition of "old farm" and to define a new farm as any farm which is not an "old farm".

(d) Expand § 729.1012 to include a rule of fractions to be used in the determination of the support price per pound for each type of peanuts. The rule would be applicable when liquidated damages due under an agreement signed pursuant to § 729.1054 are computed.

(e) Revise § 729.1015 for clarification and to delete provisions relative to the establishment of allotments of one acre or less which will be incorporated in section 729.1017, as amended.

(f) Revise § 729.1016 to (1) delete the references to 1958 and prior years in paragraph (a) as such years are no longer in the base period, and (2) to provide, in paragraph (b)(1), that farm peanut history acreage may be increased because of abnormal conditions to the smaller of the planted acreage or the farm allotment.

(g) Revise § 729.1017, as amended, to delete the reference to Amendment 10 to the Farm Constitution and Allotment Record Regulations (26 F.R. 1262) as reserve acreage is no longer required for adjustments under such amendment.

(h) Revise § 729.1018 to make it clear data for farms for which it is obvious that the farm allotment would be one acre or less should not be included in the determination of the State allotment factor.

(i) Revise § 729.1021, as amended, to change the condition of eligibility for a new farm peanut allotment which requires that the farm operator be largely dependent on the farm for his livelihood to require that he obtain more than 50 percent of his income from agricultural commodities or products produced on the farm for which the new farm allotment is requested.

(j) Revise § 729.1024, as amended, to make more specific the procedure under which acreage may be released to the county committee and reapportioned to other farms, and to publish closing dates for such release and reapportionment.

(k) Revise § 729.1027 to provide for the use of additional forms as a notice of farm acreage allotment.

Prior to an amendment being issued, consideration will be given to any data, views and recommendations which are submitted in writing to the Director, Oils

and Peanut Division, Agricultural Stabilization and Conservation Service, United States Department of Agriculture, Washington 25, D.C. To be considered, any such submission must be postmarked not later than 15 days after publication of this notice in the FEDERAL REGISTER.

Signed at Washington, D.C. on September 8, 1961.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 61-8716; Filed, Sept. 12, 1961; 8:52 a.m.]

Agricultural Stabilization and Conservation Service

[7 CFR Part 730]

RICE

Determination of Acreage Allotments for 1959 and Subsequent Crops

Notice is hereby given that pursuant to the authority contained in the applicable provisions of the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1301, 1352, 1353, 1354, 1377), the Department proposes to amend §§ 730.1016, 730.1018, 730.1021, 730.1025, 730.1027 and 730.1029 of the regulations for the determination of rice acreage allotments for the 1959 and subsequent crops of rice (23 F.R. 8528, 24 F.R. 577, 24 F.R. 1640, 24 F.R. 2677, 24 F.R. 9615, 25 F.R. 3021, 26 F.R. 2819, 26 F.R. 4985, and 26 F.R. 5120), for the purposes of (1) for 1961 and subsequent crops, incorporating by reference regulations in Part 719 for determining the acreage considered planted to rice on a farm under the conservation reserve program, (2) changing the eligibility requirements for a rice acreage allotment as a new producer or a new farm in order to obtain uniformity between the rice acreage allotment regulations and the regulations for other allotment crops, (3) changing the regulations to provide that the rice acreage allotment established for a new producer or a new farm will be reduced if it is determined that the planted acreage on the farm is less than 75 percent of the farm rice acreage allotment (4) providing that approval shall not be given to a producer's request for allocation of his rice acreage allotment to government-owned lands covered by a lease containing a clause restricting the production of price-supported crops in surplus supply, and (5) limiting the transfer of producer allotments in cases of incapacity of the producer to cases of death or voluntary retirement from rice production.

With respect to (1) above, it is proposed that §§ 730.1016 and 730.1027 providing for determination of the acreage planted or considered planted to rice be amended to provide that, with respect to the 1961 and subsequent crops, the acreage regarded as planted to rice under a conservation reserve contract shall be determined as provided in 7 CFR Part 719, Reconstitution of Farms, Farm Allotments, and Farm History and Soil Bank Base Acreages.

With respect to (2) above, it is proposed that the regulations be amended with respect to 1962 and subsequent crops of rice to provide that:

(a) (New producers) to be eligible for a rice acreage allotment as a new producer, the applicant must have filed his application for an allotment on or before the closing date and must establish to the satisfaction of the county committee that (i) the applicant does not own or operate any other farm in the United States for which a rice allotment is established for the current crop year; (ii) the available land, type of soil and topography of the land on the farm to which the requested allotment will be allocated is suitable for the production of rice; (iii) the applicant owns, or otherwise has readily available, adequate equipment and the other facilities of production (including irrigation water) necessary to the successful production of rice on the farm; and (iv) the applicant will obtain, during the current year, more than 50 percent of his income from the production of agricultural commodities or products from the farm to which the requested allotment will be allocated; and

(b) (New farms) to be eligible for a new farm rice acreage allotment, the application must be filed on or before the closing date and the county committee must be satisfied that (i) neither the operator nor the owner of the farm covered by the application owns or operates any other farm in the United States for which a rice allotment is established for the current crop year; (ii) the available land, type of soil and topography of the land on the farm for which the allotment is requested is suitable for the production of rice; (iii) the operator owns, or otherwise has readily available, adequate equipment and the other facilities of production (including irrigation water) necessary to the successful production of rice on the farm; and (iv) the operator will obtain, during the current year, more than 50 percent of his income from the production of agricultural commodities or products from the farm for which the new farm allotment application is filed.

With respect to (3) above, it is proposed that the regulations be amended with respect to 1962 and subsequent crops of rice to provide that:

(a) (New producers) a new producer's allotment shall be reduced to the sum of the producer's shares in the acreages planted to rice in the current year by the new producer on all farms in which he has an interest in the acreage planted to rice when it is determined that such acreage is less than 75 percent of the allotment, and

(b) (New farms) if the acreage planted to rice on the farm in the current year is less than 75 percent of the allotment established for the farm, the rice acreage allotment for the farm shall be reduced to the acreage planted to rice on the farm.

Prior to incorporating the proposals set forth herein into the regulations, data, views and recommendations pertaining thereto submitted to the Director, Grain Division, Agricultural Stabili-

zation and Conservation Service, U.S. Department of Agriculture, Washington 25, D.C., will be given consideration, provided such submissions are postmarked not later than 15 days from the date of publication of this notice in the FEDERAL REGISTER.

Signed at Washington, D.C., September 8, 1961.

H. D. GODFREY,
Administrator, Agricultural
Stabilization and Conservation Service.

[F.R. Doc. 61-8718; Filed, Sept. 12, 1961;
8:52 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Parts 221, 302]

[Docket No. 10964]

CONSTRUCTION, PUBLICATION, FILING AND POSTING OF TARIFFS OF AIR CARRIERS AND FOREIGN AIR CARRIERS; RULES OF PRACTICE IN ECONOMIC PROCEEDINGS; COMPLAINTS REQUESTING SUSPENSION OF TARIFFS

Notice of Proposed Rule Making

SEPTEMBER 8, 1961.

Notice is hereby given that the Civil Aeronautics Board has under consideration the adoption of amendments to §§ 221.22, 221.31, and 221.112 of Part 221 of the Economic Regulations and Rule 505(b) of Part 302 of the Procedural Regulations. This notice supersedes the notice, PDR-2, heretofore given in this proceeding (24 F.R. 8975).

The principal features of the proposed amendments are explained in the explanatory statement below and the proposed amendments are set forth below in the proposed rule. These regulations are proposed under the authority of sections 204(a), 403, 1001, and 1002 of the Federal Aviation Act of 1958 (72 Stat. 743, 758, 788, 790; 49 U.S.C. 1324, 1373, 1481, 1482).

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 October 12, 1961, will be considered by the Board before taking final action on the proposed rules. Copies of such communications will be available for examination by interested persons in the Docket Section 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. In a notice of proposed rule making (PDR-2) dated October 29, 1959 (24 F.R. 8975) and circulated to the industry as Procedural Regulations, Docket 10964, the Board proposed an amendment to § 302.505(b) to require direct air carriers to file com-

plaints requesting suspension of tariffs within 15 days after the filing date of a tariff, rather than 15 days before its effective date.

Industry comment received opposed the amendment primarily on two grounds. First, the direct carriers felt it was discriminatory. Second, the industry criticized the use of the "filing date" as a guidepost since only the original filing is stamped, upon receipt by the Board's Tariffs Section, with a "filing date."

The Board believes that the attached proposed amendments will accommodate such opposition while retaining the purposes set forth in the first proposal, namely, in cases where tariffs are filed on more than 30 days' notice, to provide the filing carrier with earlier notice of complaints requesting suspension, and to provide the Board with more than 15 days for completing action on complaints to such tariffs.

It is proposed to amend the current § 302.505 by providing that a filing carrier may place a "posting date" upon a tariff that is filed with the Board more than 30 days prior to its effective date. As to tariffs containing such "posting dates," all complaints thereto (not only those of direct carriers) would have to be filed within 15 days after said "posting date." Such a rule would allow the filing carrier to choose those tariffs as to which it seeks early knowledge of their being opposed by other persons.

To accomplish uniformity with respect to the placing of "posting dates" upon tariffs, the Board is further proposing that § 221.21 of Part 221 of the Board's Economic Regulations be amended to provide that, when it is deemed desirable to place a "posting date" upon a tariff, as described above, the "posting date" shall be set forth in lieu of an "Issued date" in the location presently prescribed for said "Issued date," § 221.31(a) (10).

Section 221.22 *Specifications applicable only to looseleaf tariff publications* and § 221.112 *Amending book tariff by supplement* would also be amended to reflect the possible use of a "posting date."

1. It is proposed to amend Part 221 of the Economic Regulations (14 CFR Part 221) as follows:

§ 221.22 [Amendment]

a. By amending § 221.22(b) (4) to read as follows:

- (4) In the lower left corner:
 - (i) The issued date of the page; or,
 - (ii) The posting date of the page.
- (See § 221.31(a) (10).)

§ 221.31 [Amendment]

b. By amending § 221.31(a) (10) to read as follows:

(10) *Issued date or posting date.* The date on which the tariff is issued shall be shown in the lower left-hand portion of the title page in the following manner:

Issued: -----, 19... (Show month, date, and year in full, using no abbreviations.)

Provided, however, That a posting date may be set forth in the lower left-hand portion of the title page in lieu of an

issued date. Notwithstanding the notice provisions of § 221.160 and the posting periods required by § 221.171, any tariff on which a posting date is shown must be received by the Board on or before the designated posting date; must be posted by each carrier party thereto at its stations, terminals or offices on or before the designated posting date; and must contain a posting date that is more than thirty (30) days earlier than the designated effective date on the tariff. The posting date and an accompanying "Note" shall be set forth as follows:

Posting date: -----, 19... (Show month, date, and year in full, using no abbreviations.)

NOTE: In accordance with § 302.505(b) of the C.A.B. Procedural Regulations, any complaints as to this tariff must be filed within 15 days after this date.

§ 221.112 [Amendment]

c. By amending § 221.112(b) (7) to read as follows:

(7) *Issued date or posting date.* The date on which the supplement is issued, or a posting date, shall be shown in the lower left-hand portion of the title page. (See § 221.31(a) (10).)

2. It is proposed to amend Part 302 of the Procedural Regulations (14 CFR Part 302) by amending § 302.505 (b) and (c) to read as follows:

§ 302.505 Complaints requesting suspension of tariffs.

(b) A complaint requesting suspension of any tariff filed under the Act ordinarily will not be considered unless made in conformity with this section and filed with the Board at least fifteen (15) days before the effective date of the tariff, or, in the event that a "posting date" is printed upon a tariff,³ unless the complaint is filed within fifteen (15) days after said "posting date."

(c) In an emergency satisfactorily shown by complainant, and within the time limits herein provided, a telegraphic complaint may be sent to the Board and to the publishing carrier or agent stating the grounds relied upon, but such a telegraphic complaint must immediately be confirmed by complaint filed and served in accordance with this section.

[F.R. Doc. 61-8710; Filed, Sept. 12, 1961;
8:50 a.m.]

[14 CFR Part 385]

[Docket No. 13021]

DELEGATIONS AND REVIEW OF ACTION UNDER DELEGATION

Notice of Proposed Rule Making

SEPTEMBER 7, 1961.

Notice is hereby given that the Civil Aeronautics Board has under consideration a proposed regulation which would set forth the procedure for review of staff action pursuant to authority delegated under Reorganization Plan No. 3

³ See § 221.31(a) (10) of this chapter for description of manner in which "posting date" is placed upon tariff.

of 1961 in respect of functions which are not required to be exercised on an evidentiary record.

The principal features of the proposed regulation are explained in the Explanatory Statement below and the proposed regulation is set forth below in the Proposed Rule. This regulation is proposed under authority of sections 204(a) and 1001 of the Federal Aviation Act of 1958 (72 Stat. 743, 788; 49 U.S.C. 1324, 1481) and Reorganization Plan No. 3 of 1961, 26 F.R. 5989.

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 27, 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 Section 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. Reorganization Plan No. 3 of 1961 confers upon the Board authority to delegate by published order or rule any of its functions to certain categories of persons. The Board has under consideration a new Part 385 of its regulations which would implement the Reorganization Plan insofar as delegations to individual members of the Board's staff of functions which may be exercised without notice and hearing are concerned.

Proposed Part 385 would contain, in three subparts, general provisions applying to such delegations; a statement of the delegations; and a statement of the procedures applicable on review of staff action under delegation. The Board desires comments with respect to Subpart C—Procedure on Review of Staff Action, which sets forth the procedure generally applicable to Board review of staff action taken pursuant to authority delegated under the Reorganization Plan. It should be noted that it may be found necessary to add special review provisions for particular actions taken under such delegated authority.

In view of the urgency of this matter, the time for receipt of comments will be limited to fifteen days from publication in the FEDERAL REGISTER.

Generally speaking, the delegations which will be set forth in Subpart A—General Provisions and Subpart B—Delegation of Functions to Staff Members of the final regulation are those presently exercised by the staff in respect of matters not requiring notice or hearing, with certain additions and with two modifications: (1) Where a delegation now confers authority only to grant an application, such authority will be extended to denying the application, and (2) Where formerly some actions could not be taken without Board precedent such limitations will be removed.

Subpart C—Procedure on Review of Staff Action

§ 385.50 Persons who may petition for review.

Petitions for review may be filed by the applicant; by persons who have availed themselves of the opportunity; if any, to participate in the matter at the staff action level; and by persons who have not had an opportunity to so participate or who show good and sufficient cause for not having participated; *Provided*, That such persons disclose a substantial interest which would be adversely affected by the respective staff action.

§ 385.51 Petitions for review.

(a) *Time for filing.* Petitions for review shall be filed and served within seven (7) days after the date of the staff action to which they relate, but a different period may be fixed in such staff action. However, such period shall not be less than two (2) days.

(b) *Contents.* Petitions for review will be entertained only if they demonstrate that (1) a finding of material fact is clearly erroneous; (2) a legal conclusion is contrary to law, Board rules, or precedent; (3) a substantial and important question of policy is involved; or (4) a prejudicial procedural error has occurred. The petition shall briefly and specifically state the alleged grounds for review and the relief sought. If persons who participated at the staff action level set forth any new facts, arguments, or other new matter, an explanation must be furnished as to why said matter was not previously adduced at the staff action level. In the absence of a valid explanation, the Board may disregard such new matter.

