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Presidential Documents

Title 3—THE PRESIDENT

Memorandum of May 27, 1961

[RESPONSIBILITIES OF CHIEFS OF AMERICAN DIPLOMATIC MISSIONS]

Memorandum for the heads of Executive Departments and Agencies

THE WHITE HOUSE,
Washington, May 27, 1961.

There is attached a copy of a letter which I have sent to each American Ambassador abroad. The fourth and fifth paragraphs on page three were omitted from the letter sent to countries where we do not have military forces.

On page three of this letter I state:

I have informed all heads of departments and agencies of the Government of the responsibilities of the chiefs of American Diplomatic Missions for our combined operations abroad, and I have asked them to instruct their representatives in the field accordingly.

I shall appreciate your instructing representatives you may have in the field in accordance with the attached letter.

JOHN F. KENNEDY

MAY 29, 1961.

DEAR MR. AMBASSADOR:

Please accept my best wishes for the successful accomplishment of your mission. As the personal representative of the President of the United States in you are part of a memorable tradition which began with Benjamin Franklin and Thomas Jefferson, and which has included many of our most distinguished citizens.

We are living in a critical moment in history. Powerful destructive forces are challenging the universal values which, for centuries, have inspired men of good will in all parts of the world.

If we are to make progress toward a prosperous community of nations in a world of peace, the United States must exercise the most affirmative and responsible leadership. Beyond our shores, this leadership, in large measure, must be provided by our ambassadors and their staffs.

I have asked you to represent our Government in because I am confident that you have the ability, dedication, and experience. The purpose of this letter is to

define guidelines which I hope may be helpful to you.

The practice of modern diplomacy requires a close understanding not only of governments but also of people, their cultures and institutions. Therefore, I hope that you will plan your work so that you may have the time to travel extensively outside the nation's capital. Only in this way can you develop the close, personal associations that go beyond official diplomatic circles and maintain a sympathetic and accurate understanding of all segments of the country.

Moreover, the improved understanding which is so essential to a more peaceful and rational world is a two-way street. It is our task not only to understand what motivates others, but to give them a better understanding of what motivates us.

Many persons in who have never visited the United States, receive their principal impressions of our nation through their contact with Americans who come to their country either as private citizens or as government employees.

Therefore, the manner in which you and your staff personally conduct yourselves is of the utmost importance. This applies to the way in which you carry out your official duties and to the attitudes you and they bring to day-to-day contacts and associations.

It is an essential part of your task to create a climate of dignified, dedicated understanding, cooperation, and service in and around the Embassy.

In regard to your personal authority and responsibility, I shall count on you to oversee and coordinate all the activities of the United States Government in

You are in charge of the entire United States Diplomatic Mission, and I shall expect you to supervise all of its operations. The Mission includes not only the personnel of the Department of State and the Foreign Service, but also the representatives of all other United States agencies which have programs or activities in I shall give you full support and backing in carrying out your assignment.

Needless to say, the representatives of other agencies are expected to communicate directly with their offices here in Washington, and in the event of a decision by you in which they do not concur, they may ask to have the decision reviewed by a higher authority in Washington.

However, it is their responsibility to keep you fully informed of their views and activities and to abide by your decisions unless in some particular instance you and they are notified to the contrary.

If in your judgment individual members of the Mission are not functioning effectively, you should take whatever action you feel may be required, reporting the circumstances, of course, to the Department of State.

In case the departure from of any individual member of the Mission is indicated in your judgment, I shall expect you to make the decision and see that it is carried into effect. Such instances I am confident will be rare.

Now one word about your relations to the military. As you know, the United States Diplomatic Mission includes Service Attaches, Military Assistance Advisory Groups and other Military components attached to the Mission. It does not, however, include United States military forces operating in the field where such forces are under the command of a United States area military commander. The line of authority to these forces runs from me, to the Secretary of Defense, to the Joint Chiefs of Staff in Washington and to the area commander in the field.

Although this means that the chief of the American Diplomatic Mission is not in the line of military command, nevertheless, as Chief of Mission, you should work closely with the appropriate area military commander to assure the full exchange of information. If it is your opinion that activities by the United States military forces may adversely affect our over-all relations with the people or government of you should promptly discuss the matter with the military commander and, if necessary, request a decision by higher authority.

I have informed all heads of departments and agencies of the Government of the responsibilities of the chiefs of American Diplomatic Missions for our combined operations abroad, and I have asked them to instruct their representatives in the field accordingly.

As you know, your own lines of communication as Chief of Mission run through the Department of State.

Let me close with an expression of confidence in you personally and the earnest hope that your efforts may help strengthen our relations with both the Government and the people of I am sure that you

will make a major contribution to the cause of world peace and understanding.

Good luck and my warmest regards,

Sincerely,

(Signed) JOHN F. KENNEDY

[P.R. Doc. 61-11012; Filed, Nov. 16, 1961; 10:04 a.m.]

Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 9—SEPARATIONS, SUSPENSIONS, AND DEMOTIONS

PART 22—APPEALS OF PREFERENCE ELIGIBLES UNDER THE VETERANS' PREFERENCE ACT OF 1944

Miscellaneous Amendments

1. Section 9.202(a) (3) is amended as set out below.

§ 9.202 Procedure for taking adverse action.

(a) *Effecting the action.* * * *

(3) *Notice of decision.* The employee shall be furnished at the earliest practicable date with written notification of the agency's decision on the proposed adverse action. The notification of final decision shall be delivered to the employee at or before the time the action will be made effective. When the decision is made to take adverse action, the notification shall inform the employee of:

(i) The adverse action to be taken and the reasons therefor;

(ii) The effective date of the action; and

(iii) The employee's right of appeal to the appropriate office of the Commission and the time limit within which his appeal must be submitted to the Commission, as provided in Subpart C of this part.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

2. Section 22.205 is amended as set out below.

§ 22.205 Notification of adverse decision of an administrative officer.

The administrative officer shall render his decision, and it shall be in writing, dated, and submitted to the employee promptly after such decision has been made. The notification of final decision shall be delivered to the employee at or before the time the action will be made effective. The employee shall be advised, in the same notification, of the reasons for the action taken and of his right to appeal to the appropriate office of the Commission, as provided in Subpart C of this part.

(Secs. 11, 19, 58 Stat. 390, 391, as amended; 5 U.S.C. 860, 868)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to
the Commissioners.

[F.R. Doc. 61-10948; Filed, Nov. 16, 1961; 8:47 a.m.]

10750

PART 35—ABSENCE FOR MILITARY DUTY

Part 35 is revised and amended to read as follows:

Subpart A—General Provisions

- Sec.
35.101 Scope.
35.102 Definitions.
35.103 Notification of rights and obligations.
35.104 Maintenance of records.

Subpart B—Agency Actions Arising Out of Military Duty Performed by Employees

- 35.201 Coverage.
35.202 Agency action at time employee enters on military duty.
35.203 Agency action while employee is absent.
35.204 Restoration to duty.

Subpart C—Appeals to the Commission

- 35.301 Initial appeals to the Commission.
35.302 Where initial appeals are filed.
35.303 Finality of initial appeal decision.
35.304 Further appeals to the Commission.
35.305 Finality of decision by Board of Appeals and Review.
35.306 General provisions governing appeals.
35.307 The Commissioners.

Subpart D—Military Duty Performed by Indefinite Employees

- 35.401 Coverage.
35.402 Rights of indefinite employees performing military duty.

AUTHORITY: §§ 35.101 to 35.307, issued under sec. 9, 62 Stat. 614, as amended; 50 U.S.C. App. 459; §§ 35.401 and 35.402 issued under R.S. 1753; sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633.

Subpart A—General Provisions

§ 35.101 Scope.

This part sets forth rights and obligations of employees and agencies in connection with military duty subject to the provisions of section 9 of the Universal Military Training and Service Act, as amended.

§ 35.102 Definitions.

For purposes of this part: (a) "Act" means the Universal Military Training and Service Act (62 Stat. 604), as amended.

(b) "Agency" means (1) any department, independent establishment, agency, or corporation in the executive branch of the Federal Government; and (2) the government of the District of Columbia.

(c) "Leave of absence" means military leave, annual leave, leave without pay, or any combination of these.

(d) "Military duty" means any period of (1) active duty for training or for service in the armed forces of the United States, (2) inactive duty training in the armed forces of the United States, and (3) active duty in the Public Health Service that is covered by section 9(g) (2) of the Act. For purposes of this definition, full-time training or other full-time duty performed by a member of the

National Guard under 32 U.S.C. 316, 503, 504, or 505 is considered active duty for training, and inactive duty training performed by a member of the National Guard under 32 U.S.C. 502 or 37 U.S.C. 301 is considered inactive duty training.

§ 35.103 Notification of rights and obligations.

When an employee is separated, furloughed, or given leave of absence for military duty in accordance with the Act and the regulations in this part, his agency shall notify him of all rights and obligations relating to his Government employment that are affected by such duty.

§ 35.104 Maintenance of records.

Each agency shall identify for the record the position that an employee leaves to enter on military duty. It shall also maintain such records as are necessary to assure that the benefits granted by the Act and the regulations in this part are preserved to each employee who enters on military duty.

Subpart B—Agency Actions Arising Out of Military Duty Performed by Employees

§ 35.201 Coverage.

This subpart applies to any employee of an agency who enters on military duty while serving under either:

(a) A career or career-conditional appointment in a position in the competitive service; or

(b) An appointment without time limitation in a position outside the competitive service.

§ 35.202 Agency action at time employee enters on military duty.

Each employee who enters on active duty with restoration rights under section 9(b) or section 9(g) (1), (2), or (3) of the Act shall be either separated or furloughed, at the option of his agency, when he enters on military duty, except that an agency may elect to place a member of a Reserve component of the Armed Forces or a member of the National Guard on leave of absence, instead.

§ 35.203 Agency action while employee is absent.

(a) *Promotions.* Each agency shall consider every employee absent on military duty for all promotions for which he would be considered were he not absent. Any promotion based on such consideration shall be effected on the date it would have been made if the employee were not absent.

(b) *Upward regradings.* When the position of an employee absent on military duty is regraded upward during his absence, his agency shall place him in the regraded position.

(c) *Demotions.* An employee absent on military duty shall not be demoted during his absence.

(d) *Abolishment of position.* If the position of an employee absent on military duty is abolished, the agency concerned shall reassign the employee to another position of like seniority, status, and pay.

(e) *Transfer of function to another agency.* If the function with which an employee absent on military duty was associated at the time he left for military duty is transferred to another agency, and if the employee would have been transferred with the function under the regulations in Part 20 of this chapter if he were not absent, the gaining agency shall retain the employee in his position or assign him to a position of like seniority, status, and pay. It shall also assume the obligation to restore the employee in accordance with the Act and the regulations in this part. If the employee would not have been transferred with the function, the losing agency shall assign the employee to another position of like seniority, status, and pay.

(f) *Abolishment of agency.* If an agency is abolished and its functions are not transferred to any other agency, it shall furnish the Commission a list of all its employees absent on military duty. For each such employee, the list shall state the employee's name, date of birth, position, grade, and salary, and the name of the organizational unit in which his position was located. The agency shall note in each employee's Official Personnel Folder that notification was made under this paragraph.

§ 35.204 Restoration to duty.

(a) *Coverage.* This section applies to employees entitled to restoration under section 9(b) or section 9(g) (1), (2), or (3) of the Act.

(b) *Time limit for restoration.* An employee shall be restored as soon as possible after his application for restoration, filed in accordance with the Act, is received in the agency. In any event, he shall be restored within thirty days after his application is received.

(c) *Position to which restored.* An employee shall be restored to employment in the following order, unless the position is occupied by an employee in a higher retention subgroup under Part 20 of this chapter:

(1) To the position to which promoted while he was on military duty, or, if that position is not available, to a position of like seniority, status, and pay;

(2) To the position he left to enter military duty, or, if that position is not available, to a position of like seniority, status, and pay;

(3) To the next best available position for which he is qualified. For purposes of this paragraph, the next best available position is one that most nearly approximates in seniority, status, and pay the position to which an employee is entitled under either subparagraphs (1) or (2) of this paragraph.

(d) *Physical disqualification.* A returning employee who becomes disqualified because of disability sustained during military duty for a position to which he has restoration rights is entitled to be restored to any other position in the agency for which he is qualified that will

provide him like seniority, status, and pay, or the nearest approximation thereof of consistent with the circumstances in his case.

(e) *Conflicting rights.* If two or more employees are entitled to be restored to the same position, the employee who left his position first shall have the prior right of restoration. Each other employee shall be restored in accordance with the provisions of paragraphs (c) and (d) of this section.

(f) *Notice of right to appeal.* When an agency refuses to restore, or determines that it is not feasible to restore, an employee under the provisions of the Act and the regulations in this part, it shall notify him in writing of the reasons for its decision, of his right to appeal to the Commission, and of the time limit applicable to the filing of an appeal. The agency shall forward a copy of the notice to the Commission.

Subpart C—Appeals to the Commission

§ 35.301 Initial appeals to the Commission.

(a) *Executive branch and District of Columbia employees.* (1) An employee who left an agency with right to restoration under section 9(b) or section 9(g) (1), (2), or (3) of the Act may appeal to the Commission in furtherance of this right, as follows:

(i) *Failure of restoration.* If the agency concerned fails to restore an employee within thirty days after receipt of his application for restoration, filed in accordance with the Act, he may appeal to the Commission not later than ten days after such thirty-day period has expired.

(ii) *Not feasible to restore.* If the agency concerned decides that it is not feasible to restore an employee, he may appeal this decision to the Commission not later than ten days after receipt of notice from the agency.

(iii) *Refusal of restoration.* If the agency concerned refuses to restore an employee, he may appeal to the Commission not later than ten days after receipt of notice from the agency.

(iv) *Improper restoration.* If an employee considers that he has been improperly restored, he may appeal to the Commission not later than ten days after his restoration.

(v) *Former agency abolished.* If the agency in which an employee was employed when he left for military duty is abolished and its functions are not transferred to any other agency, the employee may appeal to the Commission not later than ten days after expiration of the period specified in the Act for applying for restoration.

(2) An employee who left a position in an agency with right to return to his position under section 9(g) (4) or section 9(g) (5) of the Act may appeal to the Commission in furtherance of his right to return to work in accordance with the provisions of section 9(g) (4) or section 9(g) (5) of the Act and the regulations in this part.

(b) *Legislative employees.* An employee of the legislative branch who is

entitled to appeal to the Commission under section 9(e) (2) of the Act may appeal not later than ten days after expiration of the period specified in the Act for applying for restoration.

§ 35.302 Where initial appeals are filed.

Initial appeals under this subpart are to be filed with the Chief, Veterans Service Staff, or with the director of a regional office of the Commission, as prescribed by the Commission in the Federal Personnel Manual.

§ 35.303 Finality of initial appeal decision.

Unless further appeal is filed in accordance with this subpart, an appeal decision rendered by the Chief, Veterans Service Staff, or a regional directors is final.

§ 35.304 Further appeals to the Commission.

An appeal decision rendered by the Chief, Veterans Service Staff, or a regional director may be appealed to the Board of Appeals and Review, U.S. Civil Service Commission, Washington 25, D.C., within seven calendar days following receipt of the decision on the initial appeal. Such further appeal shall be in writing and shall contain the reasons for disagreeing with the initial decision.

§ 35.305 Finality of decision by Board of Appeals and Review.

A decision by the Board of Appeals and Review is final. There is no further right of appeal.

§ 35.306 General provisions governing appeals.

(a) *Delayed appeals.* In the discretion of the Commission, an appeal may be accepted after the time limits specified in §§ 35.301 and 35.304 when the appellant shows that he was not notified of these limits, and was not otherwise aware of them, or that circumstances beyond his control prevented him from filing an appeal within the prescribed limits.

(b) *Ascertainment of facts.* Each appellant shall submit in writing all facts that he considers pertinent to his appeal. The Commission may also conduct such appropriate investigations as it deems necessary.

(c) *Notification of appeal decisions.* The Commission will submit its decisions on appeals in writing to each appellant and to each agency concerned.

(d) *Cancellation of appeals.* The Commission will cancel an appeal, and the appellant and the agency concerned will be so notified, upon receipt of the appellant's written request for cancellation or upon failure of the appellant to furnish information requested by the Commission.

(e) *Death of appellant.* A proper appeal filed prior to the death of an appellant will be processed to completion and adjudicated. As necessary, the Commission may direct corrective action and amendment of agency records to the date of death.

§ 35.307 The Commissioners.

The Commissioners, may, in their discretion, reopen and reconsider any appeal decision made under this subpart.

Subpart D—Military Duty Performed by Indefinite Employees

§ 35.401 Coverage.

This subpart applies to military duty performed by any employee (hereinafter called an indefinite employee) serving in a position in the competitive service under an indefinite appointment that is not limited to one year or less.

§ 35.402 Rights of indefinite employees performing military duty.

Subject to the following exceptions, indefinite employees shall be entitled to rights equivalent to those provided for employees covered by section 9 (b) and (g) of the Act, and the provisions of subparts A, B, and C of this part shall apply also to indefinite employees:

(a) The provisions of §§ 35.203(f) and 35.301(a)(1)(v) shall not apply to indefinite employees;

(b) The right of restoration of an indefinite employee shall be restricted to the geographical area in which the installation he left to enter military duty is located;

(c) The prohibitions in section 9(c)(1) and section 9(g)(3) of the Act against discharging employees without cause within one year or six months, respectively, after restoration shall not apply to indefinite employees; restoration of an indefinite employee shall not cause his employment to extend beyond the date it would otherwise be terminated;

(d) An indefinite employee who cannot be restored in his former agency shall not have the right to restoration in another agency that nontemporary employees have under section 9(e)(1) of the Act; and

(e) An indefinite employee shall not have the entitlement to compensation for loss of salary or wages that nontemporary employees have under section 9(e)(1) of the Act.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 61-10920; Filed, Nov. 16, 1961; 8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Reg. Docket No. 728; Amdt. No. 60-25]

PART 60—AIR TRAFFIC RULES

Regulation of Aircraft Speed

Draft Release No. 61-9, published in the FEDERAL REGISTER on May 9, 1961 (26 F.R. 4001), gave notice that the Federal Aviation Agency had under consideration a proposal to amend Part 60 of the Civil Air Regulations to prohibit the flight of arriving aircraft at airspeeds in excess of 250 knots indicated airspeed (IAS) while in the airspace below 14,500 feet mean sea level (m.s.l.) within 50 miles of the destination airport. Reasons for the

proposal were set forth in Draft Release No. 61-9. In recognition of the significance of a regulatory program to govern aircraft speed, Draft Release No. 61-9A provided additional time for interested persons to study the proposal and develop their comments.

Written comment received in response to Draft Release No. 61-9 revealed both strong endorsement and strong opposition. The Aircraft Owners and Pilots Association, long on record as advocating a speed limit more stringent than the one under consideration, and the General Aviation Council supported the proposed rule, as did most of the comments from general aviation interests. The Air Line Pilots Association agreed with the general principles proposed, but tempered its endorsement with the recommendations that the area of applicability be reduced and that the ceiling of the applicable airspace be established at 10,000 feet m.s.l. Aerospace Industries Association endorsed the proposal but recommended clarification of the term "arriving aircraft." The National Business Aircraft Association also endorsed the proposal, taking the position that its advantages outweigh its disadvantages. The Air Transport Association voiced strong opposition to the proposed rule, emphasizing the economic burden that it feels would be imposed by its adoption and contending also that adoption of the rule would not necessarily increase safety. The Air Line Dispatchers Association commented that publication of the proposed rule appears to be an admission that the air traffic control system cannot cope with the control problems of the jet age.

Due to the significance of the proposal and to obtain as much additional information as possible relative to the subject, it was determined that interested persons should be provided an opportunity to elaborate orally upon their views at an informal conference in an effort to determine an approach which would meet the needs of flight safety while reducing the hardship and inconvenience insofar as possible. Accordingly, an informal conference was held on August 24, 1961, attended by representatives of most of those organizations previously commenting in writing to the Agency.

Very little additional or new argument, either pro or con, was introduced at the conference. Most of the discussion was, in substance, a reiteration of written comment previously considered. One contention was to the effect that to require aircraft to operate at speeds of 250 knots or less would frequently work to the disadvantage of the air traffic control system. While there is some validity in this point and there are undoubtedly occasions when the maintenance of a higher speed would work to the advantage of both pilot and controller, such occasions are considered to be the exception rather than the rule. To permit deviation at the discretion of the controller would shift an undesirable degree of the operational control of the aircraft from the pilot to the air traffic controller.

Some commentators stated that the proposal gave excessive latitude to military operations by permitting flight at speeds above 250 knots IAS under cer-

tain conditions. While the requirement for certain aircraft to be operated at higher speeds was not disputed, concern was expressed relative to the language of the rule, specifically with respect to the term "military normal operating procedures." This term was extracted from the flight operating manuals used by the military to describe maneuvers and operational characteristics of a particular type of aircraft and to specify standard operating practices. It is considered to be an adequate term to describe the speeds specified therein, as well as speeds prescribed for military high altitude instrument approaches and for such operations as overhead approaches and formation flights. In view of the unique operating characteristics and the operational requirements of military tactical aircraft and certain other high performance aircraft, it is considered necessary to provide for certain of those operations since such action is in the public interest by reason of the requirement for an adequate national defense.

Some comments contended that the proposal should limit the speed of departing and en route aircraft. The Agency did not at that time have, nor has it now, a solution to the problem of applicability and degree of restriction which should be applied to these two phases of flight. However, efforts will be continued in the belief that a solution can be found which will serve this purpose without imposing an unreasonable hardship upon users. A speed regulation which would apply to these two phases of flight may well be the subject of a later proposal.

It was suggested that the speed limitation be confined to high activity airports instead of the "across the board" policy as proposed. While it is true that such a limitation is more apparent when applied to areas of dense air traffic, the maneuvering of arriving aircraft in the airspace in the vicinity of an airport makes a speed limit a natural requirement since all aircraft landing at a particular airport are converging into the same general airspace. It is during this phase of flight that the pilot must also be prepared, with little or no notice, to enter a holding pattern, to turn his aircraft to a new course or, in some other way, to adjust flight operations. Obviously, reduced speed affords the pilot more time to scan, react, and avoid a potentially hazardous situation. It is the relationship of one aircraft to another, regardless of location or time of day, which creates a potentially hazardous situation. Therefore, the Agency is convinced that regulating the speed of all arriving aircraft is a sound approach to the problem.

It was contended that a new regulation would be unnecessary if § 60.18 were updated to revise the applicable airspeeds and if the size of High Density Air Traffic Zones were increased. The Agency has taken action (Amendment 60-24) to eliminate such zones and to apply communications and speed requirements to a greater number of airports. Since Amendment 60-24 is applicable solely to flight operations conducted in the immediate vicinity of

certain airports, it has been concluded that additional speed limitations are required to cope with potential hazards outside these areas.

It was contended that the air traffic control system should be improved to provide unrestrictive service to high speed aircraft. The Agency does not question the validity of this recommendation from the point of view of its proponents. The capacities and limitations of the present day traffic control system are a matter of common knowledge to all users. Existing control procedures have been devised in continuing consultation with the aviation community in the light of these capacities and limitations. Theoretical optimum would, of course, permit unrestricted speeds by all aircraft but the means of achieving this idealized state are not at hand. In the meantime, in order to emphasize safety standards and facilitate their application within the capabilities of the air traffic control service, it is necessary to impose certain restrictions on the flow of air traffic.

It was recommended that the proposal be amended so that speed reduction would be accomplished " * * * within a specified distance not less than 20 nautical miles nor more than 60 nautical miles from the airport of destination and that the points at which aircraft must reach the speed limit be depicted on aeronautical charts. * * * " The rule adopted herein specifies that aircraft must be operated at or below 250 knots when within 30 nautical miles of the destination airport but permits the pilot to begin reduction of speed at the point he considers to be best suited to current flight conditions. As a practical matter, some pilots may begin a speed reduction when within 60 nautical miles of the destination; others, however, depending on the equipment being flown, may elect to reduce speed at a greater or lesser distance. The rule is considered to be less restrictive than the recommendation and, therefore, preferable. The feasibility of depicting the area or the point where the speed regulation would apply or begin on aeronautical charts was also considered in the development of the proposal. Analysis of many possibilities indicated that to chart such areas or points would create additional "clutter" to the charts. The close proximity of airports indicated that it would be impractical to depict the specific points for any given airport. Such action is, therefore, considered inadvisable.

Considerable apprehension was expressed that adoption of speed regulations would impose a severe economic burden upon the air lines and it was stated that adoption of the proposed rule might result in an added annual operating cost to air carrier companies as high as \$15,000,000. The Agency appreciates the seriousness of such a consequence; however, it must weigh all safety factors and consider the public interest as the matter of primary concern in making its decisions. It is unfortunate that the intrinsic assets of safety cannot be utilized to balance a monetary deficit.

Although the Agency does not wish to penalize the nation's air transportation system, it has no alternative but to select that course which it considers necessary in the interest of safety. This responsibility and authority are exercised only after careful and deliberate judgment.

In this regard, sufficiently persuasive arguments have been presented to convince the Agency that the area in which the speed limitation is applicable should be reduced to the absolute minimum consistent with the requirements of safety. Accordingly, the area of applicability has been reduced to include that airspace below 10,000 feet m.s.l. within 30 nautical miles of the destination airport. While there are various ways whereby this reduction might be accomplished, each has inherent limitations. For example, it was suggested that the altitude of applicability should be established "above terrain" rather than in reference to "mean sea level." This treatment would result in a variable "ceiling" that would follow the contour of the earth's surface. Such a limitation would present obvious compliance difficulties in mountainous areas. While it is equally true that some of the benefits of this rule will be lost in the vicinity of airports located in mountainous areas, due to a "mean sea level" application, it appears that this loss can be countenanced without compromising the rule to an unacceptable degree. Further reduction of the economic impact may be realized from a study currently being conducted to consider the feasibility of permitting the transition of turbojet aircraft from the terminal fixes to final approach courses at altitudes in excess of 10,000 feet m.s.l. Should such procedures prove feasible, a significant reduction in the economic impact of this rule will be realized.

Concern was expressed that the proposal did not clearly indicate the time or place at which a pilot would be required to comply with the speed limitation. The phrase "arriving aircraft" has always, in an aeronautical sense, been used to connote an arrival operation as opposed to any other phase of flight. The exact time at which an aircraft becomes an "arrival aircraft" is entirely dependent upon the intentions of the pilot. The word "arriving" as used in the rule is intended to apply to a pilot operating an aircraft inbound to an airport for the purpose of conducting an actual or simulated approach regardless of whether a landing is effected.

In consideration of the foregoing, Part 60 of the Civil Air Regulations is hereby amended by adding a new section to read as follows:

§ 60.27 Aircraft speed.

A person shall not operate an arriving aircraft at an indicated airspeed in excess of 250 knots (288 m.p.h.) during flight below 10,000 feet mean sea level within 30 nautical miles of an airport where a landing is intended or where a simulated approach will be conducted unless the operating limitations or military normal operating procedures require a greater airspeed, in which case the aircraft shall not be flown in excess of such speed.

This amendment shall become effective on December 19, 1961.

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

Issued in Washington, D.C., on November 13, 1961.

N. E. HALABY,
Administrator.

[F.R. Doc. 61-10938; Filed, Nov. 16, 1961; 8:45 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 61-WA-37]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

Alteration of Federal Airway

On July 15, 1961, a Notice of Proposed Rule Making was published in the FEDERAL REGISTER (26 F.R. 6367) stating that the Federal Aviation Agency proposed to extend intermediate altitude VOR Federal airway No. 1744.

No adverse comments were received regarding the proposed amendment.

The notice proposed in part that Victor 1744 be extended eastward from the Cherokee, Wyo., VOR via the intersection of the Cherokee VOR 120° and the Laramie, Wyo., VOR 277° True radials; the Laramie VOR; to the Denver, Colo., VOR. The Federal Aviation Agency has reevaluated this portion of the proposal and has determined that the segment between the Cherokee VOR and the Laramie VOR should be designated direct from Cherokee to Laramie. This would provide a more direct route for intermediate altitude air traffic operating between these points.

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

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), and for reasons stated herein and in the notice, § 600.1744 (26 F.R. 1079) is amended as follows:

§ 600.1744 VOR Federal airway No. 1744 (Portland, Oreg., to Denver, Colo.).

From the Portland, Oreg., VOR; 10-mile-wide airway to the Newberg, Oreg., VOR; thence via the John Day, Oreg., VOR; Boise, Idaho, VOR; Pocatello, Idaho, VOR; Big Piney, Wyo., VOR; Cherokee, Wyo., VOR; Laramie, Wyo., VOR; to the Denver, Colo., VOR.

This amendment shall become effective 0001 e.s.t. January 11, 1962.

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

Issued in Washington, D.C., on November 14, 1961.

LEE E. WARREN,
Acting Director, Air Traffic Service.

[F.R. Doc. 61-10953, Filed, Nov. 16, 1961; 8:48 a.m.]

[Reg. Docket No. 940; Amdt. 244]

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	
Bismarck VOR.....	BK-LFR.....	Direct.....	3400	T-dn..... C-d..... C-n..... A-dn.....	300-1 500-1 500-1½ 800-2	300-1 500-1 500-1½ 800-2	*200-½ 500-1½ 500-1½ 800-2

Procedure turn S side E crs, 071° Outbnd, 251° Inbnd, 3400' within 10 mi.

Minimum altitude over facility on final approach crs, 2900'.

Crs and distance, facility to airport, 257°—1.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 miles, climb to 3800' on W crs BK-LFR within 20 miles.

CAUTION: Radio towers: 1756' 0.5 miles S of airport, 2143' 2.4 mi N, 1848' 3.0 mi W, 2317' 8.1 mi NW, and 2413' 9.2 mi NE.

*300-1 required on runways 2, 20, 35 and 17.

City, Bismarck; State, N. Dak.; Airport Name, Municipal; Elev., 1653'; Fac. Class., SBRAZ; Ident., BK; Procedure No. 1, Amdt. 7; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 6; Dated, 28 May 55

PROCEDURE CANCELLED, EFFECTIVE 25 NOVEMBER 1961, OR UPON DECOMMISSIONING OF FACILITY.

City, Brownsville; State, Tex.; Airport Name, Rio Grande Valley International; Elev., 22'; Fac. Class., SBRAZ; Ident., BO; Procedure No. 1, Amdt. 10; Eff. Date, 24 June 61; Sup. Amdt. No. 9; Dated, 2 May 59

PROCEDURE CANCELLED, EFFECTIVE 25 NOVEMBER 1961, OR UPON DECOMMISSIONING OF FACILITY.

City, Columbus; State, N. Mex.; Airport Name, Intermediate Field; Elev., 4024'; Fac. Class., SBMRAZ; Ident., CZ; Procedure No. 1, Amdt. 5; Eff. Date, 27 Apr. 57; Sup. Amdt. No. 4; Dated, 19 Jan. 54

PROCEDURE CANCELLED, EFFECTIVE 25 NOVEMBER 1961, OR UPON DECOMMISSIONING OF FACILITY.

City, Portland; State, Maine; Airport Name, Portland; Elev., 66'; Fac. Class., BMRLZ; Ident., PWM; Procedure No. 1, Amdt. 5; Eff. Date, 22 Apr. 61; Sup. Amdt. No. 4; Dated, 28 June 58

RAP-VOR.....	RP-LFR.....	Direct.....	4500	T-dn..... C-dn..... A-dn.....	300-1 700-1 800-2	300-1 700-1 800-2	200-½ 700-1½ 800-2
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Procedure turn S side of crs, 076° Outbnd, 256° Inbnd, 4400' within 10 miles. Nonstandard to avoid Air Force jet traffic.

Minimum altitude over facility on final approach crs, 3900'.

Crs and distance, facility to airport, *102°—1.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make left climbing turn, climb to 4800' on S crs within 20 miles.

CAUTION: Rising terrain to 3447' MSL 3 miles N of airport.

NOTE: Aircraft larger than 2-engine or less, 65 K or less restricted to NW-SE runway.

*Airport located between point of completion of procedure turn and RP-LFR.

City, Rapid City; State, S. Dak.; Airport Name, Rapid City; Elev., 3181'; Fac. Class., SABRAZ; Ident., RP; Procedure No. 1, Amdt. 9; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 8; Dated, 23 June 56

RP-LFR.....	Int*.....	Direct.....	4400	T-dn.....	300-1	300-1	200-½
RAP VOR.....	Int*.....	Direct.....	4400	C-dn#.....	600-1	600-1	600-1½
				A-dn.....	800-2	800-2	800-2

Procedure turn S side E crs, 076° Outbnd, 256° Inbnd, 4400' within 10 miles of Int*.

Crs and distance, Int* to airport, 244°—3.3 mi.

Minimum altitude over Int* on final approach crs, 4400'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles of Int*, make climbing left turn, climb to 4800' on S crs LFR within 20 miles.

CAUTION: Rising terrain to 3447' MSL 3 miles N of airport.

NOTE: Procedure authorized only to those aircraft equipped to receive Int*. Aircraft larger than 2-engine or less, 65 K or less restricted to NW-SE runway.

*Int E crs RP-LFR and R-002 RAP-VOR.

#If Int* not received, minimums of 700' apply.

City, Rapid City; State, S. Dak.; Airport Name, Rapid City; Elev., 3181'; Fac. Class., SABRAZ; Ident., RP; Procedure No. 2, Amdt. 1; Eff. Date, 25 Nov. 61; Sup. Amdt. No. Orig.; Dated, 3 Nov. 56

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	
Bismarck LFR.....	LOM.....	Direct.....	3300	T-dn.....	300-1	300-1	*200-1/2
Bismarck VOR.....	LOM.....	Direct.....	3300	C-d.....	400-1	500-1	500-1 1/2
Int W crs BK-LFR and 126° brng to LOM.....	LOM.....	Direct.....	3300	C-n.....	400-1 1/2	500-1 1/2	500-1 1/2
Int R-117 BIS-VOR and 252° brng to LOM.....	LOM.....	Direct.....	3300	S-dn-30.....	400-1	#400-1	#400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side SE crs, 126° Outbnd, 306° Inbnd, 3300' within 10 mi.

Minimum altitude over LOM inbnd final, 2500'.

Crs and distance, facility to airport, 306°—3.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing LOM, climb to 3900' on W crs BK-LFR or to 4000' on R-261 BIS-VOR within 20 miles.

CAUTION: Radio towers: 1756' 0.5 miles S of airport, 2143' 2.4 mi N, 1848' 3.0 mi W, 2317' 8.1 mi NW, and 2413' 9.2 mi NE.

*300-1 required on Runways 2, 20, 35, and 17.

#500-1 1/2 required if approach lights inoperative.

City, Bismarck; State, N. Dak.; Airport Name, Municipal; Elev., 1653'; Fac. Class., LOM; Ident., BI; Procedure No. 1, Amdt. 9; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 8 (ADF portion Comb. ADF-ILS); Dated, 28 Jan. 56

BRO-VOR.....	LOM.....	Direct.....	1600	T-dn.....	300-1	300-1	200-1/2
B0-Rbn.....	LOM.....	Direct.....	1600	C-d.....	500-1	500-1	500-1 1/2
				S-dn-17.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn West side of crs, 353° Outbnd, 173° Inbnd, 1600' within 10 mi. Beyond 10 mi NA.

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

Crs and distance, facility to airport, 173°—3.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles, turn left, climb to 1600' on BRO-VOR R-062 within 20 miles or, when directed by ATC, climb to 1200' on brng 173° from LOM within 4.5 mi.

CAUTION: 156' water tank 0.5 mi West of airport.

Other change: Deletes transition from Los Fresnos FM.

City, Brownsville; State, Tex.; Airport Name, Rio Grande Valley International; Elev., 22'; Fac. Class., LOM; Ident., BR; Procedure No. 1, Amdt. 15; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 14 (ADF portion Comb. ILS-ADF); Dated, 24 June 61

Pittsburgh Surveillance Radar.....	Within 40 miles of Greater Pittsburgh Airport.....		3000	T-dn.....	300-1	300-1	
Pittsburgh Surveillance Radar Fix, 5 mi from BTP RBN.....	BTP RBN (Final).....	005-5.....	2400	C-d.....	600-1	600-1	
Ellwood City VOR.....	BTP RBN.....	Direct.....	3000	C-n.....	600-1 1/2	600-1 1/2	
				A-dn.....	NA	NA	

NOTE: Radar transition may be conducted by Pittsburgh surveillance radar to position aircraft on final approach inbound within 10 miles of Butler RBN with elimination of procedure turn.

Procedure turn E side of crs, 185° Outbnd, 005° Inbnd, 3000' within 10 miles.

Minimum altitude over facility on final approach crs, 2400'.

Crs and distance, facility to airport 005°—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 Butler, RBN make left climbing turn to 3000' and proceed direct to BTP RBN. Hold north, 1 min., left turns on the 185° Inbnd.

CAUTION: Unlighted tower 1491' 1 mile ESE of runway 25.

City, Butler; State, Pa.; Airport Name, Butler-Graham; Elev., 1248'; Fac. Class., MHW; Ident., BTP; Procedure No. 1, Amdt. 5; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 4; Dated, 11 Feb. 61

TM-LFR.....	GRF RBN.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
OLM-VOR.....	GRF RBN.....	Direct.....	2000	C-d.....	600-1	600-1	600-1 1/2
Burton Int.....	GRF RBN.....	Direct.....	2000	S-dn-14*.....	500-1	500-1	500-1
Bayside Int.....	GRF RBN.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Rosedale Int.....	GRF RBN.....	Direct.....	2000				
Vashon Int.....	GRF RBN.....	Direct.....	2000				

Radar transitions and vectoring utilizing McChord RAPCON Radar or Gray AAF Radar authorized in accordance with approved radar patterns.

Procedure turn W side of crs, 224° Outbnd, 144° Inbnd, 2000' within 10 mi. NA beyond 10 mi.

Minimum altitude over facility on final approach crs, 1500'; over MM, 850'.

Crs and distance, GRF RBN to airport, 144°—3.9 mi; MM to airport, 144°—0.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing GRF RBN, turn left, climb to 2000' direct to GRF RBN or, when directed by ATC, turn right, climb to 3000' on crs 270° to R-020 OLM-VOR, thence direct to OLM-VOR.

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

CAUTION: Restricted area 6.8 mi North of airport. 524' MSL tower located 0.9 mi from approach end of Runway 14, 550' MSL trees 0.8 mi from approach end of Runway 14, 385' MSL tower 0.1 mi East of Runway 14/32.

*If MM not received, straight-in minima NA.

City, Fort Lewis; State, Wash.; Airport Name, Gray AAF; Elev., 301'; Fac. Class., MH; Ident., GRF; Procedure No. 1, Amdt. 3; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 2; Dated, 28 Oct. 61

Midland VOR.....	LOM.....	Direct.....	4500	T-dn.....	300-1	300-1	#200-1/2
				C-d.....	400-1	500-1	500-1 1/2
				S-dn-4.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn South side of crs, 223° Outbnd, 043° Inbnd, 4500' within 10 miles. Beyond 10 mi NA.

Minimum altitude over facility on final approach crs, 4000'.

Crs and distance, facility to airport, 043°—4.1 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing LOM, climb to 4400' on crs of 043° within 20 miles.

Other change: Deletes transition from Midland LFR.

#300-1 required on Runways 16L and 34R.