(c) *Form and filing.* Petitions shall comply with the form and filing requirements of § 302.3 (a), (b), and (c), and § 302.4 of this chapter. Petitions shall not exceed 10 pages in length. The petitions shall be accompanied by proof of required service.

(d) *Service.* A petition filed by a person other than the applicant shall be served on the applicant. Petitions shall also be served on any persons who have served documents on the petitioner at the staff action level, and on such other persons as may be directed by the Board or the staff member who took the action to be reviewed.

(e) *Answers.* The applicant and such other persons as disclose a substantial interest which would be adversely affected by the relief sought in the petition may, within seven (7) days after filing the petition, file an answer thereto. A different period for the filing of answers may be fixed in the staff action. However, such period shall not be less than two (2) days. Such answers shall comply with the form and filing requirements applicable to petitions and shall be served on the applicant and any other person who has theretofore served a document in the matter on such respondent.

§ 385.54 Effective date of staff action.

Unless, within the time provided by this regulation, a petition for review is

filed or the Board gives notice that it will review on its own motion, staff action shall, without further proceedings, be effective and become the action of the Board upon the expiration of such period. Where a timely petition for review is filed in accordance with the provisions of this section, or the Board has given notice of review on its own motion, the staff action shall be stayed pending disposition by the Board, unless the Board determines otherwise. However, in cases where the Board's regulations provide that permissions or approvals are granted, or that other legal effects result, within a stated period from the filing with the Board of a prescribed document, unless the Board gives notice to the contrary or takes other action within said period, such notice given or action taken by a staff member under delegated authority shall toll the running of such period.

§ 385.55 Review by the staff.

Where the applicant files a petition for a review of a denial of his application, the delegatee may, upon consideration of all documents properly filed, grant the application. In such cases the applicant's petition for review will not be submitted to the Board. The staff action granting the application shall be subject to Board review as any other staff action.

§ 385.56 Decision by the Board.

(a) *Decline of right to review.* If the Board declines its right to exercise discretionary review, its order will determine the effective date of the staff action stayed by the petition for review.

(b) *Exercise of right to review.* The Board will exercise its discretionary right of review either upon petition or on its own motion if two or more Board Members so desire. The Board may by order provide for interlocutory relief pending its decision on the merits and may limit the issues on review. It may affirm, modify or set aside the staff action, may order the matter remanded, or may order further submittals or other proceedings before making its decision on the merits. This subpart does not authorize petitions for reconsideration of such Board decisions.

[F.R. Doc. 61-8711; Filed, Sept. 12, 1961; 8:51 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 600]

[Airspace Docket No. 61-NY-43]

FEDERAL AIRWAYS

Designation

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency (FAA) is considering an amendment to Part 600 of the regulations of the Administrator, the substance of which is stated below.

The FAA has under consideration the designation of intermediate altitude VOR Federal airway No. 1500 as a 10-mile wide airway from the Sherbrook, Quebec, VOR (latitude 45°19'00" N., long-

tude 71°47'20" W.) via the Millinocket, Maine, VOR to the Fredericton, New Brunswick, VOR (latitude 45°53'43" N., longitude 66°25'10" W.) excluding the portion which lies over Canada. This would provide the United States portion of a route for intermediate altitude air traffic operating from Montreal, Quebec, via Millinocket to the Canadian Maritime Provinces. The proposed reduced airway width would provide continuity with the Canadian airway system.

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

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C-226, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

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

Issued in Washington, D.C., on September 6, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61-8679; Filed, Sept. 12, 1961; 8:46 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 60-LA-54]

FEDERAL AIRWAYS, CONTROLLED AIRSPACE AND REPORTING POINTS

Revocation of Federal Airway, Associated Control Areas and Reporting Points

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to Parts 600 and 601 of the regulations of the Administrator, the substance of which is stated below.

Green Federal airway No. 4 extends from Los Angeles, Calif., to Amarillo, Texas. The Federal Aviation Agency is considering the revocation of Green 4.

It is the policy of this Agency to revoke L/MF airways wherever adequate VOR airways are available, and it appears that the route from Los Angeles to Amarillo is adequately served by VOR Federal airways Nos. 12, 25, and 107. Therefore, it appears that the retention of this airway is unjustified as an assignment of airspace. Accordingly, the Federal Aviation Agency proposes to revoke Green 4 and its associated control areas from Los Angeles to Amarillo. Adoption of this proposal would not necessarily result in discontinuance of the low frequency navigational aids associated with this airway. Any proposals to discontinue one or more of these aids would be processed in accordance with current Agency procedures. Concurrently with this action, § 601.4014, relating to reporting points associated with Green 4, would also be revoked.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Manager, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 45, Calif. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency Officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C-226, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

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

Issued in Washington, D.C., on September 6, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61-8680; Filed, Sept. 12, 1961; 8:46 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 60-LA-22]

FEDERAL AIRWAYS AND CONTROLLED AIRSPACE

Withdrawal of Proposal To Designate Control Area Extension

In a notice of proposed rule making published in the FEDERAL REGISTER as

Airspace Docket No. 60-LA-22 on June 18, 1960 (25 F.R. 5536), it was stated that the Federal Aviation Agency proposed to designate a control area extension at Cut Bank, Mont., to the east and west of the Cut Bank VOR.

Subsequent to publication of the notice, a review of the requirements for controlled airspace in the Cut Bank area has indicated that, upon implementation of the provisions of Amendment 60-21 to Part 60 of the Civil Air Regulations, numerous changes will be required in the dimensions of the controlled airspace proposed in the notice. The need for these changes will be considered in an Amendment 60-21 implementation study to be made on an area basis in which requirements for controlled airspace in the Cut Bank area will be correlated with requirements in adjacent areas. Accordingly, the notice is being withdrawn, and a new proposal will be issued upon completion of the study.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the proposal contained in Airspace Docket No. 60-LA-22 is withdrawn.

Section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on September 7, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61-8681; Filed, Sept. 12, 1961; 8:46 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 61-FW-22]

CONTROLLED AIRSPACE

Revocation of Control Area Extension and Designation of Transition Area

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 601 of the regulations of the Administrator, the substance of which is stated below.

The Salt Flat, Texas, control area extension is presently designated, within 5 miles either side of the north course of the Salt Flat radio range extending from the radio range to a point 15 miles north including the airspace northeast of the radio range bounded on the north by a line extending through points at latitude 32°02'15" W., longitude 104°46'00" W. and latitude 32°01'00" N., longitude 150°03'00" W. and bounded on the southeast by VOR Federal airway No. 94, and also including the airspace within 5 miles either side of a direct line from the Salt Flat radio range to the Carlsbad, N. Mex., VOR and within 5 miles either side of the 306° bearing extending from the Salt Flat radio range to its intersection with the Newman, Texas, VOR 091° radial.

The Federal Aviation Agency is considering revocation of the Salt Flat control area extension, and designation of a transition area in lieu thereof. The Salt Flat transition area would be

PROPOSED RULE MAKING

designated to extend upward from 1,200 feet above the surface to the base of the continental control area within the area southwest of the Salt Flat VOR, bounded on the south and west by low altitude VOR Federal airway No. 66, on the north by low altitude VOR Federal airway No. 16, and on the east by low altitude VOR Federal airway No. 222. This would permit the El Paso, Texas, Air Route Traffic Control Center to provide continuity of radar vectoring service to IFR traffic, arriving and departing the El Paso terminal area.

In addition, the transition area would include the airspace extending upward from 1,200 feet above the surface to the base of the continental control area north of the Salt Flat VOR bounded on the southeast and southwest by low altitude VOR Federal airway No. 94, on the north by a line 5 miles north of and parallel to a direct line extending from the intersection of the Newman, Texas VOR 091° and the Salt Flat VOR 312° True radials (McConnell, Texas Intersection), to the intersection of the Carlsbad, N. Mex., VOR 256° and the Culberson, Texas VOR 342° True radials (Caverns, N. Mex., Intersection). This portion would provide protection for aircraft being vectored while in transition

between the McConnell and Caverns intersections.

Portions of the present Salt Flat control area extension not included in the description of the proposed transition area have been omitted to minimize dual designation of controlled airspace. These portions are contained within controlled airspace associated with low altitude VOR Federal airways Nos. 16, 66, 94, and 222. Upon application of the provisions of Amendment 60-21 to Civil Air Regulations, Part 60, Air Traffic Rules to the airway structure in the El Paso area at a later date, adjustment of the transition area floor may be required. If this appears necessary, a new proposal will be initiated.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Manager, Southwest Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time,

but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C-226, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

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

Issued in Washington, D.C., on September 6, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61-8682; Filed, Sept. 12, 1961;
8:47 a.m.]

Notices

DEPARTMENT OF AGRICULTURE

Agricultural Research Service

IDENTIFICATION OF CARCASSES OF CERTAIN HUMANELY SLAUGHTERED LIVESTOCK

Supplemental List of Humane Slaughterers

Pursuant to section 4 of the Act of August 27, 1958 (7 U.S.C. 1904) and the statement of policy thereunder in 9 CFR 181.1, the following table lists additional establishments operated under Federal inspection under the Meat Inspection Act (21 U.S.C. 71 et seq.) which have been officially reported as humanely slaughtering and handling the species of livestock respectively designated for such

establishments in the table. This list supplements the list previously published under the act (26 F.R. 8259) for August and represents those establishments and species which were reported too late to be included in the earlier list or which have come into compliance with respect to species indicated since the completion of the reports on which the earlier list was based. The establishment number given with the name of the establishment is branded on each carcass of livestock inspected at that establishment. The table should not be understood to indicate that all species of livestock slaughtered at a listed establishment are slaughtered and handled by humane methods unless all species are listed for that establishment in the table. Nor should the table be understood to indicate that the affiliates of any listed establishment use only humane methods:

Name of establishments	Establishment No.	Cattle	Calves	Sheep	Goats	Swine
Armour and Co.....	2AG	(*)				
Swift and Co.....	3FF	(*)	(*)	(*)		(*)
Do.....	3NN	(*)	(*)	(*)		(*)
Brander Meat Co.....	25	(*)	(*)			
Roegelein Provision Co.....	32	(*)	(*)			
Kenton Packing Co.....	36	(*)				(*)
Empire Packing Corp.....	65					
Somerville Packing Co.....	66					(*)
Missouri Farmers Association Packing Division	159A	(*)				
Swift and Co.....	184		(*)	(*)		
The Rath Packing Co.....	186	(*)		(*)		
Fort Dodge Packing Co., Inc.....	187	(*)				
Pacific Meat Co., Inc.....	267	(*)	(*)			(*)
Melton Provision Co.....	311	(*)		(*)	(*)	
Armour and Co.....	528	(*)	(*)			
The Cudahy Packing Co.....	559	(*)				(*)
City of Austin Municipal Abattoir.....	590	(*)	(*)			
San Antonio Packing Co.....	602	(*)	(*)		(*)	
Kummer Packing Co.....	617	(*)	(*)	(*)		(*)
Granite State Packing Co.....	785	(*)	(*)			
Nat Buring Packing Co. of Arkansas, Inc.....	837B	(*)				(*)
Armour and Co.....	956	(*)				(*)
Earl Flick Wholesale Meats, Inc.....	965	(*)	(*)			

was made. Pursuant to this provision of the Act, the national acreage allotment for the 1962 crop of peanuts will be apportioned to States on the basis of their share of the 1961 national acreage allotment.

Prior to proclaiming the national marketing quota, establishing the national acreage allotment, apportioning the national acreage allotment among the States and determining the percentage of the national acreage allotment to be reserved for new farms, consideration will be given to any data, views, and recommendations relating thereto which are submitted in writing to the Director, Oils and Peanut Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, Washington 25, D.C. All written submissions must be postmarked not later than 20 days after publication of this notice in the FEDERAL REGISTER.

Signed at Washington, D.C., on September 8, 1961.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 61-8715; Filed, Sept. 12, 1961; 8:52 a.m.]

Office of the Secretary

NAVAL RADIO RESEARCH STATION, GEORGE WASHINGTON NATIONAL FOREST

Order Interchanging Administrative Jurisdiction of Military and National Forest Lands

By virtue of the authority vested in the Secretary of the Navy and the Secretary of Agriculture by the Act of July 26, 1956 (70 Stat. 656; 16 U.S.C. 505(a)), it is ordered as follows:

(1) The following-described lands which lie within the exterior boundaries of the George Washington National Forest, West Virginia, are hereby transferred from the jurisdiction of the Secretary of Agriculture to the jurisdiction of the Secretary of the Navy:

Parcel "B"—Beginning at Navy Boundary Corner No. 1, said Corner having West Virginia Plane Coordinates of N. 559,316.16, E. 2,494,651.26 feet; thence with Little Fork Road and west thereof, through Forest Service Tract 16; S. 20°33'00" E., 753.48 feet to Navy Corner No. 2; thence S. 08°40'30" W., 566.99 feet to Navy Corner No. 3; thence S. 36°22'30" W., 1,887.49 feet to Navy Corner No. 4; thence S. 14°25'20" W., 1,127.31 feet to Navy Corner No. 5, said Corner having West Virginia Plane Coordinates of N. 555,438.62, E. 2,493,430.01 feet; thence S. 29°22'30" E. 232.13 feet to a point of intersection of the Navy and National Forest Boundaries; thence with the National Forest Boundary S. 09°11'10" W., 10.55 feet to F.S. Corner 15, J. P. Kiser Exc.; thence S. 48°25'10" W., 896.94 feet to F.S. Corner 16, J. P. Kiser Exc.; thence N. 20°12'50" W., 593.49 feet to F.S. Corner 1, Tract 61a; thence S. 43°05'50" W., 1,538.94 feet to F.S.

Done at Washington, D.C., this 7th day of September, 1961.

R. K. SOMERS,
Acting Director, Meat Inspection Division, Agricultural Research Service.

[F.R. Doc. 61-8719; Filed, Sept. 12, 1961; 8:52 a.m.]

Agricultural Stabilization and Conservation Service

PEANUTS

National Marketing Quota and Apportionment of National Acreage Allotment to States, 1962

The Secretary of Agriculture is required by section 358(a) of the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1358(a)), to proclaim, between July 1 and December 1 of each calendar year, the amount of the national marketing quota for peanuts for the crop produced in the next succeeding calendar year. The amount of such quota is the total quantity of peanuts which will make available for marketing a supply of peanuts from the crop with respect to which the quota is proclaimed equal to the average quantity of peanuts harvested for nuts during the five years

immediately preceding the year in which such quota is proclaimed, adjusted for current trends and prospective demand conditions.

Section 358(a) of the act further provides that the national marketing quota for peanuts shall be converted to a national acreage allotment by dividing such quota by the normal yield per acre of peanuts for the United States determined by the Secretary on the basis of the average yield per acre of peanuts in the five years preceding the year in which the quota is proclaimed, with such adjustment as may be found necessary to correct for trends in yields and for abnormal conditions of production affecting yields.

Section 358(a) of the act also requires that the national marketing quota be a quantity of peanuts sufficient to provide a national acreage allotment of not less than 1,610,000 acres.