City, Midland; State, Tex.; Airport Name, Midland-Air Terminal; Elev.,.....; Fac. Class., LOM; Ident., MA; Procedure No. 1, Amdt. 11; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 10; Dated, 25 Feb. 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	
Pine Bluff VOR.....	PBF-RBn.....	Direct.....	1700	T-dn..... C-dn..... A-dn.....	300-1 600-1 800-2	300-1 600-1 800-2	200-1½ 500-1½ 800-2

Procedure turn E side of crs, 170° Outbnd, 350° Inbnd, 1700' within 10 miles, Beyond 10 miles NA.
 Minimum altitude over facility on final approach crs, 800'.
 Facility on 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 1700' returning to the PBF RBn or, when directed by ATC, climb to 1700' proceeding to the PBF VOR.
 City, Pine Bluff; State, Ark.; Airport Name, Grider Field; Elev., 205'; Fac. Class., BMH; Ident., PBF; Procedure No. 1 Amdt. 4; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 3; Dated, 9 Jan. 60

SJT VOR.....	LOM.....	Direct.....	3500	T-dn.....	300-1	300-1	200-1½
Sterling Int.....	LOM.....	Direct.....	3500	C-dn.....	400-1	500-1	500-1½
Eden Int.....	LOM.....	Direct.....	3500	S-dn-3.....	400-1	400-1	400-1
Christoval Int.....	LOM.....	Direct.....	3500	A-dn.....	800-2	800-2	800-2
Christoval Int.....	Nicker Int#.....	Direct.....	4000				
Nicker Int#.....	LOM.....	Direct.....	3500				

Procedure turn S side of crs, 212° Outbnd, 032° Inbnd, 3500' within 10 mi.
 Minimum altitude over facility on final approach crs, 3400'.
 Crs and distance, facility to airport, 032°-5.8 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 mi, turn right, climb to 3500' on the SJT VOR R-083 within 20 mi, or climb to 3400' on the SJT LOM brng 032° within 15 miles.
 CAUTION: 2480' msl tower 4.2 mi NW of airport.
 #Nicker Int: Int 032° brng to SJ LOM and R-300 Junction, Tex VOR.
 City, San Angelo; State, Tex.; Airport Name, Mathis Field; Elev., 1915'; Fac. Class., LOM; Ident., SJ; Procedure No. 1, Amdt. Orig.; Eff. Date, 25 Nov. 61 or upon Com of the LOM

EVE-LFR.....	SZI-RBn.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1
Hobert FM.....	SZI-RBn.....	Direct.....	4000	C-dn.....	800-2	800-2	800-2
Black Diamond Int.....	SZI-BRn.....	Direct.....	3000	A-dn.....	800-2	800-2	800-2
SJ-LFR.....	SZI-RBn.....	Direct.....	2000				
SEA-VOR.....	SZI-RBn.....	Direct.....	2000				
Burton Int.....	SZI-RBn.....	Direct.....	2000				
Vashon Int.....	SZI-RBn.....	Direct.....	2000				
Port Gamble Int.....	SZI-RBn.....	Direct.....	2000				
Lofall Int.....	SZI-RBn.....	Direct.....	2000				

Radar transitions and vectoring using Seattle-Tacoma Radar authorized in accordance with approved radar patterns.
 Procedure turn S side of crs, 114° Outbnd, 294° Inbnd, 2000' within 10 mi. NA beyond 10 mi.
 Minimum altitude over facility on final approach crs, 1400'.
 Crs and distance, SJ-LFR/Z to airport, 294°-2.1 mi. SZI-RBn on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing SJ-LFR/Z, climb to 2000' on crs 291° within 10 mi of SZI-RBn.
 CAUTION: 606' MSL tank 3 miles W, 578' MSL tower 3-½ miles NW, and 556' MSL tank 2.3 miles E of airport.
 City, Seattle; State, Wash.; Airport Name, King County (Boeing Fld); Elev., 17'; Fac. Class., MHW; Ident., SZI; Procedure No. 2, Amdt. 2; Eff. Date, 25 Nov. 61; Sup. Amdt. Formerly numbered Proc. 1, Amdt. 1; Dated, 4 Nov. 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	
Bismarck LFR.....	BIS-VOR.....	Direct.....	3400	T-dn..... C-d..... C-n..... A-dn.....	300-1 400-1 400-1½ 800-2	300-1 500-1 500-1½ 800-2	*200-1½ 500-1½ 500-1½ 800-2

Procedure turn N side of crs, 090°, Outbnd, 270° Inbnd, 3400' within 10 mi.
 Minimum altitude over facility on final approach crs, 2500'.
 Crs and distance, facility to airport, 270°-3.5 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 mi, climb to 4000' on R-262 BIS-VOR within 20 mi.
 CAUTION: Radio towers: 1756' 0.5 miles S of airport, 2143' 2.4 mi N, 1848' 3.0 mi W, 2317' 8.1 mi NW, and 2413' 9.2 mi NE.
 *300-1 required on Runways 2, 20, 35 and 17.
 City, Bismarck; State, N. Dak.; Airport Name, Municipal; Elev., 1653'; Fac. Class., BVOR; Ident., BIS; Procedure No. 1, Amdt. 3; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 2; Dated, 7 Jan. 56

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	
Brownsville RBN	BRO-VOR	Direct	1600	T-dn	300-1	300-1	200-1/2
Brownsville LOM	BRO-VOR	Direct	1600	C-dn	400-1	500-1	500-1 1/2
				S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 062° Outbnd, 242° Inbnd, 1600' within 10 ml. Beyond 10 ml NA.
 Minimum altitude over facility on final approach crs, 600'.
 Crs and distance, facility to airport, 242-2.3.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 ml, climb to 1600' on R-282 within 20 miles or, when directed by ATC, turn right, climb to 1600' on R-330 within 10 ml.
 CAUTION: 156' water tank 0.5 mi W of airport.
 Other changes: Deletes transition from Los Fresnos FM.

City, Brownsville; State, Tex.; Airport Name, Rio Grande Valley International; Elev., 22'; Fac. Class., BVORTAC; Ident., BRO; Procedure No. 1, Amdt. 5; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 4; Dated, 24 June 61

				T-dn	300-1	300-1	
				C-dn	500-1	500-1	
				S-dn-24	500-1	500-1	
				A-dn	800-2	800-2	

Procedure turn E side of crs, 045° Outbnd, 225° Inbnd, 3000' within 10 miles. Beyond 10 miles NA.
 Minimum altitude over HKY VOR on final approach crs, 2500'. Minimum altitude over Taylorsville FM on final approach crs, 2100*.
 Crs and distance, VOR to airport, 225°-10.4 mi; Taylorsville FM to airport, 225°-5.5 mi*.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 10.4 miles after passing VOR, turn left, climb to 3000', returning to HKY-VOR via R-225.
 *If Taylorsville FM not received, descent below 2100' not authorized, and minima become 900'.

City, Hickory; State, N.C.; Airport Name, Municipal; Elev., 1167'; Fac. Class., BVOR; Ident., HKY; Procedure No. 1, Amdt. 3; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 2* Dated, 14 June 58

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

Procedure turn N side of crs, 118° Outbnd, 298° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1200'.
 Crs and distance, facility to airport, 298°-5.4 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles, make a climbing right turn to 2000' returning to Massena VOR. Hold on R-118 Massena VOR, right turns one-minute, 298° inbnd.
 CAUTION: 598' Tower located approximately 2 mi SW of the airport.
 Other change: Deletes transition from Malone Int. Deletes straight-in minimums.

City, Massena; State, N.Y.; Airport Name, Richards Field; Elev., 215'; Fac. Class., BVOR; Ident., MSS; Procedure No. 1, Amdt. 5; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 4; Dated, 22 Dec. 56

Midland LFR	MAF-VOR	Direct	4200	T-dn	300-1	300-1	*200-1/2
Midland LOM	MAF-VOR	Direct	4200	C-dn	400-1	500-1	500-1 1/2
				S-dn-16R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 360° Outbnd, 180° Inbnd, 4100' within 10 miles. Beyond 10 ml NA. Nonstandard due to ATC requirements. All turns to be made on East side of crs.
 Minimum altitude over facility on final approach crs, 3900'.
 Crs and distance, facility to airport, 180°-3.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles, climb to 4000 on R-150 within 20 miles.
 *300-1 required on Runway 16L and 34R.

City, Midland; State, Tex.; Airport Name, Midland-Air Terminal; Elev., 2867'; Fac. Class., BVOR; Ident., MAF; Procedure No. 1, Amdt. 8; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 7; Dated, 1 July 61

Nashville LFR	BNA-VOR	Direct	2000	T-dn	300-1	300-1	200-1/2
				C-dn	400-1	500-1	500-1 1/2
				S-dn-31	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 131° Outbnd, 311° Inbnd, 2000' within 10 ml.
 Minimum altitude over facility on final approach crs, 1600'.
 Crs and distance, facility to airport, 318°-4.1 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles, climb to 3000' on R-335 within 20 miles.
 CAUTION: High tension line 138' above field elevation between the VOR station and the airport.
 Change: Deletes Air Carrier Note.

City, Nashville; State, Tenn.; Airport Name, Berry Field; Elev., 605'; Fac. Class., BVORTAC; Ident., BNA; Procedure No. 1, Amdt. 9; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 8; Dated, 11 Nov. 61

RP LFR	RAP-VOR	Direct	4500	T-dn	300-1	300-1	200-1/2
				C-dn	600-1	600-1	600-1 1/2
				S-dn-32	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar transitions to final approach authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 miles from VOR. Refer to radar procedures for Rapid City if sector altitude information is desired.
 Procedure turn E side of crs, 142° Outbnd, 322° Inbnd, 4500' within 10 miles.
 Minimum altitude over facility on final approach crs, 4000'.
 Crs and distance, facility to airport, 322°-4.0 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles make left, climbing turn to 4500' and return to RAP-VOR, thence proceed Outbnd on R-142 and hold at 4500' within 10 miles of RAP-VOR.
 CAUTION: Rising terrain to 3447' msl 3 miles North of airport. Aircraft larger than two-engine or less than 65 knots restricted to NW-SE runway.

City, Rapid City; State, S. Dak.; Airport Name, Rapid City Municipal; Elev., 3181'; Fac. Class., BVORTAC; Ident., RAP; Procedure No. 1, Amdt. 5; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 4; Dated, 29 Oct. 60

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	
Pyramid Int.....	RNO VOR.....	Direct.....	9000	T-dn.....	2000-2	2000-2	2000-2
Wadsworth Int.....	RNO VOR.....	Direct.....	9500	C-dn.....	2500-2	2500-2	2500-2
RO "H".....	RNO VOR.....	Direct.....	9000	A-dn.....	2500-3	2500-3	2500-3
Vordi Int.....	RNO VOR.....	Direct.....	9000				
Bingo Int.....	RNO VOR.....	Direct.....	9000				
Truckee Int.....	RNO VOR.....	Direct.....	10,000				
Steamboat Int.....	RNO VOR.....	Direct.....	9000				
Mustang Int (Final).....	RNO VOR.....	Direct.....	7900				

Procedure turn S side crs, 049° Outbnd, 229° Inbnd, 9000' within 10 mi. Nonstandard due to terrain.
 Minimum altitude over facility on final approach crs, 7900'.
 Crs and distance, facility to airport, 229°—5.1 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 mi, turn right, climb to 9000' on R-049 within 10 mi.
 CAUTION: If contact not established at minimums, missed approach must be started immediately due to high terrain W.
 AIR CARRIER NOTE: No reductions in visibility minimums authorized.

City, Reno; State, Nev.; Airport Name, Municipal; Elev., 4411'; Fac. Class., BVOR; Ident., RNO; Procedure No. 1, Amdt. 8; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 7; Dated, 8 Aug. 59

Losoya Int.....	Bellaire Int.....	Direct.....	2000	T-dn.....	300-1	300-1	*200-1½
Bellaire Int#.....	Olmos Int (Final).....	Direct.....	**1400	C-d.....	500-1	500-1½	*500-1½
				C-n.....	500-1½	500-2	*500-2
				S-dn-35.....	500-1	500-1	*N/A
				A-dn.....	800-2	800-2	*800-2

Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:
 045° to 150°—0-25 mi 2000'.
 150° to 230°—0-10 mi 2200', 10-25 mi 2000'.
 230° to 045°—0-15 mi 2500', 15-25 mi 3000'.
 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 radio towers 2049' MSL 19 mi SE, 1241' MSL 5 mi SSE, 1190' MSL 10 mi SE, and 1107' MSL 3.5 mi SE of airport.
 Procedure turn NA.
 No glide slope.
 Minimum altitude over Olmos Int on final approach crs, 1400'.
 Crs and distance, Olmos Int to Airport, 354°—2.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 mi of Olmos Int, proceed direct to SAT-VOR, climb to 2500' on R-353 within 20 miles of VOR or, when directed by ATC, climb to 2500' on brng 355° from SAT R/Bn within 20 miles.
 #Maintain 2000' until north of LVR R-270.
 *Runway 17-35 restricted to two-engine aircraft and smaller.
 **Descent below 1400' MSL, and ceiling less than 600' not authorized unless position over Olmos Int is identified on final approach.

City, San Antonio; State, Tex.; Airport Name, International; Elev., 808'; Fac. Class., BVORTAC; Ident., SAT; Procedure No. 2, Amdt. Orig.; Eff. Date, 25 Nov. 61

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	

PROCEDURE CANCELLED, EFFECTIVE 25 NOVEMBER 1961.
 City, Chicago; State, Ill.; Airport Name, O'Hare International; Elev., 666'; Fac. Class., VORTAC; Ident., ORD; Procedure No. TerVOR-18, Amdt. Orig.; Eff. Date, 19 Sept. 59

PROCEDURE CANCELLED, EFFECTIVE 25 NOVEMBER 1961.
 City, Oakland; State, Calif.; Airport Name, Metropolitan Oakland International; Elev., 5'; Fac. Class., H-BVORTAC; Ident., OAK; Procedure No. TerVOR (R-132), Amdt. Orig.; Eff. Date, 7 Nov. 59

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Bismarck LFR.....	LOM.....	Direct.....	3300	T-dn.....	300-1	300-1	*200-1½
Bismarck VOR.....	LOM.....	Direct.....	3300	C-d.....	400-1	500-1	500-1½
Int W crs BK-LFR and SE crs ILS.....	LOM.....	Direct.....	3300	C-n.....	400-1½	500-1½	500-1½
Int R-117 BIS-VOR and 252° brng to LOM.....	LOM.....	Direct.....	3300	S-dn-30.....	200-1½	200-1½	200-1½
				A-dn.....	600-2	600-2	600-2

Procedure turn E side of SE crs, 126° Outbnd, 306° Inbnd, 3300' within 10 mi.
 Minimum altitude at G.S. int inbnd, 2800'.
 Altitude of G.S. and distance to approach end of rny at OM 2770-3.7, at MM 1868-0.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3800' on W crs BK-LFR or to 4000' on R-261 BIS-VOR within 20 miles.
 CAUTION: Radio towers: 1756' 0.5 mi S of airport, 2143' 2.4 mi N, 1848' 3.0 mi W, 2317' 8.1 mi NW, and 2413' 9.2 mi NE.
 *300-1 required on runways 2, 20, 35, and 17.

City, Bismarck; State, N. Dak.; Airport Name, Municipal; Elev., 1653'; Fac. Class., ILS; Ident., I-BIS; Procedure No. ILS-30, Amdt. 9; Eff. Date, 25 Nov. 61; Sup. Amdt No. 8 (ILS portion Comb. ILS-ADF); Dated, 28 Jan. 56

BRO-VOR.....	LOM.....	Direct.....	1600	T-dn.....	300-1	300-1	200-1½
BO Rbn.....	LOM.....	Direct via BRO.....	1600	C-d.....	500-1	500-1	500-1½
Int BRO-VOR R-330 and HRL-VOR R-110.....	BRO ILS N crs (Final).....	R-330.....	1600	S-dn-17.....	*200-1½	*200-1½	*200-1½
				A-dn.....	600-2	600-2	600-2

Procedure turn W side N crs, 353° Outbnd, 173° Inbnd, 1600' within 10 mi. Beyond 10 mi NA.
 Minimum altitude at glide slope interception inbnd, 1200'.
 Altitude of G.S. and distance to appr end of rny at OM 1150-3.8; at MM 240-0.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left, climb to 1300' on BRO-VOR R-062 within 20 miles or, when directed by ATC, climb to 1200' on S crs ILS within 4.5 miles.
 CAUTION: 156' water tank 0.5 miles W of airport.
 *400-¾ required when Glide Slope not utilized.

City, Brownsville; State, Tex.; Airport Name, Rio Grande Valley International; Elev., 22'; Fac. Class., ILS; Ident., I-BRO; Procedure No. ILS-17, Amdt. 15; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 14 (ILS portion Comb. ILS-ADF); Dated, 24 June 61

ORD VOR.....	LOM.....	Direct.....	2200	T-dn.....	300-1	300-1	200-1½
API VOR.....	LOM.....	Direct.....	2300	C-dn.....	500-1	500-1	500-1½
OBK VOR.....	LOM.....	Direct.....	2200	S-dn-27*.....	300-¾	300-¾	300-¾
Lakewood Int.....	LOM.....	Direct.....	2500	A-dn.....	800-2	800-2	800-2
Acorn Int.....	LOM.....	Direct.....	2500				
Palmer Int**.....	LOM.....	Direct.....	2200				
Whitefish Int.....	E crs ILS (Final).....	R-052 API VOR.....	2200				
Temple Int\$.....	E crs ILS (Final).....	R-054 API VOR.....	2200				
Tide Int.....	Shark Int#.....	R-120 OBK VOR.....	2200				
Shark Int#.....	Point Int (Final)%.....	E crs ILS.....	2200				

Radar vectoring authorized in accordance with approved radar patterns. Aircraft executing missed approach may, after being reidentified, be radar controlled.
 Procedure turn North side East crs, 088° Outbnd, 268° Inbnd, 2200'.
 Minimum altitude at glide slope interception inbnd, 2200'.
 Altitude of glide slope and distance to approach end of Runway at LOM, 2130'-4.5 mi; at MM, 860'-0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' on ORD-VOR R-250, then make right climbing turn to 2500' and proceed to Elgin Int via ORD-VOR R-271 or, when directed by ATC, make immediate right turn climb to 2500' and proceed direct to Northbrook VOR.
 NOTES: (1) When authorized by ATC, DME from ORD VOR may be used to establish position inbound at 2500' on E crs ILS via 10-mile arc from ORD VOR for straight-in approach with elimination of procedure turn. (2) No approach lights.
 CAUTION: Takeoffs on Runway 27, when weather is below 2000-3, will intercept ORD VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 28L, when weather is below 2000-3, will intercept ORD VOR R-302 and climb to 2000' before proceeding westbound.
 *400-1 required with glide slope inoperative.
 **Palmer Int: Int API VOR R-059 and CGT VOR R-340.
 \$Temple Int: Int ORD VOR R-078 and CGT VOR R-356.
 #Shark Int: Int R-120 OBK E crs ORD ILS-27.
 %Point Int: Int R-127 OBK-VOR, E crs ORD ILS-27, and CGT-VOR R-356.

City, Chicago; State, Ill.; Airport Name, O'Hare International; Elev., 667'; Fac. Class., ILS; Ident., I-IAC; Procedure No. ILS-27, Amdt. Orig.; Eff. Date, 25 Nov. 61

Spur Int.....	Vincent Int.....	Direct.....	10,000	T-dn*.....	300-1	300-1	200-1½
Vincent Int.....	Black Forest Int#.....	Direct.....	9000	C-dn.....	600-1	600-1	600-1½
Black Forest Int#.....	Fannin Int (Final)%.....	Direct.....	7500	A-dn.....	800-2	800-2	800-2
COS VOR.....	Black Forest Int#.....	Direct.....	9000				
COS LOM.....	Black Forest Int#.....	Direct.....	9000				

Radar transitions and vectoring utilizing Colorado Springs Radar authorized in accordance with approved radar patterns and sector altitudes.
 Procedure turn East side of crs, 346° outbnd, 166° inbnd, 9000' within 10 mi of Black Forest Int. Nonstandard due to terrain.
 No glide slope.
 Minimum altitude over Black Forest Int# on final approach crs, 9000'; over Fannin Int% on final approach crs, 7500'.
 Crs and distance, Fannin Int% to airport, 166°-2.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.6 miles after passing Fannin Int%, climb to 7300' on S crs ILS to LOM or, when directed by ATC, make a left (East) climbing turn to 8000' on crs 074° from LMM within 15 miles or, left climbing turn to 8000' on COS VOR R-152 within 20 miles.
 NOTES: Narrow localizer crs-4 degrees wide. This procedure authorized only for aircraft equipped with ILS and VOR receivers. This procedure not premised on use of glide slope.
 CAUTION: Sharply rising terrain west of airport; 7190' tower 8 mi North of airport; 7923' tower 14 mi North of airport.
 *400-1 required for takeoff on Runways 30 and 35 except when monitored by departure radar.
 #Black Forest Int: Int N crs ILS and COS R-270.
 %Fannin Int: Int N crs ILS and COS-VOR R-206.

City, Colorado Springs; State, Colo.; Airport Name, Peterson Field; Elev., 6172'; Fac. Class., ILS; Ident., I-COS; Procedure No. ILS-17, Amdt. 1; Eff. Date, 25 Nov. 61; Sup. Amdt. No. Orig.; Dated, 18 June 60

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Black Forest Int**	LOM	Direct	8200	T-dn#	300-1	300-1	200-1/2
Midway Int%	LOM	Direct	7300	C-dn	600-1	600-1	600-1 1/2
Hanover Int	LOM	Direct	7300	S-dn-35*	200-1/2	200-1/2	200-1/2
COS-VOR	LOM	Direct	8200	A-dn	600-2	600-2	600-2
Fountain FM	LOM (Final)	Direct	7300				

Procedure turn E side S crs, 166° Outbnd, 346° Inbnd, 7300' within 10 mi%.

Minimum altitude at G.S. int inbnd, 7300'.

Altitude of G.S. and distance to approach end of rny at OM 7240-3.8; at MM 6325-0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make a right climbing turn to 8000' on crs 074° from LMM within 15 miles or, when directed by ATC, make right climbing turn and climb to 8000' on COS-VOR R-152 within 20 mi of VOR.

NOTES: Radar vectoring authorized in accordance with approved radar patterns. Narrow Localizer crs-4°.

CAUTION: 7190' tower 8 miles North of airport; 7923' tower 14 miles North of airport; sharply rising terrain West of airport.

#400-1 required for takeoff on Runways 30 and 35, except when monitored by departure radar.

*Provisions for inoperative ILS components not applicable. 400-1 required with glide slope inoperative.

%Restricted area 3 miles West.

**Black Forest Int: Int N crs ILS and COS-VOR R-270.

City, Colorado Springs; State, Colo.; Airport Name, Peterson Field; Elev., 6172'; Fac. Class., ILS; Ident., I-COS; Procedure No. ILS-35, Amdt. 12; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 11; Dated, 12 Aug. 61

				T-dn	300-1	300-1	200-1/2
				C-dn	400-1	500-1	500-1 1/2
				S-dn-8R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring using Denver Radar authorized in accordance with approved radar patterns and sector altitudes.

Procedure turn not authorized.

Radar vectoring to final approach required. If radar contact not established or radar inoperative, execution of this procedure not authorized. Loss of communications instructions will be issued prior to execution of this procedure.

Final approach crs, 076° Inbnd.

No glide slope, no outer marker, no middle marker or approach lights.

Minimum altitude interception of West course ILS 7000'. Final approach crs must be intercepted at least 3 miles west of 5-mile radar fix (R-227 DEN VOR/13.3 mi DME).

Minimum altitude over 5-mile radar fix on final approach 6900'.

Crs and distance, 5 mi. radar fix to Rnwy. 8R, 076°-5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 7000' direct to LOM or, when directed by ATC, climb and intercept R-200 DEN-VOR, proceed to DEN-VOR at 6600'. Aircraft executing missed approach may be radar controlled after being reidentified.

NOTE: Narrow localizer course-4 degrees wide.

CAUTION: Sharply rising terrain 15 miles West of Stapleton Airfield.

#500-1 required for circling south of airport due to 5521' tower 1.5 mi. south of airport.

City, Denver; State, Colo.; Airport Name, Stapleton Airfield; Elev., 5331'; Fac. Class., ILS; Ident., I-DEN; Procedure No. ILS-8R, Amdt. 1; Eff. Date, 25 Nov. 61; Sup. Amdt. No. Orig.; Dated, 2 Sept. 61

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-36*	300-3/4	300-3/4	300-3/4
				A-dn	600-2	600-2	600-2

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 miles.

Minimum altitude at G.S. int inbnd, 2200'.

Altitude of G.S. and distance to appr end of rny at OM 2188-3.6, at MM 1213-0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 4000' on N crs GRL-LFR and hold south of Tigerville Int** one-minute, right turns.

CAUTION: Maximum angle glide slope, heavily obstructed missed approach area.

*No approach lights, 400-3/4 required when glide slope not utilized.

**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., ILS; Ident., I-GRL; Procedure No. ILS-36, Amdt. 8; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 7; Dated, 5 Aug. 61

Midland VOR	LOM	Direct	4500	T-dn	300-1	300-1	*200-1/2
Watson Int#	LOM	Direct	4500	C-dn	400-1	500-1	500-1 1/2
				S-dn-4**	200-1/2	200-1/2	200-1/2
				A-dn	600-2	600-2	600-2

Procedure turn S side SW crs, 223° Outbnd, 043° Inbnd, 4500' within 10 mi. Beyond 10 mi NA.

Minimum altitude at glide slope int inbnd, 4100'.

Altitude of glide slope and distance to approach end of rny at OM-4010-4.1; at MM-3070-0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 miles of LMM, climb to 4400' on NE crs ILS within 20 miles or, when directed by ATC, (1) turn right, climb to 4000' on R-150 within 20 miles or (2) climb to 4000' on SE crs MF LFR within 20 miles.

Other changes: Deletes transitions from Midland LFR to OM and to LMM. Deletes transition from Midland VOR to LMM.

AIR CARRIER NOTE: *300-1 required Runways 16L and 34R.

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

#Watson Int: Int SW crs MAP-ILS and R-096 Wink VOR.

City, Midland; State, Tex.; Airport Name, Midland-Air Terminal; Elev., 2867'; Fac. Class., ILS; Ident., I-MAF; Procedure No. ILS-4, Amdt. 10; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 10; Dated, 27 Aug. 60

Midland VOR	Radio Int#	Direct	4100	T-dn*	300-1	300-1	200-1/2
Int NE crs ILS and R-249 BGS-VOR	Tank Farm Int	Direct	5000	C-dn	400-1	500-1	500-1 1/2
Tank Farm Int##	Radio Int (Final)	Direct	3900	S-dn-22	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of NE crs of ILS, 043° Outbnd, 223° Inbnd, 4400' within 10 mi. Beyond 10 mi NA.

No glide slope. Altitude over Radio Int, 3900'; crs and distance, Radio Int to Airport, 223°-3.5.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 mi, climb to 4400' on SW crs ILS within 20 mi, or when directed by ATC, climb to 4000' on R-150 MAF or climb to 4000' on SE crs of MF-LFR within 20 mi.

*300-1 required Runways 16L and 34R.

#Radio Int: Int NE crs ILS and R-117 MAF.

##Tank Farm Int: Int NE crs ILS and R-073 MAF VOR.

City, Midland; State, Tex.; Airport Name, Midland-Air Terminal; Elev., 2867'; Fac. Class., ILS; Ident., I-MAF; Procedure No. ILS-22, Amdt. 5; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 4; Dated, 21 Mar. 59

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	
Mustang Int.	Sparks RBn.	Direct	9000	T-dn#	800-1½	800-1½	800-1½
Pyramid Int.	Sparks RBn.	Direct	9000	C-dn	1000-2	1000-2	1000-2
Verdi Int.	Sparks RBn.	Direct	10,000	S-dn-16*	1000-2	1000-2	1000-2
Wadsworth Int.	Sparks RBn.	Direct	10,000	A-dn	1500-3	1500-3	1500-3
Steamboat Int.	Sparks RBn.	Direct	9000				
RNO VOR	Sparks RBn.	Direct	9000				
RO "H"	Sparks RBn.	Direct	9000				
Truckee Int.	Sparks RBn.	Direct	10,000				

Procedure turn West side crs, 342° Outbnd, 162° Inbnd, 9000' within 10 mi Sparks RBn. NA beyond 10 mi. Minimum altitude over facilities and intersection, and distance to approach end Rny 16 on final approach: Sparks RBn, 8000'-11.1 mi; Int N crs ILS and RNO VOR R-306, 7150'-8.4 mi; OM, 6300'-5.8 mi; MM/H, 5400'-2.3 mi. If visual contact not established at the MM/H, climb to 6000' on S crs ILS within 5 mi MM/H, then right climbing turn and return to MM/H. Shuttle climb to 9000' on N crs ILS between MM/H and Sparks RBn (all shuttle turns East side N crs ILS) or, when directed by ATC, climb on S crs ILS to cross Steamboat Int at 8000' or above, continue climb to 9000' within 15 mi of MM/H, turn left and return to VOR at 9000'.

CAUTION: All provisions of this procedure must be strictly adhered to. Precipitous terrain all quadrants. Do not proceed beyond the MM/H on final approach unless landing is assured.

AIR CARRIER NOTE: Sliding scale not authorized.

#Authorized for Rnwys 16, 34 and 25. All other runways require 1000-2.

*No approach lights or glide slope. All other components of ILS are required for this procedure, except that the Int of the N crs ILS and RNO-VOR R-312 may be substituted for the Sparks RBn for aircraft equipped to receive ILS and VOR simultaneously.

City, Reno; State, Nev.; Airport Name, Municipal; Elev., 4411'; Fac. Class., ILS; Ident., I-RNO; Procedure No. ILS-16, Amdt. 3; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 2; Dated, 17 Sept. 60

SJT VOR	LOM	Direct	3500	T-dn	300-1	300-1	200-½
Sterling Int.	LOM	Direct	3500	C-dn	400-1	500-1	500-1½
Eden Int.	LOM	Direct	3500	S-dn-3	200-½	200-½	200-½
Christoval Int.	LOM	Direct	3500	A-dn	600-2	600-2	600-2
Christoval Int.	Nicker Int#	Direct	4000				
Nicker Int#	LOM	Direct	3500				

Procedure turn S side of Crs, 212° Outbnd, 032° Inbnd, 3500' within 10 mi.

Crs. and distance, facility to airport, 032°-5.8 mi.

Minimum altitude at glide slope Interception Inbd., 3500'.

Altitude of G.S. and distance to approach end of Runway at OM, 3464'-5.8 mi.; at MM, 2113'-0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn right, climb to 3500' on the SJT VOR R-083 within 20 miles, or climb to 3400' on R-013 within 20 miles.

NOTE: 400-¾ minimums required when glide slope is not available.

CAUTION: 2480' MSL tower 4.2 mi. NW of Airport.

#Nicker Int: Intersection of the SJT ILS SW Crs and the R-300 Junction, Texas VOR.

City, San Angelo; State, Tex.; Airport Name, Mathis Field; Elev., 1915'; Fac. Class., ILS; Ident., I-SJT; Procedure No. ILS-3, Amdt. Orig.; Eff. Date, 25 Nov. 61 or on com of LOM

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	
325°	180°	Within 30 mi	9000		Precision approach		
Radar transitions and vectoring utilizing Colorado Springs radar authorized in accordance with approved radar patterns and sector altitudes.				T-dn*	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-35	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2
				Surveillance approach			
				T-dn*	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-21, 30, 35	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

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

Runways 17 and 21: Make a left climbing turn to 8000' on crs 074° from LMM within 15 mi or, when directed by ATC, make left climbing turn and climb to 8000' on COS-VOR R-132 within 20 mi of COS-VOR.

Runways 30 and 35: Make a right climbing turn to 8000' on crs 074° from LMM within 15 mi or, when directed by ATC, make right climbing turn and climb to 8000' on COS-VOR R-132 within 20 mi of COS-VOR.

CAUTION: 7190' tower 8 miles North of airport; 7923' tower 14 miles North of airport; sharply rising terrain West of airport.

*400-1 required for takeoff on Runways 30 and 35 except when monitored by departure radar.

City, Colorado Springs; State, Colo.; Airport Name, Peterson Field; Elev., 6172'; Fac. Class., Colorado Springs; Ident., Radar; Procedure No. 1, Amdt. 4; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 3; Dated, 26 Nov. 60

RADAR 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	
				Precision approach			
				T-dn-14.....	300-1	300-1	200- $\frac{1}{2}$
				C-dn-All.....	600-1	600-1	600- $\frac{1}{2}$
				S-dn-14/32.....	300- $\frac{3}{4}$	300- $\frac{3}{4}$	300- $\frac{3}{4}$
				A-dn-All.....	600-2	600-2	600-2
				Surveillance approach			
				T-dn-14.....	300-1	300-1	200- $\frac{1}{2}$
				C-dn-All.....	600-1	600-1	600- $\frac{1}{2}$
				A-dn-All.....	800-2	800-2	800-2

No terminal area maneuvering altitudes. Radar transitions and vectoring utilizing McChord RAPCON Radar or Gray AAF 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 14: turn left, climb to 2000' direct to GRF Rbn.

Runway 32: Climb to 2000' direct to GRF Rbn.

Alternate missed approach: All Runways: Climb to 3000' on crs 270° to intercept R-020 OLM-VOR, thence to OLM-VOR.

CAUTION: Restricted area 6.8 mi North of airport.

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

City, Fort Lewis; State, Wash.; Airport Name, Gray AAF; Elev., 301'; Fac. Class., Gray AAF; Ident., Radar; Procedure No. 1, Amdt. 3; Eff. Date, 25 Nov. 61; Sup. Amdt. No. 2; Dated, 17 June 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 October 25, 1961.

G. S. MOORE,

Acting Director, Flight Standards Bureau.

[F.R. Doc. 61-10335; Filed, Nov. 16, 1961; 8:45 a.m.]

[Reg. Docket No. 951; Amdt. 245]

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 2 DECEMBER 1961, OR ON CONVERSION TO RBN.

City, Corpus Christi; State, Tex.; Airport Name, International; Elev. 44'; Fac. Class, SBMRLZ; Ident., CP; Procedure No. 1, Amdt. 2; Eff. Date, 27 May 61; Sup. Amdt. No. 1; Dated, 19 Nov. 60

Shuttle: To 6000' on West crs of Unalakleet LFR.....				T-dn.....	300-1	300-1	200- $\frac{1}{2}$
				C-dn.....	500-2	500-2	500-2
				S-dn.....	NA	NA	NA
				A-dn.....	1000-2	1000-2	1000-2

Procedure turn S side W crs, 270° Outbnd, 090° inbnd, 1100' within 20 mi.

After crossing range on initial, proceed outbnd on West crs not below 2800' for two minutes before starting descent to procedure turn altitude.

Minimum altitude on final approach crs, 500'. Descend to 500' immediately after completion of procedure turn.

Crs and distance, facility to airport, 270°—1.1 mi.

If visual contact not established upon descent to 500', turn right, climb to 2800' on W crs (270°) Unalakleet LFR within 20 miles. VFR flight required from missed approach point to airport.

CAUTION: 1. Terrain rising to 800' 1.5 miles North of airport. Terrain rising to 396' 1.1 miles NE of UNK-LFR. 2. No maneuvering authorized North through East of airport. 3. After completion or procedure turn, all maneuvering on final approach will be made S of crs.

City, Unalakleet; State, Alaska; Airport Name, Unalakleet; Elev., 21'; Fac. Class., SBRAZ; Ident., UNK; Procedure No. 1, Amdt. 9; Eff. Date, 2 Dec. 61; Sup. Amdt. No. 8; Dated, 18 Nov. 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	
BVL VOR.....	DPG RBn.....	Direct.....	7500	T-dn.....	600-1	600-1	600-1½
Vernon Int.....	DPG RBn.....	Direct.....	11, 100	C-dn.....	600-1	600-1	600-1½
DTA VOR.....	DPG RBn.....	Direct.....	10, 500	S-dn.....	NA	NA	NA
DT LFR.....	DPG RBn.....	Direct.....	10, 500	A-dn.....	NA	NA	NA

Procedure turn S side of crs, 272° Outbnd, 092° Inbnd, 6700' within 10 ml.
Minimum altitude over facility on final approach crs, 4900'.

Facility on airport.

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

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

NOTE: Prior permission required.

City, Dugway; State, Utah; Airport Name, Michael AAF; Elev., 4349'; Fac. Class., MH; Ident., DPG; Procedure No. 1, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig. Dated, 12 Aug. 61

				T-dn.....	300-1	300-1	300-1
				C-dn.....	900-2	900-2	900-2
				S-dn-31.....	900-2	900-2	900-2
				A-dn.....	900-2	900-2	900-2

Instrument approach to be conducted in accordance with USAF AL-1729-ADF-2.

CAUTION: 1116' hill located 1.8 miles NE of facility.

City, Fairbanks; State, Alaska; Airport Name, Eilson AFB; Elev., 548'; Fac. Class., HW; Ident., EA; Procedure No. 2, Amdt. 1; Eff. Date, 2 Dec. 61, or on cancellation of RBn frequency 287; Sup. Amdt. No. Orig.; Dated, 8 Apr. 61

Mescal Int.....	FHU RBn.....	Direct.....	10, 000	T-dn.....	300-1	300-1	
DUG VOR.....	FHU RBn.....	Direct.....	9000	C-dn.....	600-1	600-1	
				S-dn.....	600-1	600-1	
				A-dn.....	800-2	800-2	

*Shuttle Inbound 270°, Outbound 090°, right turns, 2 minutes, minimum altitude, 7000'.

*Procedure turn North side of crs, 090° Outbound, 270° Inbnd, 7000' within 10 miles.

Facility on airport.

Minimum altitude over facility, 5300'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn right, climb to 9000 on a track of 090° within 20 miles.

NOTE: Prior permission required. Entire procedure is within restricted area R-2303.

CAUTION: High terrain south of airport.

*All maneuvering will be made North of 270° Inbound course.

City, Fort Huachuca; State, Ariz.; Airport Name, Libby AAF; Elev., 4665'; Fac. Class., HW; Ident., FHU; Procedure No. 1, Amdt. Orig.; Eff. Date, 2 Dec. 61

PROCEDURE CANCELED, EFFECTIVE 2 DECEMBER 1961. FACILITY RELOCATED.

City, Groton; State, Conn.; Airport Name, Trumbull; Elev., 10'; Fac. Class., MHW; Ident., GON; Procedure No. 1, Amdt. 1; Eff. Date, 6 May 61; Sup. Amdt. No. Orig.; Dated, 4 Mar. 61

Denmark Int.....	MCR RBn.....	Direct.....	1900	T-dn.....	300-1	300-1	200-½
Anderson Int.....	MCR RBn (Final).....	Direct.....	1900	C-dn.....	400-1	500-1	500-1½
				S-dn-2.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn East side of crs, 197° Outbnd, 017° Inbnd, 1900' within 10 miles.

Minimum altitude over MCR RBn on final approach crs, 1900'; over MKL RBn, 900'.

Crs and distance, MCR RBn to airport, 017°—6.0 mi; MKL RBn to airport, 017°—1.0 ml.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles, turn left, climb to 1900', returning to MCR RBn.

CAUTION: 1088' msl tower 4.5 ml NE of airport.