Section 358(c) (1) of the act (7 U.S.C. 1358(c) (1)) provides that the national acreage allotment for any year, less the acreage to be allotted to new farms under section 358(f) of the act (7 U.S.C. 1358 (f)) shall be apportioned among the States on the basis of their share of the national acreage allotment for the most recent year in which such apportionment

Corner 2, Tract 61a; thence N. 74°14'10" W., 53.63 feet to a point in line 2-3, F.S. Tract 61a; thence through said Tract 61a, N. 10°49'50" W., 1,358.83 feet to Navy Corner No. 13; thence N. 41°41'00" W., 246.50 feet to an intersection with the National Forest Boundary, line 7-8 of said Tract 61a; thence with the National Forest Boundary N. 74°25'36" E., 219.36 feet to F.S. Corner 8, Tract 61a; thence N. 38°27'30" W., 674.21 feet to F.S. Corner 9, Tract 61a; thence N. 82°36'00" E., 1,066.61 feet to F.S. Corner 10, Tract 61a; thence N. 04°48'30" E., 2,636.47 feet to a point in line of F.S. Tract 16; thence through the said F.S. Tract 16, N. 81°27'55" E., 2,463.54 feet to the point of beginning, containing 233.67 acres more or less.

Parcel "C"—Beginning at Navy Boundary Corner No. 6, having West Virginia Plane Coordinates N. 554,327.21, E. 2,494,055.62; thence through F.S. Tract 16, S. 02°16'30" E., 539.83 feet to a point on the National Forest Boundary, line 7-8, Snyder & Waggy Exc.; thence with the forest boundary, N. 41°29'00" W., 1,081.66 feet to F.S. Corner 8, Snyder & Waggy Exc.; thence S. 87°17'50" E., 558.00 feet to a point in National Forest Boundary; thence through F.S. Tract 16, S. 29°22'30" E., 280.69 feet to the point of beginning, containing 5.76 acres more or less.

(2) The following-described lands which lie adjacent to the George Washington National Forest, West Virginia, and constitute a portion of the Naval Radio Research Station, Sugar Grove, West Virginia, are hereby transferred from the jurisdiction of the Secretary of the Navy to the jurisdiction of the Secretary of Agriculture:

Tract No. 1—Beginning at a point in the southerly property line of the lands of Roy Bowers (Dr. Harvey Bowers Estate, Parcel No. 2), said point being a corner of the lands of J. L. Mitchell and the George Washington National Forest Tract 16 and designated as Corner SH-7 on Fifth Naval District Public Works Office Drawing No. 53779, dated June 27, 1958, entitled "Naval Radio Facility, Sugar Grove, West Virginia, Main Site Area Land Acquisition Map", which said point is the most southerly point of the southerly property line of said Roy Bowers; running thence N. 56°27'50" west along the property line common to the lands of J. L. Mitchell and Roy Bowers (Parcel No. 2) 4,358.33 feet to Corner No. 1; thence along the property line common to the lands of William Bowers and Roy Bowers (Parcel No. 2) S. 84°11'27" E., 354.05 feet to Corner No. 2; N. 30°38'17" E., 475.99 feet to Corner No. 3, being a corner common to the lands of William Bowers, Roy Bowers (Parcel No. 2) and Roy Bowers (Parcel No. 3) thence along the property line common to the lands of William Bowers and Roy Bowers (Parcel No. 3), N. 66°23'41" W., 479.82 feet to Corner No. 4; N. 87°51'45" W., 412.63 feet to Corner No. 5; N. 57°46'06" W., 519.10 feet to Corner No. 6, being a corner common to the land of William Bowers and V. R. Homan Estate (J. R. Kiser) and Roy Bowers (Parcel No. 3); thence along the property line common to the lands of V. R. Homan and Roy Bowers (Parcel No. 3) N. 26°13'54" E., 330 feet to Corner No. 7; N. 43°28'20" E., 370.13 feet to Corner No. 8, being a corner common to the lands of Roy Bowers (Parcel No. 3), Roy Bowers (Parcel No. 3A) and the V. R. Homan Estate (J. R. Kiser) to Corner No. 8, thence N. 59°21'34" W., along the property line common to the lands of Roy Bowers (Parcel No. 3A) and V. R. Homan Estate (J. R. Kiser) 639.75 feet to Corner No. 9; being a corner common to the lands of Roy Bowers (Parcel No. 3A), C. W. Rader and V. R. Homan Estate (J. R. Kiser); thence N. 00°41'33" E., and through the lands of C. W. Rader, 1307.07 feet to Corner No. 10 being a corner common to the lands of J. T. Rexrode and C. W. Rader;

thence along the property line common to the lands of C. W. Rader and J. T. Rexrode S. 43°30'58" E., 237.02 feet to Corner No. 11 being a corner common to the lands of C. W. Rader, J. T. Rexrode and Roy Bowers (Parcel No. 1); thence along the property line common to the lands of J. T. Rexrode and Roy Bowers (Parcel No. 1), N. 07°34'12" W., 214.97 feet to Corner No. 12; N. 22°32'15" E., 231.13 feet to Corner No. 13; N. 31°16'32" W., 1,090.05 feet to Corner No. 14; N. 50°49'28" W., 195.73 feet to Corner No. 15; N. 16°34'12" W., 144.89 feet to Corner No. 16; N. 55°44'00" W., 716.18 feet to Corner No. 17; N. 26°01'35" E., 352.47 feet to Corner No. 18; N. 49°43'07" W., 200.11 feet to Corner No. 19; N. 65°23'10" W., 209.10 feet to Corner No. 20; N. 26°26'50" E., 1,344.52 feet to Corner No. 21; being a corner common to the lands of Harvey Moyers, J. T. Rexrode and Roy Bowers (Parcel No. 1); thence S. 56°30'50" E., along the property line common to the lands of Harvey Moyers and Roy Bowers (Parcel No. 1) 1,235.48 feet to Corner No. 22, a corner common to the lands of Roy Bowers (Parcel No. 1), Harvey Moyers (Parcel No. 14) and Moyers Fifth Tract; thence N. 49°44'30" E., and through the lands of Harvey Moyers 935.82 feet to a point in property line common to the lands of Harvey Moyers and W. Hoover; thence continuing N. 49°44'30" E., and through the lands of W. Hoover 845.76 feet to a point in the property line common to the lands of W. Hoover and George Crider; thence continuing N. 49°44'30" E., and through the lands of George Crider 335.33 feet to a point in the property line common to the lands of George Crider and Eldon Mitchell (Parcel No. 17); thence continuing N. 49°44'33" E., and through the lands of Eldon Mitchell (Parcel No. 17) 1,366.63 feet to a point in the property line common to the lands of Eldon Mitchell (Parcel No. 17) and E. Mitchell (Parcel No. 18); thence continuing N. 49°44'30" E., and through the lands of Eldon Mitchell (Parcel No. 18) 683.20 feet to Corner No. 23, being a corner common to the lands of E. Mitchell (Parcel No. 18) and B. Kiser; thence S. 76°07'20" E., and through the lands of B. Kiser 1,191.59 feet to Corner No. 24, being a corner common to the lands of B. Kiser and E. Hoover Estate; thence S. 44°58'20" E., and along the property line common to the lands of E. Hoover Estate and B. Kiser 927.29 feet to Corner No. 25, being a corner common to the lands of E. Hoover Estate, B. Kiser and George Washington National Forest Tract 16; thence S. 04°48'30" W., along the property line common to the lands of E. Hoover Estate and George Washington National Forest Tract 16, 3,949.50 feet to Corner No. 26; S. 82°36'00" W., 1,066.61 feet to Corner No. 27, being a corner common to the lands of E. Hoover Estate, B. Kiser and George Washington National Forest Tract 61a; thence along the property line common to the lands of B. Kiser and George Washington National Forest Tract 61a, S. 38°27'30" E., 674.21 feet to Corner No. 28; S. 74°25'36" W., and across Lick Run 489.06 feet to Corner No. 29; N. 34°54'24" W., 637.56 feet to Corner No. 30; thence N. 55°09'50" W., along the property line of George Washington National Forest Tract 61a common to the lands of B. Kiser and continuing along the property line common to lands of Roy Bowers (Parcel No. 1) 972.38 feet to Corner No. 31, being a corner common to the lands of Roy Bowers (Parcel No. 1) and George Washington National Forest Tract 61a; thence S. 28°03'50" W., and along the property line common to the lands of Roy Bowers (Parcel No. 1) and George Washington National Forest Tract 61a, 787.58 feet to Corner No. 32, being a corner common to the lands of P. Waggy and George Washington National Forest Tract 61a; thence S. 48°14'10" E., and along the property line common to the lands of P. Waggy and George Washington National Forest Tract 61a, 2,640.58 feet to Corner No. 33, being a corner

common to the lands of P. Waggy, George Washington National Forest Tract 61a and A. Jones, et al. (Parcel No. 7); thence along the property line common to the lands of George Washington National Forest Tract 61a and A. Jones, et al. (Parcel No. 7) and crossing Lick Run, S. 74°14'10" E., 305.66 feet to Corner No. 34; N. 43°05'50" E., 1,538.94 feet to Corner No. 35; S. 20°12'50" E., 593.49 feet to Corner No. 36, being a corner common to the lands of A. Jones, et al. (Parcel No. 7), Goldie Logan and George Washington National Forest Tract 16; thence along the property line common to the lands of Goldie Logan and George Washington National Forest Tract 16, N. 48°25'10" E., 470.25 feet to Corner No. 37 in line 15-16, J. P. Kiser Exc., Tract 16; S. 51°49'10" E., 585.75 feet to Corner No. 38 in line 16-17, J. P. Kiser Exc., Tract 16; thence with George Washington National Forest Boundary, common to lands of Goldie Logan N. 87°17'50" W., 325.88 feet to Corner No. 39; S. 41°29'00" E., 2,220.27 feet to Corner No. 40; thence S. 27°43'10" W., continuing along the property line of the George Washington National Forest, common to the lands of Goldie Logan and continuing along the property line common to the lands of P. Waggy and continuing along the property line common to the lands of Roy Bowers (Parcel No. 2), a total of 1,612.59 feet to Corner No. 41; thence S. 62°11'30" W., and along the property lines common to lands of George Washington National Forest, and Roy Bowers (Parcel No. 2), 2,935.49 feet to the point of beginning, containing in all 1,145.45 acres, more or less.

Tract No. 2 (Parcels 11 and 12)—Beginning at a point in the northern property line of the lands of Goldie Logan, in property line 15-16, J. P. Kiser Exc., Tract 16 of the lands of George Washington National Forest, said point being also the northeasterly corner of the lands of Goldie Logan common to a northwesterly corner of the lands of Leafy Homan (J. P. Kiser Estate, Parcel No. 11) and the true point of beginning; running thence along the property line common to the lands of the George Washington National Forest Tract 16 and the lands of Leafy Homan (J. P. Kiser Estate, Parcels 11 and 12) the following courses and distances: N. 48°25'10" E., 426.29 feet to a corner; N. 10°17' E., 844.14 feet to a corner; S. 51°54' E., 630.30 feet to a corner; S. 55°53' E., 2,466.42 feet to a corner; S. 24°25' W., 149.82 feet to a corner; S. 26°50' E., 118.14 feet to a corner; N. 74°35' E., 108.24 feet to a corner; S. 42°18' E., 1,370.82 feet to a corner; S. 24°22' E., 676.50 feet to a corner; S. 50°49' E., 1,421.64 feet to a corner; S. 05°38' W., 2,613.60 feet to a corner; S. 78°59' W., 975.48 feet to a corner; N. 18°33' W., 1,675.74 feet to a corner; N. 29°23' W., 995.28 feet to a corner; N. 44°23' W., 1,137.84 feet to a corner; N. 78°45' W., 586.08 feet to a corner; N. 21°05' W., 1,508.76 feet to a corner; N. 19°20' W., 1,053.36 feet to a corner; N. 87°17'50" W., 476.65 feet to a point in property line 16-17, J. P. Kiser Exc., Tract 16 of the lands of the George Washington National Forest Common to the lands of Leafy Homan (J. P. Kiser Estate, Parcel No. 11) and Goldie Logan; thence along the property line common to the lands of Leafy Homan and common to the lands of Leafy Homan (J. P. Kiser Estate, Parcel No. 11) N. 51°49'10" W., a distance of 585.75 feet to the point of beginning, containing in all 309.44 acres and being shown as Parcels No. 11 and 12 on Fifth Naval District Public Works Office Drawing No. 54027, dated July 7, 1958, entitled "Naval Radio Facility Sugar Grove, Pendleton County, West Virginia, Property Acquisition Map."

Tract No. 3 (Parcel No. 13)—Beginning at a point being the northeasterly corner of lands of Leafy Homan (J. P. Kiser Estate, Parcel No. 12) said corner being Corner 6, J. P. Kiser Lap, Tract 16 of the Lands of George Washington National Forest; running thence S. 36°44' E., through the lands of

George Washington National Forest 812.46 feet to a point being the most northwesterly corner of the lands of D. D. Chapman (Parcel No. 13) and Corner 3, Hugh Dever Exc., George Washington National Forest Tract 16 and the true point of beginning; running thence along the property line common to the lands of George Washington National Forest and D. D. Chapman the following courses and distances: S. 55°11' E., 4,101.90 feet to a corner; S. 28°48' W., 368.94 feet to a corner; N. 70°39' W., 2,549.58 feet to a corner; N. 49°16' W., 1,097.58 feet to a corner; N. 02°52' E., 1,133.88 feet to a corner; which is the true point of beginning; containing in all 71.95 acres and being shown as Parcel No. 13 on the aforesaid Property Acquisition Map.

Excluding, however, from Tract No. 1 the following-described three parcels of land:

Parcel "A"—Beginning at Corner No. 28, a corner common to the lands of the George Washington National Forest Tract 61a and Navy Parcel No. 9, formerly owned by Berlin Kiser. Thence with the forest lands N. 38°27'30" W., 674.21 feet to Corner No. 27; thence N. 82°36'00" E., 1,066.61 feet to Corner No. 26; thence N. 04°48'30" E., 2,636.47 feet to a point on the Navy Boundary in line of Tract 16, George Washington National Forest; thence S. 81°27'55" W., 1,342.89 feet to Navy Corner No. 16, said corner having West Virginia Plane Coordinates of N. 558,751.56 feet, E. 2,490,888.96 feet; thence S. 05°16'20" W., 934.18 feet to Navy Corner No. 15; thence S. 00°40'10" W., 1,813.12 feet to Navy Corner No. 14 having West Virginia Plane Coordinates of N. 556,008.21 E. 2,490,781.90; thence S. 41°41'00" E., 546.66 feet to a point of intersection with the National Forest Boundary Tract 61a; thence N. 74°25'36" E., 219.36 feet to the point of beginning, containing 80.05 acres, more or less.

Parcel "D"—Beginning at Navy Boundary Corner No. 7, said corner having West Virginia Plane Coordinates of N. 553,580.98, E. 2,494,085.28 feet; thence with the Navy Boundary S. 89°52'50" W., 944.08 feet to Navy Corner No. 8; thence N. 47°46'50" W., 442.36 feet to Navy Corner No. 9; thence N. 75°06'10" W., 285.66 feet to Navy Corner No. 10; thence N. 82°27'20" W., 344.66 feet to Navy Corner No. 11; thence S. 80°38'10" W., 603.92 feet to Navy Corner No. 12 having West Virginia Plane Coordinates of N. 553,896.67, E. 2,491,599.99 feet; thence N. 10°49'50" W., 187.88 feet to a point of intersection with the National Forest Boundary line 2-3, Tract 61a; thence with the Forest Boundary S. 74°14'10" E., 53.63 feet to a corner; thence N. 43°05'50" E., 1,538.94 feet to a corner; thence S. 20°12'50" E., 593.49 feet to a corner; thence N. 48°25'10" E., 896.94 feet to a corner; thence N. 09°11'10" E., 10.55 feet to a point in line 14-15, J. P. Kiser Exc., Tract 16; thence with the Navy Boundary S. 29°22'30" E., 762.57 feet to an intersection with the National Forest Boundary line 16-17, J. P. Kiser Exc., Tract 16; thence with the Forest Boundary N. 87°17'50" W., 558.00 feet to a corner; thence S. 41°29'00" E., 1,081.66 feet to a point in line 7-8, Snyder & Waggy Exc., Tract 16 at intersection with the Navy Boundary; thence S. 02°16'30" E., 206.99 feet to the point of beginning, containing 49.93 acres, more or less.