City, Jackson; State, Tenn.; Airport Name, McKellar Field; Elev., 424'; Fac. Class., MHW; Ident., MCR; Procedure No. 1, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig.; Dated, 17 June 61

GGG-VOR.....	LOM.....	Direct.....	1900	T-dn.....	300-1	300-1	200-½
Int UIM-VOR R-140 and GGG-VOR R-282.....	LOM.....	Direct.....	1700	C-dn.....	400-1	500-1	500-1½
Int UIM-VOR R-140 and GGG-VOR R-265.....	LOM.....	Direct.....	1700	S-dn-13.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn South side of crs, 306° Outbnd, 126° Inbnd, 1700' within 10 miles.

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

Crs and distance, facility to airport, 126°—5.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles of LOM, climb to 1900', turn left and intercept R-115 GGG-VOR within 20 miles.

CAUTION: 644' msl tower 5 miles NW of airport.

City, Longview; State, Tex.; Airport Name, Gregg County Municipal; Elev., 355'; Fac. Class., LOM; Ident., GG; Procedure No. 1, Amdt. Orig.; Eff. Date, 2 Dec. 61, or on com. of facility

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	
OKM VOR	MKO RBn	Direct	3000	T-dn	300-1	300-1	200-1/2
Maizie Int.	MKO RBn	Direct	3000	C-dn	600-1	600-1 1/2	600-1 1/2
				S-dn-31	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Teardrop procedure turn South side of crs, 120° Outbnd, 300° Inbnd, 2000' within 10 mi. Beyond 10 mi NA.

Procedure turn nonstandard due to military requirements.
Minimum altitude over facility on final approach crs, 1200'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make immediate left turn, return to the MKO RBn climbing to 2500', contact ATC for further clearance.

NOTES: Do not descend below 1900' msl until well established on brng 300° to the MKO RBn. Procedure authorized for USAF and air carriers having approval of their arrangements for use of facility, monitoring, and weather service.

Other change: Deletes transition from TUL-VOR.

City, Muskogee; State, Okla.; Airport Name, Davis Field; Elev. 610'; Fac. Class., MH; Ident., MKO; Procedure No. 1, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig.; Dated, 10 Oct. 59

				T-d	500-1	500-1	
				C-d	1000-1 1/2	1600-1 1/2	
				A-dn	NA	NA	

Procedure turn W side of crs, 049° Outbnd, 229° Inbnd, 3500' within 10 mi. NA beyond 10 mi.

Minimum altitude over facility on final approach crs, 2500'.

Crs and distance, facility to airport, 229°—3.7.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 mi, make a left (E) climbing turn. Return to Newport MHW. Climb to 3500' on crs 049° Outbnd, 229° Inbnd within 10 mi of facility, all turns w.

IFR Climbout Procedure: Climb most direct route to MHW. Continue to climb to 3500' on Outbnd crs 049° Inbnd crs 229° within 10 mi. of facility.

NOTES: Minimum facility departure altitude 3500'. Facility must be monitored aurally during this procedure. Facility operated by State.

AIR CARRIER NOTE: Sliding scale and local visibility provisions for landing or take-off minimums not applicable below one mi visibility. Night operations not authorized.

Other Change: Transition from Barton Int. deleted. Straight-in minimums deleted.

City, Newport; State, Vt.; Airport Name, Municipal; Elev., 930'; Fac. Class., MHW; Ident., EFK; Procedure No. 1, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig.; Dated, 15 June 55

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
SJ-LFR	LOM	Direct	2000	A-dn	800-2	800-2	800-2
SEA-VOR	LOM	Direct	2000				
Black Diamond Int.	LOM	Direct	3000				
Vashon Int.	LOM	Direct	2000				
Burton 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 over facility on final approach course, 1500'; over MM 1300'.

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

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.4 miles after passing LOM, climb to 2000' on crs 119° to SJ LFR or, when directed by ATC, turn right, climb to 2000' direct to BF 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 through W of airport, and E through SE of airport within 2.3 mi. to 550' MSL.

City, Seattle; State, Wash.; Airport Name, King County (Boeing Field); Elev., 17'; Fac. Class., LOM; Ident., BF; Procedure No. 1, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig.; Dated, 9 Sept. 61

Berlin Rbn	Whitefield Rbn	Direct	6700	T-d	1500-2	1500-2	1500-2
				C-d	2700-2	2700-2	2700-2
				A-dn	NA	NA	NA

Procedure turn N side of course, 265° Outbnd, 085° Inbnd, 3800' within 10 mi.

Minimum altitude over facility of final approach course, 3800'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile make an immediate left climbing turn, climb to 6700' in holding pattern 265° Outbnd, 085° Inbnd within 10 mi. of Whitefield MHW. Make all turns on North side of course.

NOTE: Climb out procedure—climb west of facility, shuttle on crs of 265° Outbnd, 085° Inbnd from facility within 10 miles, all turns to north of crs. Proceed on crs Whitefield to Berlin after reaching 6700'. Facility must be monitored aurally during this procedure.

City, Whitefield; State, N.H.; Airport Name, Whitefield Municipal; Elev., 1048'; Fac. Class., MHW; Ident., HIE; Procedure No. 1, Amdt. Orig.; Eff. Date, 2 Dec. 61

				T-dn	300-1	300-1	200-1/2
				C-dn	500-1	600-1	600-1 1/2
				S-dn-33	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn East side of crs, 152° Outbnd, 332° Inbnd, 2300' within 10 miles. NA beyond 10 miles.

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

Crs and distance, facility to airport, 332°—4.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at LOM, make an immediate climbing left turn to 2400' on crs 152° from LOM within 10 miles.

CAUTION: 1640' radio tower 2.2 mi NNW of airport.

Departure procedures—

Departure Runway 33: Execute left climbing turn as soon as practicable after takeoff to 300° magnetic heading climbing to 2000' before proceeding northwest bound.

Departure Runway 29: Climb to 2000' on a magnetic heading of 270° before proceeding northwest bound.

Departure Runway 2: Climb to 2000' on a magnetic heading of 020° before making a left turn.

City, Worcester; State, Mass.; Airport Name, Municipal; Elev., 1009'; Fac. Class., LOM; Ident., OR; Procedure No. 1, Amdt. 6; Eff. Date, 2 Dec. 61; Sup. Amdt. No. 5 (ADF portion; Comb. ILS-ADF) Dated, 15 Jan. 55

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-----	300-1	300-1	200-1/2
				C-dn-----	400-1	500-1	500-1 1/2
				S-dn-13-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2

Procedure turn W side crs, 299° Outbnd, 119° Inbnd, 1400' within 10 miles. Beyond 10 mi not authorized.

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

Crs and distance, facility to airport, 119°-3.4.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.4 miles, climb to 1200' on R-119 within 20 miles.

Major change: Deletes transition from Palacios LFR.

City, Palacios; State, Tex.; Airport Name, Municipal; Elev., 13'; Fac. Class., BVOR; Ident., PSX; Procedure No. 1, Amdt. 4; Eff. Date, 2 Dec. 61; Sup. Amdt. No. 3; Dated, 18 June 60

				T-d-----	300-1	300-1	
				C-d-----	800-2	800-2	

Procedure turn W side of crs, 344° Outbnd, 164° Inbnd, 2500' within 10 miles. NA beyond 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 164°-9.2.*

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles, make a left climbing turn, climb to 2500' re- turning to Princeton VOR and hold within 10 miles on R-344 Princeton VOR.

NOTE: No weather reporting service available. Night operations not authorized.

Changes: Transition from Topsfield Int deleted. Straight-in minimums deleted.

*Descent to authorized landing minimums within 4 miles of facility.

City, Princeton; State, Maine; Airport Name, Municipal; Elev., 250'; Fac. Class., VORW; Ident., PNN; Procedure No. 1, Amdt. 3; Eff. Date, 2 Dec. 61; Sup. Amdt. No. 2; Dated, 12 Nov. 59

				T-dn-----	300-1	300-1	200-1/2
				C-dn-----	500-1	500-1	500-1 1/2
				S-dn-5-----	500-1	500-1	500-1
				A-dn-----	800-2	800-2	800-2

Procedure turn S side of crs, 238° Outbnd, 058° Inbnd, 2200' within 10 mi.

Minimum altitude over facility on final approach crs, 1200'.

Crs and distance, facility to airport, 049°-0.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished proceed to facility, climb to 2000' on MBS VOR R-058 within 20 mi.

City, Saginaw; State, Mich.; Airport Name, Tri-City; Elev., 667'; Fac. Class., BVOR; Ident., MBS; Procedure No. VOR-5, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig.; Dated, 21 Dec. 57

				T-dn-----	300-1	300-1	200-1/2
				C-dn-----	500-1	500-1	500-1 1/2
				S-dn-9-----	500-1	500-1	500-1
				A-dn-----	800-2	800-2	800-2

Procedure turn S side of crs, 260° Outbnd, 080° Inbnd, 2200' within 10 miles.

Minimum altitude over facility on final approach crs, 1200'.

Crs and distance, facility to airport, 094°-0.64 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished proceed to facility, climb to 2000' on MBS-VOR R-080 within 20 miles.

City, Saginaw; State, Mich.; Airport Name, Tri-City; Elev., 667'; Fac. Class., BVOR; Ident., MBS; Procedure No. VOR-9, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig.; Dated, 21 Dec. 57

				T-dn-----	300-1	300-1	200-1/2
				C-dn-----	600-1	600-1	600-1 1/2
				S-dn-23-----	600-1	600-1	600-1
				A-dn-----	800-2	800-2	800-2

Procedure turn E side of crs, 038° Outbnd, 218° Inbnd, 2200' within 10 miles.

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

Crs and distance, facility to airport, 229°-0.29 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished proceed to facility, climb to 2000' on MBS VOR R-218 within 20 mi.

City, Saginaw; State, Mich.; Airport Name, Tri-City; Elev., 667'; Fac. Class., BVOR; Ident., MBS; Procedure No. VOR-23, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig.; Dated, 21 Dec. 57

DAY-VOR-----	RSD-VOR-----	Direct-----	2700	T-dn-----	300-1	300-1	
TPC RBN-----	RSD-VOR-----	Direct-----	2700	C-dn-----	700-1	700-1	
				A-dn-----	NA	NA	

Procedure turn North side of crs, 063° Outbnd, 243° Inbnd, 2700' within 10 mi.

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

Crs and distance, facility to airport, 243°-5.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles, make climbing left turn to 2700' and return to RSD-VOR. Hold North side of R-063 RSD-VOR 243° Inbnd one-minute right turns.

CAUTION: No weather service available.

City, Sidney; State, Ohio; Airport Name, Willman; Elev., 1020'; Fac. Class., BVORTAC; Ident., RSD; Procedure No. 1, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig.; Dated, 25 Feb. 61

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	
AZO-VOR.....	BTL-VOR.....	Direct.....	2400	T-dn.....	300-1	300-1	200-1½
LFD-VOR.....	BTL-VOR.....	Direct.....	2400	C-dn.....	1000-1	1000-1	1000-1½
LeRoy Int.....	BTL-VOR.....	Direct.....	2400	S-dn-13.....	1000-1	1000-1	1000-1
AZO-VOR.....	Wintergreen Int*.....	Direct.....	2400	A-dn.....	1000-2	1000-2	1000-2
Wintergreen Int*.....	Augusta Int** (Final).....	Direct.....	1900	The following minimums apply for aircraft equipped with dual VOR and Augusta Int identified:			
				C-dn.....	600-1	600-1	600-1½
				S-dn-13.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 318° Outbnd, 138° Inbnd, 2400' within 10 mi. NA beyond 10 mi.
 Minimum altitude over Augusta Int* on final approach crs, 1900'.
 Crs and distance, Augusta Int* to BTL-VOR, 138°—4.4 mi.
 Crs and distance, breakoff point to Rwny 13, 127°—0.58 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over BTL VOR, climb on R-138 to 2200', then reverse course, proceed to BTL VOR.
 Other change: Deletes transition from BQ-LFR.
 *Wintergreen Int: Int AZO-VOR R-030 and BTL-VOR R-318.
 **Augusta Int: Int AZO-VOR R-055 and BTL-VOR R-318.

City, Battle Creek; State, Mich.; Airport Name, Kellogg Field; Elev., 941'; Fac. Class., BVORTAC; Ident., BTL; Procedure No. TerVOR-13, Amdt. 5; Eff. Date, 2 Dec. 61; Sup. Amdt. No. 4; Dated, 31 Dec. 61

T-d.....	300-1	300-1	
T-n*.....	600-2	600-2	
C-d.....	700-1½	700-1½	
C-n*.....	1000-2	1000-2	
S-d-5.....	700-1	700-1	
S-n-5*.....	700-2	700-2	
A-dn.....	2000-2	2000-2	

Procedure turn S side of crs, 240° Outbnd, 060° Inbnd, 2400' within 10 mi. Beyond 10 mi NA.
 Facility on airport.
 Minimum altitude over facility on final approach crs, 1200'.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mi, make an immediate right turn, climb to 2500', returning to the HOT VOR.
 CAUTION: Hills 1470' MSL 1.3 mi N of airport. Maneuvering not authorized in N quadrant designated by extension of runway centerlines.
 NOTE: No reduction in take-off or landing minimums authorized.
 *Night operations require rotating beacon, and all runway and obstruction lights to be operating.

City, Hot Springs; State, Ark.; Airport Name, Memorial Field; Elev., 535'; Fac. Class., L-VOR; Ident., HOT; Procedure No. TerVOR-5, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig.; Dated, 26 Aug. 61

BTL VOR.....	AZO VOR.....	Direct.....	2400	T-dn.....	300-1	300-1	300-1
GRR LOM.....	AZO VOR.....	Direct.....	2900	C-dn.....	500-1	500-1	500-1½
PMM VOR.....	AZO VOR.....	Direct.....	2400	S-dn-23.....	400-1	400-1	400-1
ELX VOR.....	AZO VOR.....	Direct.....	2400	A-dn.....	800-2	800-2	800-2
Leroy Int.....	AZO VOR.....	Direct.....	2500				
SBN VOR.....	AZO VOR.....	Direct.....	2400				
BTL VOR.....	Gull Int*.....	Direct.....	2400				
Gull Int*.....	Comstock Int** (Final).....	Direct.....	1700				
AZO VOR.....	Comstock Int**.....	Direct.....	2400				

Procedure turn West side of crs, 040° Outbnd, 220° Inbnd, 2400' within 10 miles.
 Minimum altitude over Comstock Int**, 1700'.
 Crs and distance, Comstock Int** to airport, 220°—4.0 mi.
 Crs and distance, breakoff point to Rwny 23, 226°—0.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 miles after passing AZO VOR, climb to 2200' on R-220 AZO VOR within 20 miles.
 NOTES: This procedure not authorized unless aircraft is equipped with functioning dual omni receivers. All approaches controlled by Battle Creek CS/T.
 Other Change: Deletes transitions from BTL LFR and Kalamazoo Int.
 *Int R-286 BTL VOR and R-040 AZO VOR.
 **Int R-265 BTL VOR and R-040 AZO VOR.

City, Kalamazoo; State, Mich.; Airport Name, Kalamazoo; Elev., 874'; Fac. Class., BVOR; Ident., AZO; Procedure No. TerVOR-23, Amdt. 2; Eff. Date, 2 Dec. 61; Sup. Amdt. No. 1; Dated, 8 Nov. 58

PROCEDURE CANCELLED, EFFECTIVE 2 DECEMBER 1961.

City, Vineyard Haven; State, Mass.; Airport Name, Martha's Vineyard; Elev., 68'; Fac. Class., VOR; Ident., MVY; Procedure No. Ter VOR-33, Amdt. 3; Eff. Date, 3 June 61; Sup. Amdt. No. 2; Dated, 18 Feb. 61

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
GGG-VOR	LOM	Direct	1900	T-dn	300-1	300-1	200-1/2
Int UIM-VOR R-140 and GGG-VOR R-282	LOM	Direct	1900	C-dn	400-1	500-1	500-1 1/2
Int UIM-VOR R-140 and GGG-VOR R-265	LOM	Direct	1900	S-dn-13	*300-3/4	*300-3/4	*300-3/4
				A-dn	600-2	600-2	600-2

Procedure turn S side of NW crs, 306° Outbnd, 126° Inbnd, 1900' within 10 mi.
 Minimum altitude at glide slope interception Inbnd, 1900'.
 Altitude of G.S. and distance to approach end of Runway at OM, 1856'—5.5 mi; at MM, 286'—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1900' on SE crs of GGG-ILS within 20 miles.
 NOTE: No approach lights.
 CAUTION: 644' MSL Tower 5 mi. NW of airport.
 *400-3/4 required when glide slope not utilized.

City, Longview; State, Tex.; Airport Name, Gregg County Municipal; Elev., 365'; Fac. Class., ILS; Ident., I-GGG; Procedure No. ILS-13, Amdt. Orig.; Eff. Date, 2 Dec. 61

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; at MM 500'—1.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.6 mi after passing MM or 6.4 after passing LOM, climb to 2000' on crs 119° to SJ LFR or, when directed by ATC, turn right, climb to 2000' direct to BF LOM.
 NOTE: Narrow localizer course—4°.
 CAUTION: 578' MSL tower 0.7 mi. S of final approach crs. Terrain, trees, and water tanks to 591' MSL 1.8 mi. SW through W of airport, and E through SE of airport within 2.3 mi. to 556' MSL. Localizer usable only 45° on either side of front course. No back course.
 *700' required when glide slope not used.
 *Air Carrier: Sliding scale not authorized below 3/4 mi.

City, Seattle; State, Wash.; Airport Name, King County (Boeing Field); Elev., 17'; Fac. Class., ILS; Ident., I-BFI; Procedure No. ILS-13, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig.; Dated, 9 Sept. 61

Sioux Falls LFR	Renner Int*	Direct	2700	T-dn#	300-1	300-1	200-1/2
Sioux Falls VOR	Renner Int*	Direct	2700	C-dn	500-1	500-1	500-1 1/2
Int R-061 FSD-VOR and NE crs ILS	Renner Int* (Final)	Direct	2200	S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn North side NE crs, 028° Outbnd, 206° Inbnd, 2700' within 10 miles.
 No glide slope. Minimum altitude over Renner Int*, 2200'. No outer marker. No middle marker.
 Crs and distance, Renner Int* to airport, 206°—4.2 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 mi of Renner Int*, climb to 2700' on SW crs ILS, proceed to LOM.
 NOTE: Procedure authorized only for those aircraft equipped to receive VOR and ILS simultaneously.
 *Int FSD-VOR R-080 and NE crs ILS.
 #300-1 required for take-off runway 15.

City, Sioux Falls; State, S. Dak.; Airport Name, Foss Field; Elev., 1426'; Fac. Class., ILS; Ident., I-FSD; Procedure No. ILS-21, Amdt. 3; Eff. Date, 2 Dec. 61; Sup. Amdt. No. 2; Dated, 1 Nov. 58

PIE-VOR	LOM	Direct	1300	T-dn	300-1	300-1	200-1/2
TPA-LFR	LOM	Direct	1500	C-dn	400-1	500-1	500-1 1/2
Radar Terminal Area Transition Altitudes.	Radar Site	Within 25 miles	#1500	S-dn-17	300-3/4	300-3/4	300-3/4
				A-dn	600-2	600-2	600-2

Procedure turn West side of crs, 350° Outbnd, 170° Inbnd, 1300' within 10 mi.
 Minimum altitude at glide slope interception inbnd, 1300'.
 Altitude of glide slope and distance to approach end of Runway at OM, 1200'—4.3 mi; at MM, 186'—0.5 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn right, climb to 1500' on PIE-VOR R-270 within 20 miles or, when directed by ATC, turn right and climb to 1500' on crs of 270°, intercept and proceed out 220° brng from PI LOM within 20 miles.
 NOTES: 500-1 required when glide slope not utilized. No approach lights.
 #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 radio towers 861' msl 19.5 miles ESE and 1135' msl 23 miles ESE of airport.

City, St. Petersburg; State, Fla.; Airport Name, St. Petersburg-Clearwater International; Elev., 10'; Fac. Class., ILS; Ident., I-PIE; Procedure No. ILS-17, Amdt. Orig.; Eff. Date, 2 Dec. 61, or on com. of facility

				T-dn	300-1	300-1	200-1/2
				C-dn	500-1	600-1	600-1 1/2
				S-dn-33	200-1/2	200-1/2	200-1/2
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 152° Outbnd, 332° Inbnd, 2300' within 10 mi. NA beyond 10 mi.
 Minimum altitude at glide slope interception inbnd, 2300'.
 Altitude of G.S. and distance to approach end of runway at OM 2290—4.6, at MM 1210—0.6.
 If visual contact not established at middle marker, make an immediate climbing left turn to 2400' on SE crs of ILS within 10 mi of LOM.
 CAUTION: 1640' radio tower 2.2 mi NNW of airport. Do not proceed beyond middle marker unless landing is assured.
 NOTE: Provisions of inoperative ILS components authorized except 400-1 required when middle marker inoperative.
 Departure procedures—
 Departure Runway 33: Execute left climbing turn as soon as practicable after takeoff to 300° magnetic heading climbing to 2000' before proceeding northwest bound.
 Departure Runway 29: Climb to 2000' on a magnetic heading of 270° before proceeding northwest bound.
 Departure Runway 2: Climb to 2000' on a magnetic heading of 020° before making a left turn.

City, Worcester; State, Mass.; Airport Name, Municipal; Elev., 1009'; Fac. Class., ILS; Ident., I-ORH; Procedure No. ILS-33, Amdt. 6; Eff. Date, 2 Dec. 61; Sup. Amdt. No. 5 (ILS portion Comb, ILS-ADF); Dated, 15 Jan. 55

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From	To	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
All directions-----	Radar site-----	Within 25 mi-----	#1800		Precision approach		
				C-dn-4R-----	*500-1	600-1	600-1½
				S-dn-4R-----	200-½	200-½	200-½
				A-dn-4R-----	600-2	600-2	600-2
					Surveillance approach		
				T-dn %%%-----	300-1	300-1	200-½
				S or C-dn**-----	700-1	700-1	700-1½
				C-dn***##-----	600-1	600-1	600-1½
				S-dn***##-----	600-1	600-1	600-1
				C-dn###-----	*500-1	600-1	600-1½
				S-dn###-----	500-1	500-1	500-1
				A-dn-All-----	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1300' on the N crs of the Boston LFR within 8 mi. Alternate missed approach when requested by ATC: Climb to 1500' on E crs of the Boston LFR within 10 mi.

CAUTION: PAR point of touchdown approx 3500' in from appr end of rwy to allow clearance for ship channel.

#Except 2300' when more than 6 mi. from airport between NW and SW crs Boston LFR.

##CAUTION: Standard clearance not provided over 370' stack SW of airport.

##Runways 27 and 33.

*600-1 required when circling W of airport.

**Runways 4R and 15.

***Runway 22L.

%Except where radar vectoring is used, and weather is 1000-3 or below, departures from Rwy 27 make left or right turn as soon as practicable, and departures from Rwnys 22 and 33 climb straight ahead to at least 1000' prior to proceeding toward 1349' WBZ-TV tower.

^Ceiling of 200' and runway visual range 2600' also authorized for landing on Runway 4R: Provided, That all components of the PAR and all related airborne equipment are operating satisfactorily.

^^Runway Visual Range 2600' also authorized for takeoff on Runway 4R in lieu of 200-½ when 200-½ authorized, providing high-intensity runway lights are operational.

City, Boston; State, Mass.; Airport Name, Logan International; Elev., 19'; Fac. Class., Logan; Ident., Radar; Procedure No. 1, Amdt. 13; Eff. Date, 2 Dec. 61; Sup. Amdt. No. 12; Dated, 10 June 61

All sectors-----		Within 15 mi-----	2500		Surveillance approach		
				T-dn-----	300-1	300-1	300-1
				C-dn-04, 15, 17, 35-----	600-1	600-1	600-1½
				S-dn-04, 15, 17, 35-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2
					Precision approach		
				T-dn-----	300-1	300-1	300-1
				C-dn-04, 15, 17, 35-----	600-1	600-1	600-1½
				S-dn-17, 15, 35-----	200-½	200-½	200-½
				S-dn-04-----	400-1	400-1	400-1
				A-dn-----	600-2	600-2	600-2

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

Runway 17: Climb on 172° crs. from FTK NDB to 2500'. Turn right (west) and return to FTK NDB. Hold south, 1 min. left turns. Contact SDF Approach Control.

Runway 35: Climb to 2500' on a crs of 352° to FTK NDB. Hold south, 1 min. left turns. Contact SDF Approach Control.

Runway 04: Make immediate left climbing turn to 2500'. Proceed direct to the FTK NDB. Hold south 1 min. left turns. Contact SDF Approach Control.

Runway 15: Make immediate right climbing turn to 2500'. Proceed direct to FTK NDB. Hold south 1 min. left turns. Contact SDF Approach Control.

City, Fort Knox; State, Ky.; Airport Name, Godman AAF; Elev., 753'; Fac. Class., Fort Knox; Ident., Radar; Procedure No. 1, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig.; Dated, 14 Oct. 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 October 27, 1961.

G. S. MOORE,
Acting Director, Flight Standards Service.

[F.R. Doc. 61-10501; Filed, Nov. 16, 1961; 8:45 a.m.]

Title 6—AGRICULTURAL CREDIT

Chapter IV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[1961 CCC Tung Price Support Bulletin, Amdt. 1]

PART 443—OILSEEDS

Subpart—1961 Crop Tung Nut Price Support Program

APPLICABLE FORMS

The regulations issued by Commodity Credit Corporation (hereinafter referred to as "CCC") with respect to the 1961 Crop Tung Nut Price Support Program (26 F.R. 8963) are amended by changing the first paragraph of § 443.209(f) to read as follows.

§ 443.209 Applicable forms.

(f) *Designation of agent by a producer or group of producers.* A single eligible producer may designate an agent to act in his behalf in obtaining price support, or two or more eligible producers may designate an agent to act in their joint behalf in obtaining price support. In such event the producer or group of producers shall execute a form substantially equivalent to CCC Tung Nut Form 1 for purchase agreement or to CCC Tung Nut Form 1-A for loans. A copy of each designation of agent signed by the producer(s) must be delivered to the county office before any purchase agreement or loan documents filed by the agent on behalf of such producer(s) are approved. A separate certification of eligibility must be executed for or on behalf of each producer.

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 201, 401, 63 Stat. 1052, as amended, 1054; 15 U.S.C. 714c, 7 U.S.C. 1446, 1421)

Effective as of date of signature.

Signed at Washington, D.C., on November 14, 1961.

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

[F.R. Doc. 61-10960; Filed, Nov. 16, 1961; 8:49 a.m.]

Title 7—AGRICULTURE

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER D—SPECIAL PROGRAMS

[Amdt. 3]

PART 775—FEED GRAINS

Subpart—1961 Feed Grain Program Regulations

The regulations issued by the United States Department of Agriculture, pub-

lished in the FEDERAL REGISTER of June 15, 1961 (26 F.R. 5356), and containing the specific requirements for the 1961 Feed Grain Program are amended as follows:

§ 775.5 [Amendment]

1. Subparagraph (3) of § 775.5(c) is amended by adding at the end thereof the following new sentence: "Notwithstanding the foregoing, payment may be made to a minor after December 31, 1961, upon a determination by the county committee that the minor has met the requirements of the program."

2. Section 775.30 is amended to read as follows:

§ 775.30 Marketing of certificates.

All certificates presented to the county office for marketing by CCC shall be pooled by CCC and will lose their identity as individual certificates. The amount of the certificate pool will be the value of the certificates presented for marketing, which will be equal to the amount of cash advances to producers. CCC shall market the rights represented by pooled certificates at such times and in such manner as it determines will best effectuate the purposes of the program. Such rights shall be marketed for immediate use by the purchaser to obtain delivery of grain from CCC. The term "certificate pool sale—1961 Feed Grain Program" used in contracts of CCC shall be deemed to refer to a transaction involving the sale of rights represented by pooled certificates and the immediate use of such rights to acquire grain from CCC. Commodity Credit Corporation reserves the right to determine the time and place of delivery and the kind, class, grade, quality, and quantity of grain delivered in redemption of such rights. Grain delivered by CCC shall be valued at the market price at point of delivery, as determined by CCC.

3. Section 775.32 is amended to read as follows:

§ 775.32 Redemption in grain by payees.

Certificates held by a payee will be redeemed, at the option of CCC, in grain in warehouses, CCC bin sites or at other points designated by CCC in the county in which the certificate was issued or in the nearest county in which grain is made available for redemption. Certificates may also be redeemed by a payee in grain delivered to him under such price support loans as may be designated by CCC. Grain delivered by CCC in redemption of certificates shall be valued at market price as determined by CCC at point of delivery.

4. Section 775.33 is amended to read as follows:

§ 775.33 Where to apply.

Payees who wish to obtain redemption of certificates in grain to be delivered by them under a price support loan must apply to the county office which approved the loan. Payees who wish to obtain redemption of certificates in other CCC-owned grain must apply to the county office which issued the certificates. If CCC-owned grain is not available in such county, the county office will direct the payee to the nearest county office having grain available for redemption.

§§ 775.34, 775.35 [Amendment]

5. Paragraphs (a) and (c) of § 775.34 and paragraph (a) of § 775.35 are amended by changing the initial letters of the first words to small letters and by adding the following words at the beginning of such subparagraphs: "Subject to the provisions of this subpart."

6. Paragraph (b) of § 775.35 is amended to read as follows:

(b) Subject to the provisions of this subpart, CCC will acquire title to a portion of the grain a payee has under loan and will deliver the receipt representing such grain in redemption of certificates if a payee wishes to redeem certificates in such grain. Commodity Credit Corporation will only honor such requests by payees as to the entire quantity of grain represented by a warehouse receipt. If the value of certificates held by the payee is insufficient to acquire all the grain represented by a warehouse receipt, CCC will honor the payee's request as to the portion of the grain represented by a warehouse receipt for which he has certificates, provided that at the time of redemption he repays in cash the balance of the amount due on the loan in connection with such receipt as computed under the loan documents and price support bulletin. Commodity Credit Corporation shall credit the loans with the settlement value of the quantity and quality of the grain acquired by it and with any amount paid on the loan, in accordance with the settlement provisions of the loan documents and price support bulletins.

7. Paragraph (c) of § 775.35 is amended to read as follows:

(c) In the case of grain delivered to a payee which had been under a warehouse storage loan, the payee shall be responsible to the warehouseman for payment of all warehouse charges on the grain. Commodity Credit Corporation will refund to the payee any storage charges which had been deducted by it from the loan proceeds on such grain and will pay to the payee the receiving and load out charges applicable to the grain in an amount not to exceed the rate specified in the Uniform Grain Storage Agreement.

8. A new section designated § 775.37a is hereby added to read as follows:

§ 775.37a Delivery to payees in non-storage areas.

(a) Commodity Credit Corporation may move grain into areas where no CCC-owned grain in warehouses or bin sites is available. Such grain will be assigned to the county committee and shall be sold "as is" on a delivery basis as determined by CCC. On such sales, the sales price shall be computed on the basis of a determination of grade and quality made prior to delivery, and such price shall not be subject to adjustment for the grade and quality of the grain actually delivered.

(b) Title and risk of loss on such sales shall pass to the payee upon delivery of the grain. The payee shall be responsible for risk of loss during such time as he may have possession of the grain prior to delivery.

(c) Grain shall be weighed at destination, if scales approved by CCC are available, unless the payee is willing to settle on CCC determined weights. If such approved scales are not available, settlement weights shall be as determined by CCC.

(d) Commodity Credit Corporation shall bear any charges it determines necessary for delivery of grain.

9. A new section designated § 775.43 is hereby added to read as follows:

§ 775.43 Provision for handling exceptional cases.

Where a producer, in reasonable reliance upon instruction or commitment of any representative of a county or State committee, in good faith, substantially performs under the Feed Grain Program, the Deputy Administrator, State and County Operations, ASCS, may, review the requirements of any provision of the regulations in this subpart and if, in his judgment, relief from the requirements of such provision is justified under all the circumstances of the case to permit a proper disposition thereof, allow payment for such substantial performance in an amount not to exceed the amount which would have been due for the required performance, provided such action is not prohibited by statute.

(Sec. 16(c), 49 Stat. 1151, as amended by 75 Stat. 6; secs. 4 and 5, 62 Stat. 1070-1072, as amended; sec. 3, 75 Stat. 7; 16 U.S.C. 590p; 15 U.S.C. 714 b and c)

Issued at Washington, D.C., this 13th day of November 1961.

CHARLES S. MURPHY,
Acting Secretary.

[F.R. Doc. 61-10958; Filed, Nov. 16, 1961; 8:48 a.m.]

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

PART 989—RAISINS PRODUCED FROM GRAPES GROWN IN CALIFORNIA

Expenses of Raisin Administrative Committee for the 1961-62 Crop Year and Rate of Assessment for Such Crop Year

Notice was published in the October 28, 1961, issue of the FEDERAL REGISTER (26 F.R. 10135) regarding a proposal to approve expenses of the Raisin Administrative Committee for the 1961-62 crop year and fix the rate of assessment for that year, pursuant to the provisions of Marketing Agreement No. 109, as amended, and Order No. 89, as amended (7 CFR Part 989), regulating the handling of raisins produced from grapes grown in California. The said amended marketing agreement and order are effective under the Agricultural Marketing Agreement Act of 1937, as amended (secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674). Interested persons were afforded opportunity

to submit written data, views or arguments with respect to the proposal. The prescribed time has elapsed and no such communications have been received.

After consideration of all relevant matters presented, including the information and recommendations submitted by the committee, and other available information, it is hereby found and determined that the expenses of the Raisin Administrative Committee and the rate of assessment for the crop year beginning September 1, 1961, shall be as follows:

§ 989.312 Expenses of the Raisin Administrative Committee and rate of assessment for the 1961-62 crop year.

(a) *Expenses.* Expenses (other than those specified in § 989.82) in the amount of \$107,100 are reasonable and likely to be incurred by the Raisin Administrative Committee for the maintenance and functioning of the committee and the Raisin Advisory Board during the crop year beginning September 1, 1961.

(b) *Rate of assessment.* The rate of assessment for the crop year beginning September 1, 1961, which each handler shall pay pursuant to § 989.80 is fixed at 70 cents per ton for free tonnage raisins acquired by him during the crop year and for reserve tonnage raisins sold to him by the committee pursuant to § 989.67 during the crop year.

It is hereby further found that good cause exists for not postponing the effective time of this action 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 order require that a rate of assessment fixed for a particular crop year shall be applicable to all free tonnage raisins acquired by him during the crop year and all reserve tonnage raisins sold to him by the committee during the crop year; and (2) the current crop year began on September 1, 1961, and the rate of assessment herein fixed will automatically apply to all such raisins beginning with that date.

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

Dated: November 14, 1961.

FLOYD F. HEDLUND,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61-10947; Filed, Nov. 16, 1961; 8:47 a.m.]

Title 10—ATOMIC ENERGY

Chapter I—Atomic Energy Commission

PART 2—RULES OF PRACTICE

Notice to Local Officials

On June 7, 1961, the Atomic Energy Commission published in 26 F.R. 5077 for public comment certain proposed amendments to 10 CFR Part 2 to provide for (1) formal notice to local officials of the filing of applications for certain facility

and waste disposal licenses and amendments to such licenses; and (2) notices of hearings to be given by the Commission to the Governor, or other appropriate official of the State and the chief executive in the locality in which the facility is to be located or the activity to be conducted. Comments filed by interested persons have been given consideration. Certain modifications have been made for purposes of clarification.

Pursuant to the Administrative Procedure Act and the Atomic Energy Act of 1954, as amended, the following rules are published as a document subject to codification to be effective thirty days after publication in the FEDERAL REGISTER.

1. Section 2.101 is amended by redesignating the present text of that section as paragraph (b), revising the heading of that section, and adding a new paragraph (a) to read as follows:

§ 2.101 Notice of application, administrative examination of applications, informal conferences.

(a) A copy of an application or amendment to an application for a facility construction permit or license or an authorization subject to Part 115, or for a license to receive waste material from other persons for the purpose of packaging, storage or disposal, shall be served by the applicant on (1) the chief executive of the municipality in which the facility is to be located or the activity is to be conducted, or (2) if the facility is not to be located or the activity conducted within a municipality, then on the chief executive of the county. The AEC will send a copy of each such application or amendment to the Governor or other appropriate official of the State in which the facility is to be located or the activity is to be conducted.

§ 2.735 [Amendment]

2. Paragraph (a) of § 2.735 is amended to read as follows:

(a) Whenever a hearing is granted, AEC will give timely notice of the hearing to all parties and to other persons, if any, entitled by law to notice. Notice of hearing on an application or amendment to an application for a facility construction permit or license or an authorization subject to Part 115, or for a license to receive waste material from other persons for the purpose of packaging, storage or disposal, will be given (1) to the Governor or other appropriate official of the State and the chief executive of the municipality in which the facility is to be located or the activity is to be conducted, or (2), if the facility is not to be located or the activity conducted within a municipality, then to the chief executive of the county. Every notice of hearing will state the time, place, and nature of the hearing; the legal authority and jurisdiction under which the hearing is to be held; the matters of fact and law asserted or to be considered, which will be identified as the "Specification of Issues"; and a request for an answer. The time and place for hearing will be fixed with due regard for the convenience and necessity of the parties or their representatives.

Dated at Germantown, Md., this 9th day of November 1961.

For the Atomic Energy Commission,

WOODFORD B. McCool,
Secretary.

[F.R. Doc. 61-10937; Filed, Nov. 16, 1961;
8:45 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 168—DIRECTORY OF INTERNATIONAL MAIL

Argentina Consular Invoices Abolished

In § 168.5 *Individual country regulations*, as published in 26 F.R. 8728-8805, the country "Argentina", under Parcel Post, is amended by revising the item *Observations* by striking out the fifth and sixth paragraphs which precede the last paragraph therein, and inserting in lieu thereof the following as a result of legalized consular documents no longer being required for parcels sent to that country:

Observations. * * *

All parcels other than gifts valued under \$5 must be accompanied by commercial invoices certified by a recognized Chamber of Commerce.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 505)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 61-10949; Filed, Nov. 16, 1961;
8:47 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. 7821 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

Doehla Greeting Cards, Inc.

Subpart—Discriminating in price under section 2, Clayton Act—Furnishing services or facilities for processing, handling, etc., under 2(e): § 13.843 *Promotional enterprises*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 2, 49 Stat. 1527; 15 U.S.C. 13)

[Cease and desist order, Doehla Greeting Cards, Inc., Nashua, N.H., Docket 7821, Sept. 15, 1961]

Consent order requiring a greeting card manufacturer, with plant in Nashua, N.H., and warehouse facilities in Philadelphia, Atlanta, and Palo Alto, also jobbing gift items and jewelry, with annual sales exceeding \$8,000,000, to cease discriminating in price in violation of section 2(e) of the Clayton Act by furnishing a national program of joint advertising to eight of its franchise distributors—leasing to them names of participating agents, and referring inquiries to the member in whose allotted territory the inquirer was located—without offering comparable services to its other distributors upon proportionally equal terms.

The order to cease and desist, including provision requiring report of compliance therewith, is as follows:

It is ordered. That respondent Doehla Greeting Cards, Inc., a corporation, and its officers, representatives, agents, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of greeting cards, miscellaneous gift items and jewelry, in commerce, as "commerce" is defined in the Clayton Act, do forthwith cease and desist from:

1. Contracting to furnish or furnishing, or contributing to the furnishing of, any services or facilities, connected with the handling, sale, or offering for sale of any of said products, to any purchaser of such products, bought for resale, unless such services or facilities are accorded on proportionally equal terms to all purchasers competing with such favored purchasers in the sale of respondent's products.