Right of Way Parcel—Beginning at U.S. Navy Boundary Corner No. 16, said corner having West Virginia Plane Coordinates of N. 558,751.56, E. 2,490,888.96; thence S. 05°16'20" W., 934.18 feet to Navy Boundary Corner No. 15; thence N. 70°00'00" W., 200.00 feet to a corner; thence N. 30°55'42" W., 718.66 feet to a corner; thence N. 01°50'02" E., 1,100.51 feet to a corner; thence N. 01°00'00" W., 918.38 feet to a corner; thence N. 09°56'47" E., 557.99 feet to a corner common with the lands of Eldon Mitchell; thence N. 49°44'30" E., 200.41 feet to Navy Corner No. 23; thence S. 76°07'20" E., 255.77 feet to a corner com-

mon to lands of Berlin Kiser; thence S. 03°01'45" E., 2,391.94 feet to the point of beginning, containing 39.40 acres, more or less.

Pursuant to section 2 of the aforesaid act of July 26, 1956, the national forest lands transferred to the jurisdiction of the Secretary of the Navy by this order are hereafter subject only to the laws applicable to other military lands comprising the Naval Radio Research Station. The military lands transferred to the jurisdiction of the Secretary of Agriculture by this order are hereafter subject to the laws applicable to lands acquired under the Act of March 1, 1911 (36 Stat. 961), as amended.

This order shall be effective upon publication in the FEDERAL REGISTER.

Dated: June 29, 1961.

KENNETH E. BELIEU,
Assistant Secretary of the Navy.

Dated: July 20, 1961.

FRANK J. WELCH,
Assistant Secretary of Agriculture.

[F.R. Doc. 61-8720; Filed, Sept. 12, 1961; 8:52 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-47]

ORDNANCE MATERIALS RESEARCH OFFICE

Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 1, set forth below, to Facility License No. R-65. The license authorizes Ordnance Materials Research Office to operate the pool-type nuclear reactor located at Watertown Arsenal, Watertown, Massachusetts. 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 Ordnance Materials Research Office's submission dated January 30, 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 is-

suance 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 10, 1961, to the licensee and (b) the licensee's reply dated January 30, 1961, both on file at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Germantown, Md., this 7th day of September 1961.

For the Atomic Energy Commission.

EDSON G. CASE,
Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.

[License No. R-65; Amdt. 1]

License No. R-65, which authorizes Ordnance Materials Research Office to operate its pool-type nuclear reactor, located at Watertown Arsenal, Watertown, Massachusetts, 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 30, 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 7th day of September 1961.

For the Atomic Energy Commission.

E. G. CASE,
Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.

[F.R. Doc. 61-8677; Filed, Sept. 12, 1961; 8:46 a.m.]

[Docket No. 50-54]

UNION CARBIDE CORP.

Notice of Issuance of Facility License

Please take notice that no request for a formal hearing having been filed follow-

ing the filing of notice of proposed action with the Office of the Federal Register on August 22, 1961, the Atomic Energy Commission has issued Facility License No. R-81 authorizing Union Carbide Corporation to operate the pool-type nuclear reactor located on the licensee's site in Sterling Forest, New York. Notice of the proposed action was published in the FEDERAL REGISTER on August 23, 1961, 26 F.R. 7843.

Dated at Germantown, Md., this 7th day of September 1961.

For the Atomic Energy Commission.

EDSON G. CASE,
Chief, Research and Power Re-actor Safety Branch, Division of Licensing and Regulation.

[F.R. Doc. 61-8689; Filed, Sept. 12, 1961; 8:48 a. m.]

FEDERAL AVIATION AGENCY

[OE Docket No. 61-FW-27]

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: Amarillo Broadcasting Co., Inc., proposes to construct a television antenna structure atop an existing grain elevator near Plainview, Texas, at latitude 34°11'38" north, longitude 101°42'22" west. The overall height of the structure would be 3,613 feet above mean sea level (the existing grain elevator extends 225 feet above ground and the antenna structure would extend 38 feet above the grain elevator).

No objections were made as a result of the circularization.

The proposed structure would be located approximately 1.2 miles north of the Plainview, Texas, Airport, and would penetrate the horizontal surface criteria of this Agency's TSO-N18, as applied to this airport, by 91 feet. The grain elevator itself penetrates the above criteria by 53 feet. The Agency study disclosed that the proposed structure would have no adverse effect upon aeronautical operations at the Plainview 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 (14 CFR 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 (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 August 30, 1961.

FRANK T. HAPPY,
Acting Chief,
Obstruction Evaluation Branch.

[F.R. Doc. 61-8683; Filed, Sept. 12, 1961; 8:47 a. m.]

CIVIL AERONAUTICS BOARD

[Docket 12603; Order No. E-17425]

CIRCLE AIRFREIGHT CORP. ET AL.

Order of Tentative Approval

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 8th day of September 1961.

By application filed June 16, 1961, Circle Airfreight Corp. (Circle), John H. Robinson, R. C. Robinson, Sr., and R. C. Robinson, Jr., request the Board (1) to approve pursuant to section 408 of the Federal Aviation Act of 1958 (the Act), as amended, the common control by the individual applicants of Circle and Harper, Robinson & Co. (Harper), and (2) to approve pursuant to section 409(a) of the Act the interlocking relationships which will result from the aforementioned individuals holding positions with Circle and Harper as follows:

Circle			Harper		
Individual	Position	Stock interest	Position	Stock interest	
		Percent		Percent	
John H. Robinson	Pres. and dir.	33 1/4	Vice pres. and dir.		30
R. C. Robinson, Sr.	Vice pres. and dir.	33 1/4	Pres. and dir.		40
R. C. Robinson, Jr.	Vice pres. and dir.	33 1/4	Vice pres. and dir.		30

Circle is an applicant for operating authority pursuant to Part 297 of the Board's economic regulations as an international air freight forwarder.¹ Har-

¹For the purpose of this proceeding Circle is considered to be an air carrier.

per is engaged in international freight forwarding, custom house brokerage and air freight agency activity as an International Air Transport Association (IATA) agent.

Applicants maintain that many of Harper's clients have found that they

could use and desire air freight consolidation which the said firm is unable to provide, and hence the management of Harper has decided to form a separate company in order to satisfy the needs of these clients; and that the common control and interlocking relationships will not adversely affect the public interest inasmuch as many shippers and clients will be able to gain services of air consolidation, which the firm cannot provide at this time.

No objections to the application have been filed.

Harper is deemed to be a person engaged in a phase of aeronautics by reason of its IATA agency activities. The Board, upon consideration of the application, concludes that a control relationship within the purview of section 408(a) of the Act will be created by the common control of Circle and Harper by the Robinsons. However, the Board has further concluded tentatively that such relationship does not affect the control of an air carrier directly engaged in the operation of aircraft in air transportation, does not result in creating a monopoly, and does not tend to restrain competition. Furthermore, the Board notes that no person disclosing a substantial interest is currently requesting a hearing. The control relationship is similar to others between air freight forwarders and IATA agents which have been approved by the Board, and does not present any new substantive issues. It would therefore appear that approval of the relationship would not be inconsistent with the public interest.

The Board further finds that interlocking relationships within the scope of section 409(a) of the Act will exist between Circle and Harper from the holding by their officers and directors of the positions described herein. For the reasons expressed above, the Board finds that the parties have made a due showing in the form and manner prescribed that the interlocking relationships will not adversely affect the public interest and should be approved.

In view of the foregoing, the Board tentatively finds that the control relationship involved herein should be approved and intends to approve it without a hearing pursuant to the provisions of section 408(b). In accordance therewith, this order constituting notice of such intention will be published in the FEDERAL REGISTER and interested persons will be afforded an opportunity to comment on the Board's tentative decision.²

Therefore, it is ordered:

1. That this order be published in the FEDERAL REGISTER;
2. That the Attorney General be furnished a copy of this order within one day of its publication; and
3. That interested persons are afforded a period of fifteen days within which to file comments or request a hearing

² See, for example, D. C. Andrews & Co., Inc., et al., Order E-16544, March 22, 1961, Docket 11841.

³ Further action on the interlocking relationships under section 409 will be deferred pending final resolution of the control relationships which are subject to section 408.

with respect to the Board's proposed action herein.⁴

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 61-8709; Filed, Sept. 12, 1961;
8:50 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP61-295 etc.]

CENTRAL HUDSON GAS AND ELECTRIC CORP. ET AL.

Notice of Applications, Consolidation and Date of Hearings

SEPTEMBER 6, 1961.

Central Hudson Gas and Electric Corporation,¹ Docket No. CP61-295; The City of Bolivar, Tennessee, Docket No. CP61-307; The Berkshire Gas Company, Blackstone Valley Gas and Electric Company,² The Bridgeport Gas Company, Central Massachusetts Gas Company,² Concord Natural Gas Corporation, The Connecticut Gas Company, Fitchburg Gas and Electric Light Company, Gas Service, Inc., The Greenwich Gas Company, The Hartford Electric Light Company, Haverhill Gas Company, City of Holyoke, Massachusetts Gas and Electric Department, Lawrence Gas Company,² Lowell Gas Company, Lynn Gas Company,² Manchester Gas Company, The New Britain Gas Light Company, North Shore Gas Company,² Northampton Gas Light Company,² Springfield Gas Light Company, Wachusett Gas Company,² City of Westfield Gas and Electric Light Department, Worcester Gas Light Company, Docket No. CP61-309; New York State Electric & Gas Corporation, Docket No. CP61-310; The Cities of Booneville and Baldwin, Mississippi, Docket No. CP61-314; Nashville Gas Company, Docket No. CP61-315; The City of Portland, Tennessee, Docket No. CP61-316; The Humphreys County Utility District, Docket No. CP61-317; The Town of Walnut, Mississippi, Docket No. CP61-318; City of Savannah, Tennessee Public Utilities, Docket No. CP61-319; City of Springfield, Tennessee, Docket No. CP61-320; The City of Holly Springs, Mississippi, Docket No. CP61-321; Iroquois Gas Corporation, Docket No. CP61-322; City of Ripley, Mississippi, Docket No. CP61-323; City of Batesville, Mississippi, Docket No. CP61-324; Pennsylvania Gas & Water Company, Docket

No. CP61-325; City of Olive Hill, Kentucky, Docket No. CP61-326; Pennsylvania Gas Company, Docket No. CP61-327; City of Grayson, Kentucky, Docket No. CP61-329; Orange & Rockland Utilities, Inc., Docket No. CP61-333; Western Kentucky Gas Company, Docket No. CP61-335; Clarksville Gas Department, Clarksville, Tennessee, Docket No. CP61-338; Delta Natural Gas Company, Inc., Docket No. CP61-340.

In May and June 1961, the above-captioned Applicants filed applications pursuant to section 7(a) of the Natural Gas Act requesting that the Commission issue an order directing Tennessee Gas Transmission Company (Tennessee) to sell and deliver to the respective Applicants certain volumes of natural gas in excess of those which Tennessee is presently authorized to deliver. In the proceedings entitled Berkshire Gas Company, et al.,

Docket No. CP61-74, this Commission directed Tennessee to sell and deliver additional quantities of gas for a period of one year to 35 of the 45 above-captioned Applicants in accordance with 7(a) applications filed by them in September and October of 1960.³

The various above-captioned 7(a) Applicants all seek a continuation of the interim service authorized on November 30, 1960, in Docket Nos. CI61-74, et al., with certain variations. Most of the Applicants have requested that the interim volumes authorized in Docket Nos. CI61-74, et al., be increased. The following tabulation shows the longterm volumes presently authorized; the one-year interim volumes authorized on November 30, 1960, in Docket Nos. CP61-74, et al., for the 1960-61 winter and the additional volumes requested in the instant application:

Customers	Maximum daily authorization [Mcf at 14.73 psia]			
	Presently authorized long-term maximum contract quantity	Interim volumes authorized docket Nos. CP61-74, et al.	Volumes applied for in subject applications	Total long-term and subject requests for 1961-62 winter
(1) The Berkshire Gas Co.: North Adams..... Pittsfield..... Greenfield.....	3,150 4,235 1,479	1,350 2,173	1,650 2,784 771	4,800 7,019 2,250
(2) Blackstone Valley Gas and Electric Co.....	11,150	5,680		16,830
(3) The Bridgeport Gas Co.....	22,338	6,295	4,182	26,520
(4) Central Massachusetts Gas Co.: Spencer.....	1,523			1,523
(5) Concord Natural Gas Corp.....	2,369	210	836	3,205
(6) The Connecticut Gas Co.: Norwalk..... Winsted..... Derby-Danbury..... Wallingford.....	1,895 608 6,936 3,031	505 122 3,344 185	655 659 4,119 508	2,550 1,267 11,055 3,543
(7) Fitchburg Gas and Electric Light Co.....	3,672	893	1,337	5,902
(8) Gas Service, Inc.....	3,950	332	1,016	5,009
(9) The Greenwich Gas Co.....	6,765	2,271	2,840	4,966
(10) The Hartford Electric Light Co.: Stamford..... Torrington.....	9,078 2,550	1,122 450	1,337 625	10,415 3,175
(11) Haverhill Gas Co.....	7,548	2,495	3,301	10,849
(12) Holyoke, Mass., Gas and Electric Department (City of).....	5,780	617	1,115	6,895
(13) Lawrence Gas Co.....	12,893			12,893
(14) Lowell Gas Co.....	12,954	2,652	3,570	16,524
(15) Lynn Gas Co.....	9,896			9,896
(16) Manchester Gas Co.: Manchester Station.....	4,778	222	722	5,500
(17) The New Britain Gas Light Co.....	4,590	2,230	3,704	8,294
(18) North Shore Gas Co. (Gloucester).....	2,666			2,666
(19) Northampton Gas Light Co.....	3,186			3,186
(20) Springfield Gas Light Co.....	20,808	7,456	10,902	31,710
(21) Wachusett Gas Co. (Leominster).....	3,324			3,324
(22) Westfield Gas and Electric Light Department (City of).....	4,080	900	510	4,990
(23) Worcester Gas Light Co.....	24,500	2,000	2,550	27,050
(24) Orange and Rockland Utilities, Inc.....	18,000	5,000	15,000	23,000
(25) Central Hudson Gas & Electric Corp.....	8,030	1,660	1,660	9,690
(26) Delta Natural Gas Co., Inc.....	6,360	1,040	1,040	7,400
(27) Clarksville Gas Department.....	6,750	450	2,271	9,021
(28) Western Kentucky Gas Co.....	25,884	1,739	2,677	28,561
(29) The City of Portland, Tenn.....	1,160	100	200	1,360
(30) City of Booneville and Town of Baldwin, Miss.....	2,532	158	258	2,790
(31) New York State Electric and Gas Corp.....	13,208	2,914	2,289	15,497
(32) Nashville Gas Co.....	107,823	5,119	7,952	115,775
(33) Town of Walnut, Miss.....	204	34	151	355
(34) Pennsylvania Gas Co.....	37,740	5,100	5,100	42,840
(35) Iroquois Gas Corp.....	93,840	10,200	10,200	104,040
(36) The Humphreys County Utility District.....	2,914	518	586	3,500
(37) City of Savannah, Tenn.....	1,630		120	1,750
(38) City of Holly Springs, Miss.....	4,065		317	4,382
(39) City of Bolivar, Tenn.....	3,570		234	3,804
(40) City of Springfield, Tenn.....	3,315		300	3,615
(41) City of Ripley, Miss.....	2,553		539	3,092
(42) City of Batesville, Miss.....	1,897		133	2,030
(43) Pennsylvania Gas & Water Co.....	13,200		2,533	15,733
(44) City of Grayson, Ky.....	773		137	910
(45) City of Olive Hill, Ky.....	441		160	601
Total.....	557,625	77,536	99,230	695,849

¹ These volumes do not include the storage service requested by Central Hudson and Orange and Rockland.

The above-captioned 7(a) Applicants also request that the interim service be extended for varying lengths of time.

Certain of the Applicants request the incremental service for the 1961-62 heating season. Others request that the

interim service be extended until November 30, 1962, and others ask for a continuation without confining it to a specified

² The authority to sell this additional gas to the Applicants will expire on Nov. 30, 1961.

⁴ Appendix A (filed as part of original document) lists the addresses of the above-captioned applicants.

² By amendment to abbreviated application under section 7(a) of the Natural Gas Act of the Berkshire Gas Co., et al., Docket No. CP61-309, et al., filed on Aug. 11, 1961, the following applicants have withdrawn their requests for interim service: Blackstone Valley Gas and Electric Co., Central Massachusetts Gas Co., Lawrence Gas Co., Lynn Gas Co., North Shore Gas Co., Northampton Gas Light Co., and Wachusett Gas Co.

³ Such comments shall in all respects conform to the requirements of the Board's rules of practice for the filing of documents.

period of time. Some Applicants further request such further relief as may be appropriate.

Tennessee in its amended application in Docket No. G-16842 stated that if the revised facilities it requested in that amendment are not in service prior to the 1961-62 winter season, then its system will not have the capacity to meet the 1961-62 requirements of its existing customers plus the 106,815 Mcf per day of interim gas and it will have to oppose their 7(a) applications.

On August 30, 1961, this Commission issued an order granting Tennessee temporary authorization to construct the facilities it requested in its amended application in Docket No. G-16842. The Commission in this order stated that it would require Tennessee to support the allegation that the facilities presently proposed are preferable to those previously authorized under the application as originally submitted by Tennessee in Docket No. G-16842. The Commission further stated that a failure by Tennessee to support the necessity of the facilities which the Commission has given it temporary authorization to construct would result in the removal of such investment from Tennessee's plant accounts and rate base.

In the above-mentioned order the Commission also stated that it expected Tennessee to prosecute the authorization and construction of adequate facilities for such permanent services prior to the winter heating season 1962-1963.

The scope of this notice therefore should be restricted to the needs of the applicants in the above-captioned proceedings for the winter heating season 1961-1962.

These related matters should be heard on a consolidated record and disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on September 21, 1961, at 9:30 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such applications: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

Protests 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 September 18, 1961. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the

intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61-8649; Filed, Sept. 12, 1961; 8:45 a.m.]

[Docket Nos. CP61-190, G-13875]

NORTHERN NATURAL GAS CO.

Notice of Postponement of Hearing

SEPTEMBER 6, 1961.

Upon consideration of the petition to intervene filed September 1, 1961, in the above-entitled proceeding by the Village of Circle Pines, Minnesota, stating, inter alia, that Circle Pines desires to " * * * present evidence and testimony in opposition to Northern's * * *" application in Docket No. CP61-190, and in order to afford the Applicant and any other interested parties an opportunity to file answers to said petition as provided for by the Commission's rules of practice and procedure;

The hearing now scheduled for 9:30 a.m. e.d.s.t., September 13, 1961, is hereby postponed to September 27, 1961, at 9:30 a.m. e.d.s.t., in a hearing room of the Federal Power Commission, 441 G Street, NW., Washington 25, D.C.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61-8684; Filed, Sept. 12, 1961; 8:47 a.m.]

[Docket No. G-16842]

TENNESSEE GAS TRANSMISSION CO.

Notice of Postponement of Hearing

SEPTEMBER 6, 1961.

By notice issued June 19, 1961, the above-designated matter was scheduled for hearing, to commence on September 11, 1961. It now appears appropriate to the Commission, in the exercise of its administrative functions, that the hearing be postponed.

Notice is hereby given that the hearing now scheduled for September 11, 1961, is hereby postponed to November 14, 1961, at 10:00 a.m. e.s.t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61-8685; Filed, Sept. 12, 1961; 8:47 a.m.]

[Docket No. CP62-11]

UNITED GAS PIPE LINE CO.

Notice of Application and Date of Hearing

SEPTEMBER 6, 1961.

Take notice that on July 18, 1961, United Gas Pipe Line Company (Applicant), 1525 Fairfield Avenue, Shreveport, Louisiana, filed an application in Docket No. CP62-11, pursuant to section 7(c) of the Natural Gas Act, for a certificate of public convenience and necessity seeking authorization to construct and operate certain facilities in order to sell

and deliver natural gas to Williamsville Water Company, Inc. (Water Company), for resale and distribution to the community of Williamsville and to rural customers along Water Company's proposed pipeline, all in Attala County, Mississippi, all as more fully set forth in the application on file with the Commission and open to public inspection.

Applicant proposes to construct and operate the following facilities: Approximately 0.0076 mile of two-inch pipeline, sales meter station, and appurtenant facilities from a point near milepost 296 on Applicant's 30-inch Offshore to Kosciusko pipeline, all in Attala County, Mississippi.

The total cost of the proposed construction is estimated to be \$4,038, which cost will be financed from current working funds.

The peak day and annual requirements of Williamsville are estimated to be:

Year	Mcf at 14.73 Psia	
	Peak day	Annual
1.....	35	3,000
2.....	51	4,500
3.....	61	5,000

The application shows that the estimated cost of the facilities to be constructed by Water Company is approximately \$22,000.

Water Company has obtained certificate authorization from the Mississippi Public Service Commission and a franchise from the county of Attala to render the proposed service.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on October 12, 1961, at 9:30 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests 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 October 2, 1961. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61-8686; Filed, Sept. 12, 1961; 8:47 a.m.]

[Project No. 1517]

MONROE CITY CORP.

Notice of Land Withdrawal

SEPTEMBER 7, 1961.

Conformable to the provisions of section 24 of the Act of June 10, 1920 (41 Stat. 1063), as amended, notice is hereby given that the lands hereinafter described, insofar as title thereto remains in the United States, are included in power project No. 1517 for which amendatory application for license was filed July 27, 1961, by the Monroe City Corporation, Monroe, Utah. Under said section 24 these lands are, from said date of filing, reserved from entry, location, or other disposal under the laws of the United States until otherwise directed by the Commission or by Congress.

SALT LAKE MERIDIAN, UTAH

All portions of the following described subdivisions lying within 50 feet of the center line survey of the pipe line right-of-way, plus a tract of land 300 feet square at the intake, all as delimited on map exhibit designated "Exhibit K—Sheet 1" and entitled "Monroe City Corporation, Service Berry Creek Pipe Line For First Left Hand Fork Power Plant" filed with this Commission on July 27, 1961:

- T. 25 S., R. 3 W.,
- Sec. 25: S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$;
- Sec. 36: E $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 26 S., R. 3 W.,
- Sec. 1: W $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ (unsurveyed).

The area of United States lands reserved by the filing of this application is approximately 30.42 acres, all within the Fishlake National Forest. Approximately 2.4 acres have been previously reserved in Power Site Classification No. 95.

Copies of the map exhibit "K" (FPC No. 1517-3) have been transmitted to the Bureau of Land Management, Geological Survey and Forest Service.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61-8687; Filed, Sept. 12, 1961; 8:47 a.m.]

FEDERAL RESERVE SYSTEM

FIRST SECURITY CORP.

Order Approving Application

In the matter of the application of First Security Corporation for prior approval of acquisition of all the common stock of the Sanpete Valley Bank, Mount Pleasant, Utah.

Whereas there has come before the Board of Governors, pursuant to section 3(a)(2) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842) and section 4(a)(2) of Federal Reserve Regulation Y (12 CFR 222.4(a)(2)), an application on behalf of First Security Corporation, Salt Lake City, Utah, for the Board's prior approval of the acquisition of all the voting shares of Sanpete Valley Bank, Mount Pleasant, Utah; a Notice of Receipt of Application has been published

in the FEDERAL REGISTER on June 9, 1961 (26 F.R. 5191) which provided an opportunity for submission of comments and views regarding the proposed acquisition; and the time for filing such comments and views has expired and no such comments or views have been filed;

It is hereby ordered, For the reasons set forth in the Board's Statement¹ of this date, that said application be and hereby is granted, and the acquisition by the First Security Corporation of all the outstanding common stock of Sanpete Valley Bank, Mount Pleasant, Utah, is hereby approved, provided that such acquisition is completed within three months from the date hereof.

Dated at Washington, D.C., this 7th day of September 1961.

By order of the Board of Governors.

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 61-8688; Filed, Sept. 12, 1961; 8:47 a.m.]

GENERAL SERVICES ADMINISTRATION

CASTOR OIL HELD IN NATIONAL STOCKPILE

Proposed Disposition

Pursuant to the provisions of section 3(e) of the Strategic and Critical Materials Stock Piling Act, 50 U.S.C. 98b(e), notice is hereby given of a proposed disposition of approximately 155,676,000 pounds of castor oil now held in the national stockpile.

The Office of Civil and Defense Mobilization has made a revised determination, pursuant to section 2(a) of the Strategic and Critical Materials Stock Piling Act, that said quantity of castor oil is no longer needed for stockpiling. The revised determination was based upon a finding of the Office of Civil and Defense Mobilization that said quantity of castor oil is in excess of the mobilization requirements for castor oil for use in time of war.

Since the revised determination is not by reason of obsolescence of castor oil for use in time of war, this proposed disposition of castor oil from the national stockpile is being referred to the Congress, as required by section 3(e) of the Strategic and Critical Materials Stock Piling Act.

Upon the express approval by the Congress of this proposed disposition or six months after the date of publication of this notice in the FEDERAL REGISTER, whichever is later, General Services Administration proposes to transfer such quantity of the castor oil to other Government agencies as may be required by them, to dispose of portions of it as payment in kind toward converting portions of castor oil remaining in the national

¹ Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington 25, D.C., or to the Federal Reserve Bank of San Francisco.

stockpile to sebacic acid, and to offer the remainder for sale on a competitive basis. The first offering for sale on a competitive basis will be of approximately 5,000,000 pounds. Additional offerings for sale on a competitive basis will follow the first offering at intervals of not less than 60 days nor more than 120 days. The quantity of oil to be offered annually for sale on a competitive basis will not exceed approximately 30,000,000 pounds. General Services Administration proposes to dispose of the entire 155,676,000 pounds of castor oil over a period of about five years.

This plan and the period of disposition have been fixed with due regard to the protection of producers, processors, and consumers against avoidable disruption of their usual markets as well as the protection of the United States against avoidable loss on disposal.

Dated: September 6, 1961.

JOHN L. MOORE,
Administrator.

[F.R. Doc. 61-8698; Filed, Sept. 12, 1961; 8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 176]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

SEPTEMBER 8, 1961.

The following letter-notices of proposals to operate over deviation routes for operating convenience only with service at no intermediate points have been filed with the Interstate Commerce Commission, under the Commission's deviation rules revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's deviation rules revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 4963 (Deviation No. 4), JONES MOTOR CO., INC., 7950 Dix Avenue, Detroit 9, Mich., filed August 30, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Chicago, Ill., over U.S. Highway 41 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 20 at or near Fremont, Ohio, and return over the same route, for operating

convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Chicago over U.S. Highway 20 to Toledo, Ohio, thence over Ohio Highway 51 (formerly business route U.S. Highway 20) to junction U.S. Highway 20, thence over U.S. Highway 20 to Cleveland, Ohio, and return over the same route.

No. MC 10761 (Deviation No. 12) TRANSAMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit 9, Mich., filed September 1, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From St. Joseph, Mo., over Interstate Highway 29 to Kansas City, Mo., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From St. Joseph over U.S. Highway 71 to Kansas City, and return over the same route.

No. MC 29988 (Deviation No. 7) DENVER-CHICAGO TRUCKING COMPANY, INC., 45th and Jackson Streets, Denver, Colo., filed August 24, 1961. Attorneys Axelrod, Goodman, and Steiner, 39 South La Salle Street, Chicago 3, Ill. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highway 85 and Interstate Highway 25, north of Colorado Springs, Colo., over Interstate Highway 25 (also known as Monument Valley Freeway) to junction U.S. Highway 85 south of Colorado Springs, and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Denver, Colo., over U.S. Highway 85 to Los Lunas, N. Mex., thence over New Mexico Highway 6 to junction U.S. Highway 66, thence over U.S. Highway 66 to junction U.S. Highway 89, approximately 1 mile east of Ash Fork, Ariz., and thence over U.S. Highway 89 via Wickenburg, Ariz., to Tucson, Ariz.; from Denver to Wickenburg as specified above, thence over U.S. Highway 60 to junction U.S. Highway 99, thence over U.S. Highway 99 to Los Angeles, Calif., and thence over U.S. Highway 101 to San Diego, Calif., and return over the same routes.

No. MC 29988 (Deviation No. 8) DENVER-CHICAGO TRUCKING COMPANY, INC., 45th and Jackson Streets, Denver, Colo., filed August 24, 1961. Attorneys Axelrod, Goodman, and Steiner, 39 South La Salle Street, Chicago 3, Ill. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Detroit, Mich., over Interstate Highway 94 to junction U.S. Highway 20 near Michigan City, Ind., and return over the same route, for operating convenience only,

serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Chicago, Ill., over U.S. Highway 12 to Detroit; and from Chicago over U.S. Highway 20 to South Bend, Ind., thence over U.S. Highway 31 to Niles, Mich., thence over Michigan Highway 40 to junction U.S. Highway 12 and thence over U.S. Highway 12 to Detroit, and return over the same routes.

No. MC 29988 (Deviation No. 9) DENVER-CHICAGO TRUCKING COMPANY, INC., 45th and Jackson Streets, Denver, Colo., filed August 28, 1961. Attorneys Axelrod, Goodman, and Steiner, 39 South La Salle Street, Chicago 3, Ill. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Kingdom City, Mo., over U.S. Highway 54 to Auxvasse, Mo., thence over State Supplementary Route E to junction State Route M, thence over State Route M to junction U.S. Highway 40, and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Denver, Colo., over U.S. Highway 40 to Limon, Colo., thence over U.S. Highway 24 to Halford, Kans., thence over U.S. Highway 83 to Oakley, Kans., thence over U.S. Highway 40 to Topeka, Kans., thence over U.S. Highway 24 to Kansas City, Mo. (also from Topeka over U.S. Highway 40 to Kansas City), and thence over U.S. Highway 40 to St. Louis, Mo., and return over the same route.

No. MC-55896 (Deviation No. 1) R. W. EXPRESS, INC., 4840 Wyoming, Dearborn 2, Mich., filed August 28, 1961. Carrier proposes to operate as a *common carrier*, of *general commodities*, with certain exceptions over a deviation route as follows: From Toledo, Ohio, over Interstate Highway 75 to junction U.S. Highway 25 and return over the same route for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Detroit, Mich., and Toledo, Ohio, over U.S. Highway 25.