2. Furnishing any advertising plan or program under the name of "Harry Doehla and Associates" or any other name, to any purchaser, or group of purchasers, unless such plan or program is accorded on proportionally equal terms to all purchasers competing with such favored purchasers in the sale of respondent's products.

3. Participating with any purchaser, or group of purchasers, in any advertising plan or program, unless such participation is accorded on proportionally equal terms to all purchasers competing with such favored purchasers in the sale of respondent's products.

4. Leasing, selling, furnishing, or otherwise making available to any purchaser the name or address of any present or former agent or representative, or

prospective agent or representative, of respondent, unless such leasing, selling, furnishing or otherwise making available is accorded on proportionally equal terms to all purchasers competing with such favored purchasers in the sale of respondent's products.

5. Furnishing catalogs to any purchaser, describing the various products sold and distributed by respondent, unless such assistance is accorded on proportionally equal terms to all purchasers competing with such favored purchasers in the sale of respondent's products.

It is further ordered. That the respondent shall within sixty (60) days after service upon it of this order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with this order.

Issued: September 15, 1961.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 61-10943; Filed, Nov. 16, 1961;
8:46 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER B—CARRIERS BY MOTOR VEHICLE

[Ex Parte No. MC-37; No. MC-C-2]

PART 170—COMMERCIAL ZONES

New York, N.Y., Commercial Zone; Correction

JULY 13, 1961.

Corrected order of April 28, 1961.¹ The outstanding order in the above-entitled proceedings not yet having become effective, and an appropriate petition for reconsideration and oral argument of such order, by The Port of New York Authority, et al., having been filed on June 30, 1961, such order pursuant to section 17(8) of the Interstate Commerce Act, is stayed pending disposition of the matter.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-10952; Filed, Nov. 16, 1961;
8:47 a.m.]

¹ Portion corrected May 10, 1961.

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Ch. IX]

[Dockets Nos. AO 336 and AO 337]

TURKEY HATCHING EGGS AND TURKEYS

Second Supplemental Notice of Hearing With Respect to Proposed Marketing Agreements and Orders

Notice is hereby given that the place of hearing for the hearing session scheduled for Albany, New York, on December 12, 1961, has been changed from Hearing Room No. 1, State Office Building, Albany, New York, to Seminar Room, Education Building Annex, Hawk Street, Albany, New York.

Dated: November 14, 1961.

CHARLES S. MURPHY,
Under Secretary.

[F.R. Doc. 61-10957; Filed, Nov. 16, 1961;
8:48 a.m.]

[7 CFR Part 1026]

HANDLING OF CENTRAL CALIFORNIA GRAPES FOR CRUSHING

Proposed Establishment of Administrative Rules and Regulations

Notice is hereby given that the Secretary has under consideration certain proposed provisions of the Subpart—Administrative Rules and Regulations to be made effective under the provisions of Marketing Agreement No. 133 and Order No. 126 (26 F.R. 7797), regulating the handling of Central California grapes for crushing. This marketing order program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

The proposed provisions were recommended by the Grape Crush Administrative Committee established under the marketing agreement and order and would implement the provisions of § 1026.54 Setaside of the order by establishing (1) a conversion factor for converting grapes for crushing, other than raisin residual material, to proof gallons for purposes of determining handlers' setaside obligations, (2) an allowance to handlers to recognize normal shrinkage or loss on setaside while held in storage, and (3) conversion factors for use in determining the proof gallon equivalents of dessert wines held as setaside.

Consideration will be given to any written data, views, or arguments pertaining to the proposal which are submitted to the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., and

received within 14 days after publication of this notice in the FEDERAL REGISTER.

The proposal submitted by the committee did not include a recommendation for conversion factors for (1) converting grapes for crushing, other than raisin residual material, to concentrate equivalent, and (2) raisin residual material and concentrate to proof gallon equivalents. However, appropriate spaces and subparagraphs have been reserved as set forth below, and written data, views, and arguments pertaining to such conversion factors may be submitted simultaneously with submission of data, views, and arguments pertaining to the committee's proposal referred to above.

The specific proposals now under consideration are set forth below:

Subpart—Administrative Rules and Regulations

§ 1026.105 Brix.

"Brix" is the percent by weight of the soluble solids in solution expressed in terms of sucrose equivalent. For the purposes of the order and this subpart, the terms "Brix" and "Balling" shall have the same meaning.

§ 1026.154 Setaside.

(a) *Factors for converting grapes for crushing to proof gallon or concentrate equivalents*—(1) *Grapes for crushing, other than raisin residual material.* For the purpose of determining handlers' setaside obligations and for such other purposes as the committee may deem to be appropriate, the conversion factor for converting grapes for crushing, other than raisin residual material, received by handlers to (i) proof gallons of products shall be 2.0 proof gallons per ton per degree Balling, and (ii) concentrate, at 68 degrees Brix, shall be [Reserved] gallons per ton per degree Balling.

(2) *Grapes for crushing—Raisin residual material.* [Reserved.]

(b) *Allowance for normal shrinkage or loss.* Each handler's setaside obligation shall be adjusted to allow for normal shrinkage or loss of setaside items held for the account of the committee. Such adjustment shall be at the rate of 4 percent per year of the handler's setaside obligation, on a proof gallon basis, and the period for the computation of such allowance shall begin January 1 of the crop year in which such obligation was incurred.

(c) *Conversion of setaside products to proof gallon equivalents*—(1) *Dessert wine.* The conversion factors to be used in determining the proof gallon equivalents of various dessert wines shall be those in the "Table of Proof Gallon Equivalents Per Gallon," prepared by Professor B. L. Marsh, Division of Food Technology, University of California, and commonly referred to in the industry as the "Marsh Tables".

(2) *High proof.* The conversion factor to be used in determining the proof gallon equivalent per gallon of high proof shall be obtained by dividing the proof number by 100.

(3) *Concentrate.* [Reserved.]

Dated: November 14, 1961.

FLOYD F. HEDLUND,
Director, Fruit and Vegetable
Division, Agricultural Marketing
Service.

[F.R. Doc. 61-10946; Filed, Nov. 16, 1961;
8:47 a.m.]

[7 CFR Part 1033]

[AO-322-A1]

ONIONS GROWN IN SOUTH TEXAS

Notice of Hearing With Respect to Amendments to Marketing Agreement No. 143 and Order No. 133

Pursuant to the Agricultural Marketing Agreement Act of 1937, as amended (secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674), and in accordance with the applicable rules of practice and procedure governing proceedings to formulate marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of a public hearing to be held at the Echo Motor Hotel, Edinburg, Texas, at 9:30 a.m., local time, November 28, 1961, with respect to proposed amendments to Marketing Agreement No. 143 and Order No. 133 (7 CFR Part 1033), hereinafter referred to as the "marketing agreement" and "order" respectively, regulating the handling of onions grown in designated counties in South Texas (the counties of Val Verde, Kinney, Uvalde, Medina, Wilson, Karnes, Goliad, Victoria, Calhoun, Maverick, Zavala, Frio, Atascosa, Dimmit, La Salle, McMullen, Live Oak, Bee, Refugio, Webb, Duval, Jim Wells, San Patricio, Nueces, Zapata, Jim Hogg, Brooks, Kleberg, Kenedy, Starr, De Witt, Aransas, Hidalgo, Willacy, and Cameron, in the State of Texas). The proposed amendments have not received approval of the Secretary of Agriculture.

The public hearing is for the purpose of receiving evidence with respect to the economic and marketing conditions which relate to the provisions of the proposed amendments, which are hereinafter set forth, and appropriate modifications thereof.

The South Texas Onion Committee, the administrative agency for the marketing agreement and order, has proposed the following amendments to the marketing agreement and order and has requested a hearing thereon:

1. Amend § 1033.7 *Handle* to read as follows:

§ 1033.7 *Handle.*

"Handle" or "ship" means to package, sell, transport, or in any way to place

onions in the current of the commerce within the production area or between the production area and any point outside thereof. These terms shall not include the transportation, sale, or delivery of onions to a person in the production area who is a registered handler.

2. Amend § 1033.12 *Pack* to read as follows:

§ 1033.12 *Pack.*

"Pack" means a quantity of onions specified by grade, size, weight, or count, or by type or condition of container, or any combination of these, recommended by the committee and approved by the Secretary.

3. Amend § 1033.31 *Alternate members* to read as follows:

§ 1033.31 *Alternate members.*

An alternate member of the committee shall act in the place and stead of the member for whom he is an alternate, during such member's absence or when designated to do so by the member for whom he is an alternate. In the event both a member of the committee and his alternate are unable to attend a committee meeting, the member of the committee may designate any other alternate member from the same group (handler or grower) to serve in such member's place and stead. In the event of the death, removal, resignation, or disqualification of a member, his alternate shall act for him until a successor of such member is selected and has qualified. The committee may request the attendance of alternates at any or all meetings, notwithstanding the expected or actual presence of the respective members.

4. Amend § 1033.52 *Issuance of regulations* by providing authority in paragraph (b) (2) to regulate differently for "different markets"; by adding a new paragraph (c) to provide authority for "holidays"; and by renumbering current paragraph (c) as (d), so that this section will read as follows:

§ 1033.52 *Issuance of regulations.*

(a) The Secretary shall limit the handling of onions by regulations specified in this section whenever he finds from the recommendations and information submitted by the committee, or from other available information, that such regulations would tend to effectuate the declared policy of the act.

(b) Such regulations may:

(1) Limit in any or all portions of the production area the handling of particular grades, sizes, qualities, or packs, or any combination thereof, of any or all varieties of onions during any period;

(2) Limit the handling of particular grades, sizes, qualities, or packs of onions differently for different varieties, for different markets, for different containers, for different portions of the production area, or any combination of the foregoing, during any period;

(3) Limit the handling of onions by establishing, in terms of grades, sizes, or both, minimum standards of quality and maturity; or

(4) Fix the size, capacity, weight, dimensions, or pack of the container or

containers which may be used in the packaging, transportation, sale, preparation for market, shipment, or other handling of onions.

(c) Establish holidays by prohibiting the packaging of onions during a specified period or periods. No regulation issued pursuant hereto shall be effective for more than 72 hours, and not less than 72 hours shall elapse between the termination of any such holiday and the beginning of the next such period.

(d) Regulations issued hereunder may be amended, modified, suspended, or terminated whenever it is determined:

(1) That such action is warranted upon recommendation of the committee or other available information;

(2) That such action is essential to provide relief from inspection, assessment, or regulations under paragraph (b) of this section for minimum quantities less than customary commercial transactions; or

(3) That regulations issued hereunder no longer tend to effectuate the declared policy of the act.

5. Amend other sections essential to consideration of the above and necessary to conform the marketing agreement and order to the proposed amendments.

Copies of this notice may be obtained from the Marketing Field Office, Fruit and Vegetable Division, Agricultural Marketing Service, U.S. Department of Agriculture, 2217 N. 10th, McAllen, Texas, or from the Hearing Clerk, U.S. Department of Agriculture, Room 112 Administration Building, Washington 25, D.C., or may be there inspected.

Dated: November 14, 1961.

FLOYD F. HEDLUND,
*Director, Fruit and Vegetable
Division, Agricultural Market-
ing Service.*

[F.R. Doc. 61-10956; Filed, Nov. 16, 1961;
8:48 a.m.]

[7 CFR Part 1034]

LETTUCE GROWN IN LOWER RIO GRANDE VALLEY IN SOUTH TEXAS

Proposed Expenses and Rate of Assessment

Notice is hereby given that the Secretary of Agriculture is considering the approval of the expenses and rate of assessment hereinafter set forth, which were recommended by the South Texas Lettuce Committee, established pursuant to Marketing Agreement No. 144 and Marketing Order No. 134 (7 CFR Part 1034; 25 F.R. 12227).

The marketing order regulates the handling of lettuce grown in the Lower Rio Grande Valley in South Texas, and is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

Consideration will be given to any data, views, or arguments pertaining thereto which are filed with the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., not later than 10 days following

publication of this notice in the FEDERAL REGISTER.

§ 1034.202 *Expenses and rate of assessment.*

(a) The reasonable expenses that are likely to be incurred by the South Texas Lettuce Committee, established pursuant to Marketing Agreement No. 144, and Order No. 134, to enable such committee to perform its functions pursuant to the provisions of the aforesaid marketing agreement and order during the fiscal period November 1, 1961, through October 31, 1962, will amount to \$30,000.

(b) The rate of assessment to be paid by each handler pursuant to Marketing Agreement No. 144 and Order No. 134 shall be two cents (\$.02) per carton of lettuce handled by him as the first handler thereof during said fiscal period.

(c) All other terms used in this section shall have the same meaning as when used in Marketing Agreement No. 144 and Order No. 134 (7 CFR Part 1034; 25 F.R. 12227).

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

Dated: November 14, 1961.

FLOYD F. HEDLUND,
*Director, Fruit and Vegetable
Division, Agricultural Market-
ing Service.*

[F.R. Doc. 61-10945; Filed, Nov. 16, 1961;
8:46 a.m.]

DEPARTMENT OF LABOR

Division of Public Contracts

[41 CFR Part 50-202]

ELECTRIC LAMP INDUSTRY

Hearing To Determine Prevailing Minimum Wages

Pursuant to section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003), notice is hereby given that a hearing to determine the prevailing minimum wages in the electric lamp industry under section 1 of the Walsh-Healey Public Contracts Act (49 Stat. 2036, as amended; 41 U.S.C. 35) will be held before a hearing examiner on Wednesday, January 3, 1962, beginning at 10 o'clock a.m., in Room 2325 of the United States Department of Labor Building on Constitution Avenue and Fourteenth Street NW., Washington, D.C.

The electric lamp industry is tentatively defined as the manufacture or furnishing of electric bulbs, tubes, and related light sources, including but not limited to such products as incandescent filament lamps, sealed beam headlights composed of a filament in a glass shell, vapor and fluorescent lamps, electro-luminescent lamps, strobotrons, photo-flash and photoflood lamps, ultra-violet and infra-red lamps, and the following electric lamp components: Lead-in wires, support wires, filaments, welds, hooks, and bases.

Excluded is the manufacture of electron tubes, X-ray tubes, sealed beam headlights composed of an electric lamp enclosed in a shell of glass or of glass

and metal, carbon arc lamps (except electrotherapeutic ultra-violet and infra-red), custom-made luminous tube signs, fixtures, and raw materials such as chemicals, gases, glass blanks, glass tubing, glass rod, and dumet, molybdenum, and tungsten wire.

For the purpose of this definition, an electric lamp is defined as any hermetically sealed device the primary purpose of which is to convert electric energy into radiation within the visible spectrum and/or into ultra-violet radiation of wave lengths of not less than 500 angstrom units and/or infra-red radiation not longer than 100,000 angstrom units.

Interested persons may appear at the time and place specified herein and submit evidence as to the following subjects and issues: (1) Any amendments which should be made to the tentative definition of the industry; (2) whether the geographic area of competition for contracts subject to the Walsh-Healey Act within this industry extends to all of the area in which the industry has its establishments, so as to require an industry-wide wage determination or whether it is limited to smaller geographic areas (including the boundaries of such areas) so as to permit separate wage determinations for each such locality; (3) what are the prevailing minimum wages in the industry for each geographic area for which determinations should be made; and (4) whether there is good cause to delay the effective date of the final determination more than seven days after it is published in the FEDERAL REGISTER.

Data relating to competition in this industry for contracts subject to the Walsh-Healey Public Contracts Act have been collected by the Department of Labor. Employment and wage data in this industry for the payroll period ending nearest June 15, 1961, have also been gathered. This information will be submitted for consideration at the hearing and will be made available to interested persons on request before the hearing and as soon as it has been duplicated.

Written statements may be filed with the Chief Hearing Examiner at any time prior to the hearing by persons who cannot appear personally. An original and three copies of any such statement shall be filed and shall include the reason or reasons for non-appearance. Such statement shall be under oath or affirmation and will be offered in evidence at the hearing. If objection is made to the admission of any such statement, the presiding officer shall determine whether it will be received in evidence.

To the extent possible, the evidence of each witness and the sworn or affirmed statement of persons who cannot appear personally should permit evaluation on a plant-by-plant basis, and state: (1) The number and location of establishments in the industry to which the testimony of such witness or such written statement is applicable, (2) the number of workers in each such establishment, (3) the minimum wage paid to covered workers (presently and, if possible, on June 15, 1961), and the number of covered workers at each such establishment receiving such wages, and (4) the identity of any product not now included in

the definition of the industry which should be included and of any product now included which should not be included.

The hearing will be conducted pursuant to the rules of practice for minimum wage determinations under the Walsh-Healey Public Contracts Act (41 CFR Part 50-203, including the amendment of September 22, 1961, 26 F.R. 8945).

Signed at Washington, D.C., this 14th day of November 1961.

ARTHUR J. GOLDBERG,
Secretary of Labor.

[F.R. Doc. 61-10955; Filed, Nov. 16, 1961;
8:48 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 583) has been filed by The Dow Chemical Company, Midland, Michigan, proposing the issuance of a regulation to provide for the safe use of zoalene in combination with not less than 1 gram of procaine penicillin and not less than 3 grams of zinc bacitracin, for growth promotion, provided that the total antibiotic used does not exceed 50 grams per ton of finished feed.

Dated: November 13, 1961.

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

[F.R. Doc. 61-10944; Filed, Nov. 16, 1961;
8:46 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Parts 202, 203, 213, 215,
291, 292, 296, 297, 298]

[Docket No. 13181]

NAMES OF AIR CARRIERS AND FOREIGN AIR CARRIERS

Notice of Proposed Rule Making

NOVEMBER 13, 1961.

Notice is hereby given that the Civil Aeronautics Board has under consideration the adoption of a new Part 215 of the Economic Regulations.

The principal features of the proposed regulation are explained in the Explanatory Statement below, and the new part is set forth below. This regulation is proposed under authority of sections 101(3), 204(a), 401, 402, 411, and 416 of the Federal Aviation Act (72 Stat. 737, 743, 754, 757, 769, 771; 49 U.S.C. 1301, 1324, 1371, 1372, 1381, 1386).

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 December 18, 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 Board.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

Explanatory statement. Applications for certificates of public convenience and necessity, exemptions to perform air transportation services, letters of registration, operating authorizations, permits, or other operating rights, or for permission to change a business or corporate name, sometimes contain a proposed name which is so similar to the name or names of other air carriers or foreign air carriers as to cause the likelihood of public confusion between the applicant and the other carriers. Since no formalized procedure has been provided in the past, procedural uncertainty and consequent delay in the processing of applications other than those set for hearing have resulted. The regulation proposed herein sets forth a procedure intended to obviate this difficulty.

The proposal establishes a uniform policy to apply to names and business names of all carriers, and a uniform procedure to be followed in passing on names in applications for operating authority (other than applications for certificates of public convenience and necessity and foreign air carrier permits), for permission to use a business name, or for change of a carrier's name. The business name provisions presently found in the regulations (Interstate and Overseas Air Transportation by Certificated Route Air Carriers (§ 202.8); Foreign Air Transportation by U.S. Flag Certificated Route Air Carriers (§ 203.9); Large Irregular Air Carriers (§ 291.28); Alaskan Air Carriers (§ 292.9); Air Freight Forwarders (§ 296.50); International Air Freight Forwarders (§ 297.42); and Air Taxi Operators (§ 298.23)) would be replaced by references to new Part 215.

Foreign Air Carrier Permits now incorporate by reference provisions of Part 203, including that relating to business names and a proposed Part 213 now being considered in the Investigation of the Terms, Conditions and Limitations of Foreign Air Carrier Permits, Docket 12063, contains a "business name" section (proposed § 213.9). If this proposed regulation is adopted the Board will amend proposed Part 213 by replacing § 213.9 with a reference to new Part 215.