No. MC-55896 (Deviation No. 2) R. W. EXPRESS, INC., 4840 Wyoming, Dearborn 2, Mich., filed August 28, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highways 20 and 35 west of Plymouth, Ind., over U.S. Highway 35 to Kokomo, Ind., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From the junction of U.S. Highways 30 and 35 west of Plymouth, Ind., over U.S. Highway 30 to Plymouth, Ind., thence over U.S.

Highway 31 to Kokomo, Ind., and return over the same route.

No. MC 55896 (Deviation No. 3) R. W. EXPRESS, INC., 4840 Wyoming, Dearborn 2, Mich., filed August 28, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction Michigan Highways 153 and 14 at or near Dixboro, Mich., over Michigan Highway 153 to Detroit, Mich., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From junction Michigan Highways 153 and 14 at or near Dixboro, Mich., over Michigan Highway 14 to Detroit, and return over the same route.

No. MC 70451 (Deviation No. 9) WATSON BROS. TRANSPORTATION CO. INC., 1910 Harney Street, Omaha 2, Nebr., filed August 28, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Omaha, Nebr., over Interstate Highway 80 to Lincoln, Nebr., and return over the same route for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Omaha and Lincoln over U.S. Highway 6.

MOTOR CARRIERS OF PASSENGERS

No. MC 1501 (Deviation No. 67) THE GREYHOUND CORPORATION, 174 Main Street, Kansas City 8, Mo., filed August 28, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: From junction U.S. Highway 151 and Interstate Highway 94 approximately 2 miles northeast of Madison, Wis., over Interstate Highway 94 to junction U.S. Highway 12 approximately 4 miles northwest of Wisconsin Dells, Wis., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From Minneapolis, Minn., over various routes including U.S. Highways 12 and 16 to Chicago, Ill., and return over the same routes.

By the Commission.

[SEAL] HAROLD D. McCOY,
Secretary.

[F.R. Doc. 61-8699; Filed, Sept. 12, 1961;
8:49 a.m.]

[Notice 397]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

SEPTEMBER 8, 1961.

The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications to

motor carriers of property or passengers or brokers under sections 206, 209 and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings and pre-hearing conferences will be called at 9:30 o'clock a.m., United States standard time (or 9:30 o'clock a.m., local daylight saving time, if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 41915 (Sub No. 26), filed June 19, 1961. Applicant: MILLER'S MOTOR FREIGHT, INC., Zinn's Quarry Road, York, Pa. Applicant's attorney: Norman T. Petow, 43 North Duke Street, York, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Insulating materials in mixed truck loads in combination with roofing materials and supplies*, (1) from York, Pa., to Martinsburg, W. Va., and points in North Carolina, Virginia, New Jersey, New York, Maryland, Delaware, Ohio, and the District of Columbia, and (2) from points in New Jersey, to York, Pa., and Westminster and Curtis Bay, Md., and rejected materials and empty containers or other such incidental facilities (not specified) used in transporting the above-specified commodities in connection with routes (1) and (2) above, on return.

HEARING: October 23, 1961, at the Pennsylvania Public Utility Commission, Harrisburg, Pennsylvania, before Examiner J. Thomas Schneider.

No. MC 42487 (Sub-No. 518), filed August 30, 1961. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities*, between Phoenix, Tucson, and points in Pinal, Cochise, Pima, and Santa Cruz Counties, Ariz.

NOTE: Common control may be involved.

HEARING: November 2, 1961, at the Arizona Corporation Commission, Phoenix, Arizona, before Joint Board No. 240, or, if the Joint Board waives its right to participate, before Examiner James O.D. Moran.

No. MC 59570 (Sub-No. 12), filed July 24, 1961. Applicant: HECHT BROTHERS, INC., Lakewood Road, Toms River, N.J. Applicant's attorney: Isadore H. Schwartz, 200 Penn Square Building, Juniper and Filbert Streets, Philadelphia 7, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Concrete, mortar and asphalt mix, sand and gravel*, in bags, from Devault, Pa., to points in New Jersey, New York, Pennsylvania, Maryland, Delaware, Connecticut, Rhode Island, Massachusetts, Virginia, and Washington, D.C., and (2) *building and construction materials and supplies*, from points on and south of New Jersey Highway No. 33, in Monmouth and Ocean Counties, N.J., to

points in New Jersey, New York, Pennsylvania, Maryland, Delaware, Connecticut, Rhode Island, Massachusetts, Virginia, and Washington, D.C.

HEARING: November 1, 1961, in Room 300, U.S. Custom House and Appraisers' Stores, Second and Chestnut Streets, Philadelphia, Pa., before Examiner J. Thomas Schneider.

No. MC 64932 (Sub-No. 298) (CORRECTION), filed June 29, 1961, published issue August 30, 1961, and corrected this issue. Applicant: ROGERS CARTAGE CO., A corporation, 1934 South Wentworth Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from Amboy, Ill., to points in Wisconsin, Iowa, and Minnesota.

NOTE: The purpose of this republication is to show that the hearing will be held on October 17, 1961, and not October 27, 1961, as previously published.

HEARING: October 17, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Charles B. Heinemann.

No. MC 70267 (Sub No. 12), filed May 15, 1961. Applicant: ELI E. WAGNER, JR., 1011 East Boundary Avenue, York, Pa. Applicant's attorney: Norman T. Petow, 43 North Duke Street, York, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Shavings, sawdust, wood chips, slab wood, bark, and pulpwood*, from points in North Carolina, Virginia, Maryland, and New York, to points in Pennsylvania; (2) *insulating materials in mixed truckloads, in combination with roofing and building paper, prepared roofing, roofing cement, roofing felt, asphalt paint, asphalt, and materials used in the installation of such commodities*, (A) from York, Pa., to Charlestown and Keyser, W. Va., points in New Jersey, Maryland, and the District of Columbia, those in Virginia on and east of a line beginning at the Virginia-Maryland State line and extending along U.S. Highway 11 to junction U.S. Highway 52 near Wytheville, Va., thence along U.S. Highway 52 to the Virginia-North Carolina State line, those in North Carolina on, east and north of a line beginning at the North Carolina-Virginia State line and extending along U.S. Highway 52 to Mount Airy, N.C., thence along U.S. Highway 601 to Salisbury, N.C., thence along U.S. Highway 52 to Wadesboro, N.C., thence along U.S. Highway 74 to Lumberton, N.C., thence along North Carolina Highway 211 to Bolton, N.C., thence along U.S. Highway 76 to Wrightsville Beach, N.C., and those in New York on, south and east of a line beginning at the New York-Pennsylvania State line at Waverly, N.Y., and extending along New York Highway 17 to junction New York Highway 7, thence along New York Highway 7 to junction U.S. Highway 20, and thence along U.S. Highway 20 to the New York-Massachusetts State line; (B) From York, West York Borough, and Spring Garden Township, Pa., to points in Delaware; (C) From York, West York Borough, and

Spring Garden Township, York County, Pa., to points in that part of West Virginia on and north of a line extending from Parkersburg, W. Va., eastwardly along West Virginia Highway 47 to junction U.S. Highway 33, thence along U.S. Highway 33 to junction West Virginia Highway 5, thence along West Virginia Highway 5 to junction U.S. Highway 19, thence along U.S. Highway 19 to junction West Virginia Highway 4, thence along West Virginia Highway 4 to junction U.S. Highway 33, thence along U.S. Highway 33 to junction U.S. Highway 250, thence along U.S. Highway 250 to the West Virginia-Virginia State line, and to those points in that part of Virginia on and north of U.S. Highway 250 and on and west of U.S. Highway 11; and (D) From York, Pa., to points in that part of New York on, north and west of a line beginning at the New York-Pennsylvania State line at Waverly, N.Y., and extending along New York Highway 17 to Binghamton, N.Y., thence along New York Highway 7 to junction U.S. Highway 20, and thence along U.S. Highway 20 through Albany, N.Y., to the New York-Massachusetts State line; and (3) *damaged and rejected shipments of the above-specified commodities*, from the above-specified destination points to York, Pa.

NOTE: Applicant states he has authority to render the above-described service as a common carrier in Docket No. MC 70267 (Sub Nos. 1 through 9). Applicant is, therefore, asking for additional authority to transport insulating materials under Paragraph 2 (A, B, C, D) in conjunction with the transportation of roofing materials and other items described in his authority. Applicant further states he is not, therefore, asking for the right to institute an operation insofar as roofing and building paper and allied products are concerned. Reference to the authority of applicant will clearly demonstrate the limited authority which applicant is seeking in Paragraph 2 (A, B, C, D). The authority sought set forth in Paragraph 1 is entirely new.

HEARING: October 24, 1961, at the Pennsylvania Public Utility Commission, Harrisburg, Pa., before Examiner J. Thomas Schneider.

No. MC 107284 (Sub-No. 1), filed July 12, 1961. Applicant: EVERETT S. LINDSEY, doing business as LINDSEY'S EXPRESS, Evansville, R.D. 1, Mount Holly, N.J. Applicant's attorney: Russell Wolfe, Room 1505, 1528 Walnut Street, Philadelphia, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General Commodities* (except those of unusual value, Classes A and B explosives, alcoholic beverages, film, household goods, as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between points in Whitemarsh, Upper Dublin, Springfield, Cheltenham, and Abington Townships, located in Montgomery County, Pa., on the one hand, and, on the other, points in Burlington, Camden, Atlantic, Gloucester, Salem, and Cumberland Counties, N.J.

HEARING: October 31, 1961, in Room 300, U.S. Customs House and Appraisers' Stores, Second and Chestnut Streets,

Philadelphia, Pa., before Examiner J. Thomas Schneider.

No. MC 109341 (Sub-No. 2) (CLARIFICATION), filed July 5, 1961, published issue of August 30, 1961, and republished as clarified this issue. Applicant: VALLEY TRUCK LINES, INC., 2571 Roanoke Avenue, New Albany, Ind. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Chicago 2, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Prefabricated buildings, in sections and parts thereof, equipment, supplies and materials*, used in or incidental to the assembly, erection, and fitting of said buildings, from New Albany, Ind., to points in Illinois, Ohio, Kentucky, Missouri, Pennsylvania, Tennessee, and West Virginia, and *damaged and refused shipments* of the above-specified commodities, on return, and (2) *Materials, supplies, and equipment, including appliances, used in or incidental to the manufacture, assembly, erection, fitting and distribution* of prefabricated buildings, from points in Illinois, Ohio, Kentucky, Missouri, Pennsylvania, Tennessee, and West Virginia, to New Albany, Ind.

NOTE: The applicant states the purpose of paragraph (1) of the instant application is to modify the commodity authorization to include "prefabricated buildings" in lieu of "prefabricated houses and garages". There is no change in the territorial scope of the authority.

HEARING: Remains as assigned September 28, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Geralf F. Colfer.

No. MC 109821 (Sub-No. 17) (AMENDMENT), filed June 20, 1961, published issue July 19, 1961, amended July 25, 1961, and republished as amended this issue. Applicant: H. W. TAYNTON COMPANY, INC., 40 Main Street, Wellsboro, Pa. Applicant's attorney: Robert DeKroyft, Woolworth Building, 233 Broadway, New York 7, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Manufactured glass products and commodities and equipment used in the manufacture, sale or shipment of manufactured glass products*, between Greencastle, Pa., on the one hand, and, on the other, points in New Jersey, New York, Connecticut, Massachusetts, Rhode Island, Pennsylvania, and West Virginia.

NOTE: The purpose of this republication is to broaden the scope of the territory proposed to be served.

HEARING: November 2, 1961, at the U.S. Custom House and Appraisers' Stores, Room 300 Second and Chestnut Streets, Philadelphia, Pa., before Examiner J. Thomas Schneider.

No. MC 110525 (Sub-No. 459), filed August 30, 1961. Applicant: CHEMICAL TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry plastic materials, in*

bulk, in tank vehicles, or hopper-type vehicles, from Painesville, Ohio, to points in Connecticut, Indiana, Kentucky, Massachusetts, Michigan, New Jersey, New York, Ohio, Pennsylvania, and West Virginia, and *rejected shipments*, on return.

NOTE: Applicant has contract authority under MC 117507 and Subs thereunder, therefore, dual operations may be involved. Common control may be involved, also.

HEARING: October 5, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Charles J. Murphy.

No. MC 112391 (Sub-No. 26), filed June 26, 1961. Applicant: HADLEY AUTO TRANSPORT, a corporation, 7428 Paramount Boulevard, Pico Rivera, Calif. Applicant's attorney: Phil Jacobson, 510 West Sixth Street, Suite 723, Los Angeles 14, Calif. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *New automobiles, trucks, buses and chassis*, in secondary movements, in truckway and driveway service, from Belen, N. Mex., to points in Colorado, and *damaged, rejected and refused shipments* of the above, on return.

HEARING: October 16, 1961, at the New Mexico State Corporation Commission, Santa Fe, N. Mex., before Joint Board No. 125.

No. MC 114019 (Sub-No. 62), filed August 31, 1961. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, Ill. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, and food products, and confectionery products*, in mechanically refrigerated vehicles, from Pottstown, Pa., and points in Chester, Lancaster, Montgomery, Bucks, Huntingdon, Northampton, Berks, Lebanon, Philadelphia, Delaware, Schuylkill, Carbon, and Dauphin Counties, Pa., and New York, N.Y., and points in the New York, N.Y., Commercial Zone as defined by the Commission, to points in Washington, Oregon, Montana, Idaho, North Dakota, South Dakota, Wyoming, Colorado, Wisconsin, Utah, Nevada, New Mexico, Arizona, Iowa, Nebraska, California, and Minnesota.

NOTE: Applicant's attorney advises that the proposed operations contemplate service to all points in the entire Commercial Zone of New York, N.Y., including those located in New Jersey.

HEARING: October 4, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Henry A. Cockrum.

No. MC 114045 (Sub-No. 71) (AMENDMENT), filed July 21, 1961, published FEDERAL REGISTER, issue of August 16, 1961, republished, as amended, this issue. Applicant: TRANS-COLD EXPRESS, INC., P.O. Box 5842, Dallas, Tex. Applicant's attorney: Ralph W. Pulley, Jr., First National Bank Building, Dallas 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods and food products, and confectionery products*, in mechanically refrig-

erated vehicles, from Pottstown, Pa., and points in Chester, Lancaster, Montgomery, Bucks, Huntingdon, Northampton, Berks, Lebanon, Philadelphia, Delaware, Schuylkill, Carbon and Dauphin Counties, Pa., and New York, N.Y., and points in the New York, N.Y., Commercial Zone, as defined by the Commission, to points in Washington, Oregon, Montana, Idaho, North Dakota, South Dakota, Wyoming, Colorado, Wisconsin, Utah, Nevada, New Mexico, Arizona, Iowa, Nebraska, California, and Minnesota.

NOTE: The purpose of this republication is to advise that the proposed operations contemplate service to all points in the entire Commercial Zone of New York, N.Y., including those located in New Jersey.

HEARING: Remains as assigned October 4, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Henry A. Cockrum.

No. MC 114098 (Sub-No. 21), filed August 29, 1961. Applicant: LOWTHER TRUCKING COMPANY, a corporation, 521 Penman Street, P.O. Box 2115, Charlotte, N.C. Applicant's attorney: Edward G. Villalon, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Conduit and pipe and fittings*, on flat trailers, between Charlotte, N.C., on the one hand, and, on the other, points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York (except points in the New York, N.Y., Commercial Zone as described by the Commission), New Jersey (except points within 35 miles of New York, N.Y., and except points within 25 miles of Philadelphia, Pa.), Maryland (except Baltimore), Delaware, the District of Columbia, Virginia, and those points in Pennsylvania on, east and south of a line beginning at the New Jersey-Pennsylvania State Line near Easton, Pa., and extending along U.S. Highway 22 to Harrisburg, thence south along U.S. Highway 111 to the Pennsylvania-Maryland State Line (except Philadelphia and points within 25 miles thereof, and except Easton and York).

HEARING: October 24, 1961, at the Offices Interstate Commerce Commission, Washington, D.C., before Examiner John B. Mealy.

No. MC 114301 (Sub-No. 9), filed August 29, 1961. Applicant: DELAWARE EXPRESS CO., a corporation, P.O. Box 141, Elkton, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, from Elkton, Md., and points within seven (7) miles thereof, to points in Delaware, points in Cecil, Harford, and Kent Counties, Md., and points in Chester, Delaware, Lancaster, and Montgomery Counties, Pa., and *returned shipments, and empty containers or other such incidental facilities* (not specified), used in transporting fertilizer, on return.

HEARING: October 27, 1961, at the Pennsylvania Public Utility Commission, Harrisburg, Pa., before Joint Board No. 199, or, if the Joint Board waives its right

to participate, before Examiner J. Thomas Schneider.

No. MC 115194 (Sub No. 2), filed June 19, 1961. Applicant: WILLIAM J. REINING, SR., MILDRED REINING, GERALD M. REINING AND FLOYD T. OLVER, doing business as W. J. REINING & SONS, Beachlake, Pa. Applicant's attorney: James Rutherford, Honesdale, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pulverized limestone*, from the site of the Limestone Products Corporation of America plant located at Lime Crest, N.J., to points in Wayne and Pike Counties, Pa., Sullivan County, N.Y., that portion of Delaware County, N.Y., lying west and south of New York highway 28 which runs between Margaretville, N.Y., and Oneonta, N.Y., and to that portion of Broome County, N.Y., lying east of the east branch of the Susquehanna River.

HEARING: November 9, 1961, at the Federal Building, Scranton, Pa., before Examiner J. Thomas Schneider.

No. MC 117101 (Sub-No. 3), filed July 7, 1961. Applicant: LEFFLER TRANSPORTATION CO., a corporation, Main Street, Richland, Pa. Applicant's attorney: James W. Hagar, Commerce Building, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Slag*, in bulk, in dump vehicles, from Lebanon and Steelton, Pa., to points in Delaware, Maryland, and the District of Columbia, and (2) *sand*, in bulk, in dump vehicles, from points in Maryland, to points in Berks, Dauphin, and Lancaster Counties, Pa.

HEARING: October 30, 1961, at the U.S. Custom House and Appraisers' Stores, Room 300, Second and Chestnut Streets, Philadelphia, Pa., before Examiner J. Thomas Schneider.

No. MC 117324 (Sub-No. 1), filed July 19, 1961. Applicant: FORT DODGE TRANSPORTATION COMPANY, a corporation, One North 20th Street, Fort Dodge, Iowa. Applicant's attorney: Homer E. Bradshaw, Suite 510, Central National Building, Des Moines 9, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers, (1) in charter operations, between points in Buena Vista, Palo Alto, Kossuth, Hancock, Franklin, Hamilton, Hardin, Story, Boone, Dallas, Greene, Carroll, Sac, Pocahontas, Humboldt, Wright, Webster, Emmet, Clay, and Calhoun Counties, Iowa, on the one hand, and, on the other, points in the United States (excluding Alaska and Hawaii), and including Ports of Entry on the International Boundaries between the United States and Canada, and between the United States and Mexico; and (2) in one-way charter operations beginning at points in Buena Vista, Palo Alto, Kossuth, Hancock, Franklin, Hamilton, Hardin, Story, Boone, Dallas, Greene, Carroll, Sac, Pocahontas, Humboldt, Wright, Webster, Emmet, Clay, and Calhoun Counties, Iowa, and ending at any point within the United States (excluding Alaska and Hawaii), and including Ports of Entry on the International

Boundaries between the United States and Canada, and the United States and Mexico (or beginning at any point within the United States, excluding Alaska and Hawaii, and including Ports of Entry on the International Boundaries between the United States and Canada, and the United States and Mexico, and ending at any point in the Iowa counties named); and (3) in round-trip charter operations beginning and ending at points in Buena Vista, Palo Alto, Kossuth, Hancock, Franklin, Hamilton, Hardin, Story, Boone, Dallas, Greene, Carroll, Sac, Pocahontas, Humboldt, Wright, Webster, Emmet, Clay, and Calhoun Counties, Iowa, and extending to points in the United States (excluding Alaska and Hawaii), and including Ports of Entry on the International Boundaries between the United States and Canada, and the United States and Mexico.

NOTE: Applicant states it does not seek duplicating authority, however, it does seek to extend its present authority and to clarify its present certificate insofar as one-way charter operations are concerned.

HEARING: October 30, 1961, at the Wahkonsa Hotel, 10th and Central Avenue, Fort Dodge, Iowa, before Examiner Charles B. Heinemann.

No. MC 119422 (Sub-No. 7) (AMENDMENT), filed July 20, 1961, published issue of August 23, 1961, amended August 30, 1961, republished, as amended, this issue. Applicant: EE-JAY MOTOR TRANSPORTS, INC., 15th and Lincoln Streets, East St. Louis, Ill. Applicant's attorney: Joseph H. Goldenhersh, 406 Missouri Avenue, East St. Louis, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Pre-cast, prestressed and pre-fabricated concrete products* and (2) *returned and rejected shipments* of the above-specified commodities, between points in St. Clair, Madison, Jefferson and Champaign Counties, Ill., on the one hand, and, on the other, points in Missouri.

NOTE: The purpose of this amendment is to broaden the scope of the territory previously sought.

HEARING: Remains as assigned October 19, 1961, at the Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 135, or, if the Joint Board waives its right to participate, before Examiner Jerry F. Laughlin.

No. MC 119641 (Sub No. 28), filed June 23, 1961. Applicant: RINGLE EXPRESS, INC., 405 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building board, insulation board, fiberboard, pulpboard, wall board, and strawboard*, from Greenville, Miss., to points in New York, New Jersey, Delaware, Pennsylvania, Ohio, Indiana, Illinois, Michigan, Maryland, and the District of Columbia, and *damaged and rejected shipments*, on return.

HEARING: October 25, 1961, at the Claridge Hotel, Memphis, Tenn., before Examiner Allen W. Hagerty.

No. MC 119934 (Sub-No. 30), (AMENDMENT), filed July 3, 1961, pub-

lished issue August 16, 1961, and republished as amended this issue. Applicant: ECOFF TRUCKING, INC., 112 Merrill Street, Fortville, Ind. Applicant's attorney: William J. Guenther, 1212 Fletcher Trust Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Ficklin (Douglas County), Ill., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Vermont, Virginia, West Virginia, and Pennsylvania.

NOTE: The purpose of this republication is to add Pennsylvania as a destination state.

HEARING: Remains as assigned October 17, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Examiner Reece Harrison.

No. MC 123631, filed May 1, 1961. Applicant: GERALD GUIDO, 754 North James Street, Hazelton, Pa. Applicant's representative: John W. Frame, 603 North Front Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *School and artist supplies*; from Hazelton, Pa., to points in Maryland, New Jersey, and New York, and *materials, supplies, empty containers and such merchandise useful or used in, or incidental to the manufacture of the above-described commodities*, on return. (2) *Plastic foam, foam rubber products and plastic foam rubber by-products, and supplies and materials used in the manufacture of plastic foam, plastic foam products or by-products*; between Hazelton, Pa., on the one hand, and, on the other, points in Maine, New Hampshire, Vermont, Connecticut, Massachusetts, Rhode Island, New York, New Jersey, Delaware, Maryland, Illinois, Indiana, Virginia, West Virginia, Ohio, Pennsylvania, and the District of Columbia.

HEARING: November 8, 1961, at the Federal Building, Scranton, Pa., before Examiner J. Thomas Schneider.

No. MC 123758, filed June 23, 1961. Applicant: EARL BASSFORD, doing business as BASSFORD LIVESTOCK TRANSPORTATION, Box 71, Ontario, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cotton seed meal and pellets, linseed meal and stock salt*, from points in California on and south of U.S. Highway 40, to (1) points in Washoe, Pershing, and Humboldt Counties, Nev., (2) points in Idaho, and (3) points in Malheur, Grant, Baker, Harney, Umatilla, Deschutes, Union, Klamath, Lake, Jefferson, Crook, and Wallowa Counties, Ore.

NOTE: Applicant indicates, *livestock, and other exempt products*, will be transported on return.

HEARING: October 20, 1961, at the Public Utilities Commission, State House, Boise, Idaho, before Examiner Harold P. Boss.

No. MC 123813, filed July 17, 1961. Applicant: E. ROSS DEIMLER, 1714 Hummel Avenue, Camp Hill, Pa. Applicant's attorney: Christian V. Graf,

407 North Front Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked, damaged, disabled and repossessed motor vehicles*, by the truck-away method, between points in Dauphin and Cumberland Counties, Pa., on the one hand, and, on the other, points in Ohio, Indiana, Illinois, Michigan, Kentucky, Tennessee, Delaware, Maryland, the District of Columbia, Virginia, West Virginia, North Carolina, New Jersey, New York, Massachusetts, Connecticut, and Rhode Island.

HEARING: October 25, 1961, at the Pennsylvania Public Utility Commission, Harrisburg, Pa., before Examiner J. Thomas Schneider.

No. MC 123855, filed September 5, 1961. Applicant: GOE TRUCK LINE, INC., Brunswick, Mo. Applicant's attorney: Ed. M. Brown, Suite 203, East Stephens Building, Columbia, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed*, in bulk and sacks, and *fertilizer*, in bulk and sacks, from East St. Louis, Ill., to points in De Kalb, Daviess, Caldwell, Mercer, Grundy, Livingston, Carroll, Sullivan, Linn, Chariton, Saline, Pettis, Macon and Howard Counties, Mo., and *exempt commodities*, on return.

HEARING: September 22, 1961, at the Missouri Hotel, Jefferson City, Mo., before Joint Board No. 135, or, if the Joint Board waives its right to participate, before Examiner Raymond V. Sar.

No. MC 123889, filed August 22, 1961. Applicant: VINCENT S. LOWMAN, 438 Belmont Street, Johnstown, Pa. Applicant's attorney: S. Harrison Kahn, 1110-14 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food products*, from Baltimore, Md., to Johnstown, Altoona, Bedford, and Phillipsburg, Pa.

NOTE: Applicant states he desires to obtain a Certificate of Public Convenience and Necessity as a common carrier by motor vehicle, in interstate or foreign commerce, transporting the same commodities and from and to the same points, over irregular routes, as now authorized in the outstanding Permit in No. MC 31953, and, if a Certificate is granted as sought herein, desires and requests that Permit No. MC 31953 be revoked concurrently with the issuance of such Certificate.

HEARING: October 31, 1961, at the New Federal Building, Pittsburgh, Pa., before Examiner Warren C. White.

No. MC 123901, filed August 28, 1961. Applicant: RELIABLE MOVERS, INC., 2558 Treat Road, Adrian, Mich. Applicant's attorney: Wilhelmina Boersma, 2850 Penobscot Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New hospital, laboratory, research and scientific furniture, fixtures, equipment and parts thereof, uncrated, and store fixtures, steel shelving, steel and glass cabinets and parts thereof*, uncrated, from points in Lenawee County, Mich., to points in the United States (except points in

Alaska and Hawaii), and *damaged, rejected and returned shipments* of the commodities specified above, on return.

HEARING: October 16, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 123902, filed August 24, 1961. Applicant: NORTH JERSEY TRANSFER, INC., P.O. Box 292, Sparta, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Foam rubber*, loose and in packages, from Franklin, N.J., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, Virginia and the District of Columbia.

NOTE: Applicant states that it is under continuing contract with Stauffer-Hewitt, Inc., Franklin, N.J.

HEARING: October 25, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Raymond V. Sar.

MOTOR CARRIERS OF PASSENGERS

No. MC 119956, filed July 29, 1960. Applicant: D. D. ALDERDYCE, Delta, Iowa. Applicant's representative: Kenneth F. Dudley, 106 North Court Street, P.O. Box 557, Ottumwa, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, mail, express and newspapers*, in the same vehicle with passengers, between New York, N.Y., and San Francisco, Calif., from New York, N.Y., over U.S. Interstate Highway 80 to San Francisco, Calif., and return over the same route, serving all intermediate points.

PRE-HEARING CONFERENCE: October 20, 1961, at the Midland Hotel, Chicago, Ill., with Examiner James C. Cheseldine presiding. At the pre-hearing conference it is contemplated that the following matters will be discussed: (1) The issues generally with a view to their simplification; (2) The possibility and desirability of agreeing upon special procedure to expedite and control the handling of this application including the submission of the supporting and opposing shipper testimony by verified statement; (3) The time and place or places of such hearing or hearings as may be agreed upon; (4) The number of witnesses to be presented and the time required for such presentations by both applicant and protestants; (5) The practicability of both applicant and the opposing carrier submitting in written form their *direct* testimony with respect to: (a) Their present operating authority, (b) Their corporate organizations, if any, (c) Their Fiscal data, (d) Their equipment, terminals, and other facilities; (6) The practicability and desirability of all parties exchanging exhibits covering the immediately above-listed matters in advance of any hearing; and (7) Any other matters by which the hearing can be expedited or simplified or the Commission's handling thereof aided.

APPLICATIONS FOR BROKERAGE LICENSES

MOTOR CARRIERS OF PASSENGERS

No. MC 12743 (Sub-No. 1), filed August 22, 1961. Applicant: MORGAN THOMAS EDWARDS, doing business as MORG EDWARDS EXCURSIONS, 2641 Schley Street, Erie, Pa. Applicant's attorney: James B. Dwyer, Jr., 1415 G. Daniel Baldwin Building, Erie, Pa. Authority sought to engage in operations as a *Broker (BMC 5)*, at Erie, Pa., in arranging for the transportation of *Passengers and their baggage*, in the same vehicle with passengers, both as individuals and groups, in sightseeing tours, and to attend sporting events, in charter operations, beginning and ending at Erie, (Erie County), Pa., and extending to points in California, Florida, Kentucky, New York, Ohio, Illinois, Pennsylvania and the District of Columbia.

HEARING: October 26, 1961, at the Pennsylvania Public Utility Commission, Harrisburg, Pa., before Joint Board No. 65, or, if the Joint Board waives its right to participate, before Examiner J. Thomas Schneider.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 31600 (Sub-No. 511), filed August 30, 1961. Applicant: P. B. MURPHY MOTOR TRANSPORTATION, INC., Calvary Street, Waltham 34, Mass. Applicant's attorney: H. C. Ames, Jr., Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dipropionyl peroxide*, in bulk, in tank vehicles, from Geneseo, N.Y., to the Port of Entry at the International Boundary line between the United States and Canada at Champlain, N.Y.

NOTE: Applicant states the proposed commodity is destined to Montreal, Quebec.

No. MC 47761 (Sub-No. 4), filed August 25, 1961. Applicant: THE RIVERSIDE TRUCK AND STORAGE CO., INC., 1114 Adams Street, Bay City, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), from Bay City, Mich., to points in Michigan, and *returned and rejected shipments* of the above-specified commodities, on return.

NOTE: Applicant states proposed operations will be under contract with Proctor and Gamble Co.

No. MC 66562 (Sub-No. 1844), filed August 31, 1961. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York 17, N.Y. Applicant's attorneys: Slovacek and Galiani, Suite 2800, 188 Randolph Tower, Chicago 1, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting *General commodities*, moving in express service, between Hot Springs, S. Dak. and junction U.S. Highway 385 with South Dakota Highway 79 (Maverick

Corner); from Hot Springs over U.S. Highway 385 to junction with South Dakota Highway 79 (Maverick Corner), and return over the same route, serving no intermediate points. **RESTRICTIONS:** The service to be performed by carrier shall be limited to that which is auxiliary to or supplemental of Air or Railway Express service. Shipments to be transported shall be limited to those moving on through bills of lading or express receipts. Such further restrictions as the Commission in the future may find necessary to impose in order to restrict carrier's operation to service which is auxiliary to or supplemental of Air or Railway Express service.

No. MC 123042 (Sub-No. 4), filed August 16, 1961. Applicant: CLIFFORD COOL, 500 Gero Avenue, Manistique, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bakery goods*, (1) from Rapid River, Mich., to Munising and Manistique, Mich., and (2) from Escanaba, Mich., to Munising, Mich.

Note: Applicant states he proposes to transport the above-specified commodities for The Great Atlantic & Pacific Tea Company, Inc., originating in Milwaukee, Wis.

MOTOR CARRIERS OF PASSENGERS

No. MC 29890 (Sub-No. 24), filed September 5, 1961. Applicant: ROCKLAND COACHES, INC., 126 North Washington Avenue, Bergenfield, N.J. Applicant's attorney: S. S. Eisen, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, (1) between Clarkstown (Rockland County) and New York, N.Y.; from junction New York Highway 59 with New York State Thruway (Spring Valley Interchange No. 14) in Clarkstown, over New York Thruway and New York State Thruway Garden State Parkway Connection to New Jersey State line; thence over Garden State Parkway to junction New Jersey Highway 17 in Paramus, N.J. (Garden State Parkway Interchange No. 163); thence over New Jersey Highway 17 to junction U.S. Highway 46 in Hasbrouck Heights, N.J.; thence over U.S. Highway 46 to junction New Jersey Turnpike in Ridgefield Park, N.J. (Interchange No. 18); thence over New Jersey Turnpike, New Jersey Highway 3, and Lincoln Tunnel to New York, N.Y., and return over the same route.

Note: Applicant now holds operating authority with closed doors over that portion of the above route between junction U.S. Highway 46 with New Jersey Turnpike and New York, N.Y.

(2) Within Montvale, N.J.; from junction Chestnut Ridge Road with Grand Avenue, over Grand Avenue to junction Garden State Parkway (Interchange No. 172), and return over the same route; (3) within Washington Township, N.J.; from junction Pascack Road with Washington Avenue, over Washington Avenue to junction Garden State Parkway (Interchange No. 168), and return over the same route. **RESTRICTION:** Service over this route and operating via Garden

State Parkway to and from New York, N.Y., shall operate in conjunction with otherwise authorized routes only as follows: Over Pascack Road between junction with Washington Avenue in Washington Township, N.J., and the north boundary of Hillsdale, and over authorized routes west thereof in Hillsdale, and over all authorized routes north of the northerly boundary of Hillsdale; (4) between Hillsdale and Washington Township, N.J.; from junction Hillsdale Avenue with Wierimus Road in Hillsdale, over Wierimus Road, Van Emburgh Avenue, and Washington Avenue to junction Garden State Parkway (Interchange No. 168) in Washington Township, and return over the same route; and (5) Within Woodcliff Lake, N.J.; from junction Overlook Drive with Saddle River Road, over Overlook Drive to junction Wierimus Road; and return over the same route. Service at all intermediate points on foregoing routes except those on Route (1), between junction Washington Avenue with Garden State Parkway in Washington Township, N.J. (Interchange No. 168), and New York, N.Y.

Note: Common control may be involved.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5, GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

No. MC 38320 (Sub-No. 5), filed August 31, 1961. Applicant: CENTRAL MOTOR EXPRESS, INC., Greensburg Road, Campbellsville, Ky. Applicant's attorney: Robert M. Pearce, 221½ St. Clair Street, Frankfort, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, and Classes A and B explosives), (1) between Louisville, Ky. and Buffalo, Ky.; from Louisville over U.S. Highway 31W to Elizabethtown, Ky., thence over Kentucky Highway 61 to Buffalo, and return over the same route, serving no intermediate points and serving Buffalo, Ky., for purposes of joinder only; and (2) between Louisville, Ky., and junction of Kentucky Turnpike with Kentucky Highway 61 at Elizabethtown, Ky.; from Louisville over the Kentucky Turnpike (also known as U.S. Highway I-65) to its junction with Kentucky Highway 61 at Elizabethtown, and return over the same route, serving no intermediate points and serving Elizabethtown for purpose of joinder only.

Note: Request is made for concurrent handling with No. MC-F 7963, published this issue.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under section 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-7962. Authority sought for merger into ALL STATES FREIGHT, INCORPORATED, 1250 Kelly Avenue, Akron, Ohio, of the operating rights and property of ALL STATES FREIGHT, INC. OF INDIANA, 311 East 18th Street, Muncie, Ind., and for acquisition by C. O. BELL, Carlton House, 275 North Portage Path, Apartment 7-H, Akron, Ohio, BENJAMIN W. CHIDLAW, 13515 Shaker Boulevard, Apartment 2A, Cleveland 20, Ohio, THOMAS DENMAN, 38 Furnace Brook Parkway, Quincy, Mass., MORRIS J. HARTMAN, 19300 Shelburne Road, Shaker Heights, Ohio, D. W. McCLELLAND, 2477 Addyston Road, Akron, Ohio, JAMES S. PEDLER, JR., 262 Wolcott Road, Akron, Ohio, J. F. POETZINGER, 1387 Elm Grove Avenue, Akron, Ohio, CLARENCE TARBET, 5801 East 17th Parkway, Denver, Colo., P. M. THOMAS, 767 Swartz Road, Akron, Ohio, and R. A. VAN DEVERE, 3201 Cormany, Akron, Ohio, of control of such rights and property through the transaction. Applicants' representative: James S. Pedler, Jr., secretary, ALL STATES FREIGHT, INCORPORATED, 1250 Kelly Avenue, P.O. Box 7036, Akron 6, Ohio. Operating rights sought to be merged: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes between Muncie, Ind., and St. Louis, Mo., between Muncie, Ind., and Buffalo, N.Y., between Muncie, Ind., and Detroit, Mich., between Muncie, Ind., and Chicago, Ill., between Muncie, Ind., and Cincinnati, Ohio, between Indianapolis, Ind., and Louisville, Ky., between Sandusky, Ohio, and Milan, Ohio (for use as a connecting route only), between Marion, Ind., and Peru, Ind. (for use as a connecting route only), and between Muncie, Ind., and junction Indiana Highways 9 and 67 (for use as a connecting route only), serving certain intermediate and off-route points, several alternate routes for operating convenience only; *transmissions, transmission casings, and transmission parts*, between Kenosha, Wis., and Chicago, Ill., and between Chicago, Ill., and Kenosha, Wis., serving no intermediate points; *sodium cyanide*, from Niagara Falls, N.Y., to Buffalo, N.Y., serving no intermediate points; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between Chicago, Ill., on the one hand, and, on the other, points in Illinois within 30 miles of Chicago. ALL STATES FREIGHT, INCORPORATED, is authorized to operate as a *common carrier* in Connecticut, Illinois, Indiana, Maryland, Massachusetts, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-7963. Authority sought for purchase by CENTRAL MOTOR EXPRESS, INC., Greensburg Road, Campbellsville, Ky., of a portion of the operating rights of SKAGGS TRANSFER, INC., 938 South 13th Street, Louisville, Ky., and for acquisition by HENRY A. BUCHANAN, JR., also of

Campbellsville, of control of such rights through the purchase. Applicants' attorneys: Rudy Yessin, McClure Building, Frankfort, Ky., and Robert M. Pearce, 221½ St. Clair Street, Frankfort, Ky. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods but not excepting commodities in bulk, as a *common carrier* over regular routes, between Buffalo, Ky., and Greensburg, Ky., serving all intermediate points south of Buffalo and the off-route points in Green County, Ky., and those points within five miles of Mac, Ky. Service to Buffalo, Ky., is restricted to service for purposes of joinder only, between Summersville, Ky., and Gabe, Ky., serving all intermediate points; *general commodities*, except Class A and B explosives, and household goods, as defined by the Commission, between Lebanon, Ky., and Columbia, Ky., serving all intermediate points, and all off-route points within three miles of the route described immediately below, subject to the restriction that no traffic is to be transported from, to, or through Louisville, Ky., from Lebanon over Kentucky Highway 55 to Columbia; between Campbellsville, Ky., and Greensburg, Ky., serving all intermediate points, and all off-route points within three miles of the route described immediately below, and the off-route point of Wolf Creek Dam, Ky., from Campbellsville over U.S. Highway 68 (Kentucky Highway 70) to Greensburg; *general commodities*, except those of unusual value, Class A and B explosives, and household goods as defined by the Commission, between Greensburg, Ky., and Columbia, Ky., serving certain intermediate and off-route points; *class A and B explosives*, between Elizabethtown, Ky., and Greensburg, Ky., serving all intermediate and off-route points in Green County, Ky., within ten miles of Greensburg; operations under the Second Proviso of Section 296a(1) of the Interstate Commerce Act, covering the transportation of *general commodities* over regular routes, that part of Kentucky common carrier certificate No. 112 south of Buffalo, Ky., not including Buffalo, Ky., or points on U.S. 31E, that part of Kentucky common carrier certificate 143 south of Buffalo, Ky., not including Buffalo, Ky., or points on U.S. 31E, all of Kentucky common carrier certificate No. 722, that part of Kentucky common carrier certificate 572 east of the Metcalfe-Adair County Line, that part of Kentucky common carrier certificate No. 287 south of Buffalo, Ky., not including Buffalo, Ky. Vendee is authorized to operate as a *common carrier* in the State of Kentucky. Application has not been filed for temporary authority under section 210a(b).

NOTE: Request is made by counsel for handling of this application concurrently with the section 207 application in No. MC-38320 (Sub No. 5), published this day.

No. MC-F-7964. Authority sought (1) for DENNIS J. McNICHOL, JR., AS EXECUTOR OF THE ESTATE OF DENNIS J. McNICHOL, 2519 Morris Street, Philadelphia, Pa., to transfer the operating rights of the latter to FRANCES

McNICHOL, doing business as DENNIS J. McNICHOL, 1805 South 26th Street, Philadelphia, Pa., and (2) for DENNIS J. McNICHOL, JR., to acquire control through management of the operating rights sought to be acquired by FRANCES McNICHOL, doing business as DENNIS J. McNICHOL. Applicants' attorney: Beverley S. Simms, Rhodes, Simms & Brown, 612 Barr Building, 910 17th Street NW., Washington 6, D.C. Operating rights sought to be transferred: Such *merchandise* as is dealt in by wholesale, retail, and chain grocery and food business houses, and *equipment, materials, and supplies* used in the conduct of such business (keystone restriction), as a *contract carrier* over irregular routes, between certain points in New Jersey, Delaware, and Pennsylvania; *fruits, vegetables, agricultural commodities, poultry, and sea food*, in the respective seasons of their production, from points in New Jersey, Pennsylvania, and Delaware, to above territory; *such foods, commodities, and equipment* as are used in connection with operation of industrial plant cafeterias, between Philadelphia, Pa., on the one hand, and points in areas in Delaware, New York, and New Jersey; *frozen fruits and frozen vegetables*, from Philadelphia to the District of Columbia and points in Delaware, Maryland, New Jersey, Ohio, and Virginia; *such food, commodities and equipment* as are used in connection with the operation of industrial plant and institutional cafeterias, from Philadelphia to points in Maryland and the District of Columbia; *frozen food*, from Philadelphia to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, Virginia, and the District of Columbia. Vendee holds no authority from this Commission; however, DENNIS J. McNICHOL, JR., is affiliated with DENNIS TRUCKING COMPANY, INC., 1701 South 26th Street, Philadelphia, and JOHNSON TRANSFER, INC., 2519 Morris Street, Philadelphia, Pa., which are authorized to operate as *common carriers* in New Jersey, New York, Pennsylvania, Delaware, Maryland, Virginia, and the District of Columbia; Maryland, Virginia, Pennsylvania, West Virginia, New York, New Jersey, and the District of Columbia, respectively. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 61-8700; Filed, Sept. 12, 1961;
8:49 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3848]

APEX MINERALS CORP.

Order Summarily Suspending Trading

SEPTEMBER 7, 1961.

In the matter of trading on the San Francisco Mining Exchange in the common stock, \$1.00 par value, of Apex Minerals Corporation, File No. 1-3848.

The common stock, \$1.00 par value, of Apex Minerals Corporation, 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, September 8, 1961, to September 17, 1961, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 61-8705; Filed, Sept. 12, 1961;
8:50 a.m.]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Area 353]

PUERTO RICO

Declaration of Disaster Area

Whereas it has been reported that during the month of August 1961, because of the effects of certain disasters, damage resulted to residences and business property located in the Municipalities of Bayamon, Toa Baja, and Dorado on the Island of Puerto Rico;

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

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

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

1. Applications for disaster loans under the provisions of section 7(b)(1) of the Small Business Act may be received and considered by the Offices below indicated from persons or firms whose property, situated in the aforesaid Municipalities and areas adjacent thereto, suffered damage or destruction resulting from a flood and accompanying

conditions occurring on or about August 25, 1961.

Offices—

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

Small Business Administration Branch Office, San Alberto Condominio Building, 1200 Ponce De Leon Avenue, Santurce, P.R.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to March 31, 1962.

Dated: September 1, 1961.

JOHN E. HORNE,
Administrator.

[F.R. Doc. 61-8745; Filed, Sept. 12, 1961;
8:53 a.m.]

TARIFF COMMISSION

[7-109]

STRAIGHT (DRESSMAKERS' OR COMMON) PINS

Notice of Investigation and Hearing

Investigation instituted. Upon application of the Vail Manufacturing Co., Chicago, Illinois, and others, received August 28, 1961, the United States Tariff Commission, on the 7th day of September 1961, under the authority of section 7 of the Trade Agreements Extension Act of 1951, as amended, instituted an investigation to determine

whether straight (dressmakers' or common) pins, provided for in paragraph 350 of the Tariff Act of 1930, are, as a result in whole or in part of the duty or other customs treatment reflecting concessions granted thereon under the General Agreement on Tariffs and Trade, being imported into the United States in such increased quantities, either actual or relative, as to cause or threaten serious injury to the domestic industry producing like or directly competitive products.

Public hearing ordered. A public hearing in connection with this investigation will be held beginning at 10 a.m., e.d.s.t., on November 14, 1961, in the Hearing Room, Tariff Commission Building, Eighth and E Streets NW., Washington, D.C. Interested parties desiring to appear and to be heard at the hearing should notify the Secretary of the Commission, in writing, at least five days in advance of the date set for the hearing.

Inspection of application. The application filed with the Commission is available for public inspection at the office of the Secretary, United States Tariff Commission, Eighth and E Streets NW., Washington, D.C., and at the New York office of the Tariff Commission located in Room 437 of the Customhouse, where it may be read and copied by persons interested.

Issued: September 8, 1961.

By order of the Commission.

[SEAL]

DONN N. BENT,
Secretary.

[F.R. Doc. 61-8706; Filed, Sept. 12, 1961;
8:50 a.m.]

CUMULATIVE CODIFICATION GUIDE—SEPTEMBER

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