The new regulation would provide that upon processing an application for operating authority (other than applications for certificates of public conven-

ience and necessity and for foreign air carrier permits) or an application for permission to use or change a business or corporate name, the names of all direct and indirect air carriers will be examined for similarity with the applicant's name. If it appears that a possibility of public confusion exists, a letter will be sent to the carriers whose names appear to be confusingly similar. The letter will identify the applicant and state its proposed name, area of operation, location of agencies and terminals, type of operations, and other pertinent matter. A copy of this letter will also be sent to the applicant.

The notified carriers will have 15 days to submit an answer to the Board in writing wherein they may submit factual information and their views as to whether public confusion will result because of similarity of names. The regulation sets forth pertinent criteria on which the carrier should focus in making such an answer. Such answers shall also be served upon the applicant, who in turn will have 15 days from the date of receipt of said answers, to submit a reply to the Board.

If, upon consideration of the information submitted, it is determined that said name will not result in public confusion, the application will be acted upon in accordance with its other merits. If it is determined that said name may result in public confusion, the applicant and the interested parties will be notified of that determination and the applicant will be given the option, to be exercised within 15 days, to (1) change the proposed name, (2) withdraw the application, or (3) request that the issue of similarity of names be assigned for hearing or considered as an issue if there is to be a hearing on the merits of the application. If the applicant asks for a hearing, he shall outline the evidence to be presented on this issue and shall show the need for a hearing on such matter. The Board may thereupon deny permission to use the proposed name without hearing or assign the matter for hearing or consider it as an issue if there is to be a hearing on the merits of the application. If the application is amended and returned to the Board with a new name, it will be treated as a new application for name purposes and the basic procedure provided will be repeated. The proposed rule adds, however, that if the name originally applied for is one in which the applicant has a prior business interest, said applicant may be permitted by the Board to advertise his affiliation with his other business, even though his operating authority has not been issued under that original name because of the public confusion problem.

The proposed regulation is not made applicable to applications for certificates of public convenience and necessity and foreign air carrier permits because, if an issue regarding the name of the applicant arises, it can be tried and determined in the course of the formal proceeding.

Ticket agents are not within the scope of this proposed regulation. However, adoption by a ticket agent of a name confusingly similar to that of an air car-

rier or foreign air carrier authorized by the Board to use such name may be investigated and adjudicated as a violation of section 411 of the Act.

This regulation would not exhaust the Board's regulatory powers over carriers' confusingly similar names. The Board has power under section 411 of the Act to deal with the use of such a name where such use may constitute an unfair or deceptive practice or an unfair method of competition. It should be noted, moreover, that the purpose of the proposed regulation is to establish a procedure for avoiding public confusion resulting from confusingly similar names, as distinguished from protecting an existing carrier's property interest in an established name.

Proposed rule. 1. It is proposed to strike the present "Business Name" provisions of Parts 202, 203, 291, 292, 296, 297 and 298, which are contained respectively in §§ 202.8, 203.9, 291.28, 292.9, 296.50, 297.42, 298.23, and § 213.9 of proposed new Part 213, Docket 12063; and to insert in lieu thereof a reference to new Part 215.

2. It is further proposed to adopt a new Part 215 of the Economic Regulations, "Names of Air Carriers and Foreign Air Carriers", to read as follows:

§ 215.1 Applicability.

This part applies to all direct and indirect air carriers and foreign air carriers.

§ 215.2 Use of name.

In holding out to the public and in performing air transportation services, such carrier shall use only the name in which its operating authorization is issued or a name, the use of which has heretofore been authorized by the Board, or has been authorized under the provisions of this part. Minor variations in the use of this name including abbreviations, contractions, initial letters, or other variations of such name which are readily identifiable therewith are permitted. Slogans and service marks shall not be considered names for the purposes of this part, and their use is not restricted hereby.

§ 215.3 Change of name or use of trade name.

The recipient of a certificate of public convenience and necessity, an exemption to perform air transportation services, a letter of registration, an operating authorization, a permit, or other operating rights, may do business in such other and different name or names as the Board may permit upon a finding that the use of such other name or names is not contrary to the public interest. Any such permission may be conditioned upon the abandonment of the use of the currently authorized name in air transportation service by the party concerned, or otherwise be made subject to such reasonable terms and conditions as the Board may find necessary to protect the public interest.

§ 215.4 Similarity of names.

(a) *Initiation of proceeding.* When processing applications for an exemption to perform air transportation services,

a letter of registration, an operating authorization, or any other operating rights except certificates of public convenience and necessity or foreign air carrier permits, or for permission to change a business or corporate name or use a trade name, names of all direct and indirect air carriers will be examined for similarity with the applicant's name. If it is determined that a possibility of public confusion exists, a letter will be sent to the carriers whose names appear to be confusingly similar. The letter will identify the applicant and state its proposed name, area of operation, location of agencies and terminals, type of business, and other pertinent matters. A copy of this letter will also be sent to the applicant.

(b) *Further pleadings.* The notified carriers will have 15 days to submit an answer to the Board in writing wherein they submit factual information and their views as to whether public confusion will result because of similarity of names. Pertinent matters on which the carriers should focus include, among others: (1) The similarity of the names; (2) expected geographical overlap and relationship between the applicant and the carrier; (3) the types of operations which are to be engaged in by the applicant and the carrier; (4) the extent to which any or all of the words in the carrier's name, or any combination of such words, has been identified by the public, with the carrier. In this connection, the carrier should point out (i) length of time carrier has been operating; (ii) other carriers using the same words or combinations of them in their name; and (iii) relevant Court or Board decisions concerning confusingly similar names. Such answers shall also be served upon the applicant, who within 15 days, from the date of service of said answers, may submit a reply to the Board and serve it upon the persons who have filed answers. Such answers and replies shall be filed with the Board in accordance with the filing requirements of § 302.3 of this chapter.

(c) *Determination.* If upon consideration of the information submitted, it is determined that said name will not result in public confusion, the application will be examined and acted upon according to its other merits. If it is determined that said name may result in public confusion, the applicant and the interested parties will be notified of that determination and the applicant may, within 15 days, (1) amend the application by changing the proposed name, or (2) withdraw the application, or (3) request that the issue of similarity of names be assigned for hearing or considered as an issue if there is to be a hearing on the merits of the application. If the applicant asks for a hearing, he shall outline the evidence to be presented on this issue and shall show the need for hearing thereon. The Board may thereupon deny said application without hearing or assign it for hearing or consider it as an issue if there is to be a hearing on the merits of the application. If the application is amended and returned to the Board with a new name, it will be treated as a new application for name purposes and the

basic procedure provided will be repeated. If the name originally applied for is one in which the applicant has a prior business interest, said applicant may be permitted by the Board to advertise his affiliation with his other business, even though his operating authority has not been issued under that original name because of the public confusion problem. For example:

(1) If the applicant is in business as a surface forwarder under a name which might cause confusion, and he wishes to organize a new corporation for his air freight forwarder business, he may be permitted to represent to the public that the new firm is an "affiliate of -----, a surface freight forwarder." The new corporate name shall always be displayed more prominently than that of the business with which the carrier is affiliated, and, as illustrated, the nature of the business of that organization with which the new corporation is affiliated shall always be displayed as prominently as its name.

(2) If the applicant intends to undertake the contemplated activities under an existing corporate name which would cause confusion, he may be required to hold out his air transportation activities under a trade name. However, it may be necessary to include a requirement that the corporate name as well as the trade name appear on all air waybills, contracts entered into by the company, as well as on all insurance policies in a form which will obviate any possible confusion, such as:

----- Forwarding Co.
d/b/a
Ajax Air Freight

In such instances, the trade name selected shall at all times be displayed more prominently than the corporate name, and the corporate name shall not be used in any way for advertising purposes, unless the fact that there is no affiliation with another air carrier is prominently spelled out.

[F.R. Doc. 61-10962; Filed, Nov. 16, 1961;
8:49 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 411]

[Reg. Docket No. 967]

DELEGATION OPTION PROCEDURES FOR SUPPLEMENTAL TYPE CERTIFICATION

Notice of Proposed Rule Making

Pursuant to the authority delegated to me by the Administrator (14 CFR 405.27), notice is hereby given that the Federal Aviation Agency has under consideration a proposed new Part 411, "Delegation Option Procedures for Supplemental Type Certification", of the regulations of the Administrator.

Section 1.25 of the Civil Air Regulations provides for the issuance of supplemental type certificates when a person, other than the holder of the type certificate for a product, alters the product by introducing a major change in a previously approved type design, and the

change is not so extensive as to require application for a new type certificate. As a result of recent discussions with the aviation industry, it appears that there is a need for an additional method by which aircraft may be altered or modified and returned to service. The FAA believes that this can be accomplished expeditiously and safely by delegating directly to qualified certificated repair stations and air carriers the authority to issue supplemental type certificates for aircraft which they modify or alter. Such repair stations and air carriers would be known as Designated Modification Stations (DMS), and authorized to issue supplemental type certificates in accordance with the delegation option procedures presented in this proposal. A repair station would be authorized to operate as a DMS under the proposed delegation option procedures only with respect to products for which it is rated. Similarly, an air carrier would be limited to those products which it is authorized to maintain and operate under its air carrier operating certificate or specifications.

Interested persons may participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room C-226, 1711 New York Avenue NW., Washington 25, D.C. All communications received on or before December 19, 1961, will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in light of comments received. All comments submitted will be available, in the Docket Section, for examination by interested persons when the prescribed date for return of comments has expired.

This part is proposed under the authority of sections 313(a), 314, 603, 604, and 607 of the Federal Aviation Act of 1958 (72 Stat. 752, 754, 776, 778, 779; 49 U.S.C. 1354(a), 1355, 1423, 1424, 1427).

In consideration of the foregoing, it is proposed to establish a new Part 411 of the regulations of the Administrator to read as follows:

PART 411—DELEGATION OPTION PROCEDURES FOR SUPPLEMENTAL TYPE CERTIFICATION

Subpart A—General

Sec.
411.1 Basis and purpose.

Subpart B—Application and Issuance of Designated Modification Station and Delegation Option Authorizations

411.10 Application.
411.11 Eligibility requirements.
411.12 Authorization.
411.13 Duration.
411.14 Transfer.
411.15 Inspections.
411.16 Change in facilities or personnel.

Subpart C—Delegation Option Procedures

411.31 Limitations.
411.32 Issuance of Supplemental Type Certificates.
411.33 Review.
411.34 Reference to approved technical data.

Subpart A—General

§ 411.1 Basis and purpose.

(a) Section 603 of the Federal Aviation Act of 1958 (72 Stat. 776; 49 U.S.C. 1423) empowers the Administrator to make inspections and tests necessary to the issuance of, among other things, type certificates and to issue such certificates. Section 314 of the Federal Aviation Act of 1958 (72 Stat. 754; 49 U.S.C. 1355) also empowers the Administrator to delegate to private persons any work, business, or function respecting the examination, inspection, and testing necessary to the issuance of type certificates, including supplemental type certificates. Such persons may also issue the certificates in accordance with standards established by the Administrator.

(b) This part prescribes the procedures under which an air carrier or repair station may obtain a delegation of authority from the Administrator to act as a Designated Modification Station for the alteration or modification of products and to issue supplemental type certificates as provided in Civil Air Regulations, Part 1.

Subpart B—Application and Issuance of Designated Modification Station and Delegation Option Authorizations

§ 411.10 Application.

Application for a delegation of authority to use the delegation option procedures as a Designated Modification Station shall be submitted to the FAA Regional Office for the region in which the applicant is located and shall contain the following information:

(a) The repair station certificate number held by the applicant and the current ratings endorsed thereon, or in the case of an air carrier, its air carrier operating certificate number and the products which it is authorized to maintain and operate under the terms of its approved maintenance manual;

(b) The names of the individuals who will be authorized to issue Supplemental Type Certificates on behalf of the applicant; and

(c) A description of the facilities and staff which the applicant will utilize in meeting the requirements of § 411.11(b).

§ 411.11 Eligibility requirements.

An applicant for a Designated Modification Station and delegation option authorization shall meet the following requirements:

(a) Hold a currently effective Repair Station Certificate issued by the Administrator under the provisions of Part 52, or an Air Carrier Operating Certificate (including an Air Taxi Operator Certificate) issued by the Administrator under the provisions of Part 40, 41, 42, or 47 of this title, and possess adequate overhaul facilities and personnel appropriate to the aircraft which it is authorized to operate.

(b) Employ or have available the services of an adequate staff of competent engineering, flight test, and inspection personnel to determine compliance with the Supplemental Type Certification re-

quirements of the Civil Air Regulations. At least one member of the staff shall be an individual who has had not less than eight years of aeronautical engineering experience. During one of these years he must have been actively engaged in the processing of engineering work for FAA approval of the products covered in the ratings of the repair station at which he is employed, or, if employed by an air carrier, in such air carrier's operating certificate or specifications. In addition, he shall have such technical knowledge as may be necessary to determine that the altered product meets the applicable airworthiness requirements and is in a condition for safe operation. His record of previous engineering approvals shall be satisfactory.

§ 411.12 Authorization.

Upon filing an application containing the information specified in § 411.10, and a finding by the Administrator that the applicant meets the eligibility requirements, the applicant may obtain an authorization to operate as a Designated Modification Station (DMS) and issue Supplemental Type Certificates under the delegation option procedures prescribed in this part.

NOTE: The authorization issued to an applicant reads as follows:

FEDERAL AVIATION AGENCY
(Regional Address)

Authorization To Operate as a Designated
Modification Station

In consideration of an application dated

(Name of repair station
or air carrier)

is hereby authorized to operate as a Designated Modification Station and to issue Supplemental Type Certificates for modified type certificated products, in accordance with the delegation option provisions of Part 411 of the Regulations of the Administrator, Federal Aviation Agency.

Certificate of Authority No. -----

(Date)

By -----

Chief,
Engineering and Manufacturing Branch.

§ 411.13 Duration.

Unless otherwise terminated by the Administrator, an authorization to operate as a Designated Modification Station and use the delegation option authorization for Supplemental Type Certification shall remain in effect for one year from the date of issuance. Thereafter, it may be renewed for additional periods of one year.

§ 411.14 Transfer.

An authorization to operate as a DMS and use the delegation option procedure is not transferable.

§ 411.15 Inspection.

An authorized representative of the Administrator shall be permitted at any time and place to make inspections or examinations of the facilities, products and records of the holder of, or the applicant for, a Designated Modification Station and delegation option authorization.

§ 411.16 Change in facilities or personnel.

The Administrator shall be notified immediately by the holder of a DMS and delegation option authorization of any change in its facilities or personnel which would make him unable to meet the eligibility requirements specified in § 411.11 for the issuance of such authorization.

Subpart C—Delegation Option Procedures

§ 411.31 Limitations.

The delegation option procedures shall be used for the issuance of an STC only by a Designated Modification Station and shall be limited to those products included in the ratings of the repair station, or in the case of an air carrier the products which it is authorized to maintain and operate under the terms of its approved maintenance manual.

§ 411.32 Issuance of supplemental type certificates.

(a) Prior to the issuance of a Supplemental Type Certificate for a product under the delegation option procedures the DMS shall determine the airworthiness requirements of the Civil Air Regulations, and any FAA policies, procedures, and practices applicable to the altered product.

(b) Upon a finding that all applicable requirements are met, and the product is in a condition for safe operation, the DMS may issue the STC. No STC shall be issued for a product involving the equivalent safety provisions of the Civil Air Regulations unless prior approval thereof has been obtained in writing from the Chief, Engineering and Manufacturing Branch for the Region in which the DMS is located. Two copies of the STC (Form FAA 2417) together with one copy of the design data therefor as approved by the DMS and referred to therein shall be submitted to the Chief, Engineering and Manufacturing Branch, upon issuance of the STC.

§ 411.33 Review.

Whenever upon review by the Administrator it appears that the product for which an STC was issued does not comply with the applicable airworthiness requirements, or an unsafe condition exists with respect to a design feature of such product, the holder of the STC shall be notified and the DMS shall, upon request of the Administrator, accomplish such corrective action as may be necessary.

NOTE: When service experience indicates that corrective action by the user of the product is required for safety, the FAA will take the action necessary for the issuance of an airworthiness directive in accordance with the provisions of § 1.24 of Civil Air Regulations, Part 1.

§ 411.34 Reference to approved technical data.

Lists of STCs which the holders thereof agree to make available to others will be published by the Administrator. Technical data submitted to the FAA by an applicant for, or holder of, a type certificate will not be released to a DMS

by the Federal Aviation Agency unless the DMS obtains and submits to the FAA written permission of the owner of such data.

Issued in Washington, D.C., on November 13, 1961.

GEORGE C. PRILL,
Director,
Flight Standards Service.

[F.R. Doc. 61-10940; Filed, Nov. 16, 1961;
8:45 a.m.]

[14 CFR Part 600]

[Airspace Docket No. 61-WA-131]

FEDERAL AIRWAYS

Proposed Alteration

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 amendments to §§ 600.1607, 600.1609 and 600.1648 of the regulations of the Administrator, the substance of which is stated below.

Intermediate altitude VOR Federal airway No. 1607 extends in part from Big Sur, Calif., VOR as a 12-mile-wide airway via the intersection of the Big Sur VOR 330° and the Point Reyes, Calif., VOR 153° True radials to Point Reyes VOR. Intermediate altitude VOR Federal airway No. 1609 extends in part from the Paso Robles, Calif., VOR as a 10-mile-wide airway via the intersection of the Paso Robles VOR 314° and the Salinas, Calif., VOR 150° True radials; Salinas VOR; Oakland, Calif., VOR to the Point Reyes VOR. Intermediate altitude VOR Federal airway No. 1648 extends in part from the intersection of the Big Sur VOR 330° and the Salinas VOR 281° True radials as a 10-mile-wide airway to the Salinas VOR.

The FAA has under consideration the following airspace proposals:

1. Alter the segment of Victor 1607 from Big Sur VOR to the Point Reyes VOR by realigning it from the Big Sur VOR as a 10-mile-wide airway via the intersection of the Big Sur VOR 325° and the Point Reyes VOR 161° True radials to the Point Reyes VOR. This realignment would cause this segment of Victor 1607 to overlie low altitude VOR Federal airway No. 27 to provide transition capabilities for aircraft operating over this primary southbound coastal route from the San Francisco, Calif., terminal area. The route width reduction would provide lateral separation with the altered segment of intermediate altitude VOR Federal airway No. 1609 proposed herein.

2. Alter the segment of Victor 1609 from Paso Robles VOR to the Point Reyes VOR by realigning it from the Paso Robles VOR as a 10-mile-wide airway via the intersection of the Paso Robles VOR 317° and the Salinas VOR 147° True radials; Salinas VOR; intersection of the Salinas VOR 310° and the San Francisco VOR 160° True radials; San Francisco VOR; intersection of the San Francisco VOR 304° and the Point Reyes VOR 161° True radials; to the Point Reyes VOR. This realignment would cause this segment of Victor 1607

to overlie low altitude VOR Federal airway No. 25 to provide transition capabilities for aircraft operating over this primary northbound coastal route into the San Francisco terminal area. The route width reduction would provide lateral separation with the altered segment of Victor 1607 proposed herein.

3. Alter the segment of Victor 1648 from its beginning to the Salinas VOR by redesignating it from the intersection of the Big Sur VOR 325° and the Salinas VOR 281° True radials as a 10-mile-wide airway to the Salinas VOR. This would align the starting point of this airway to coincide with the centerline of Victor 1607 as proposed herein.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the 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 sections 307(a) and 1110, 72 Stat. 749 and 800; 49 U.S.C. 1348 and 1510, and Executive Order 10854, 24 F.R. 9565.

Issued in Washington, D.C., on November 13, 1961.

CHARLES W. CARMODY,

Chief, Airspace Utilization Division.

[F.R. Doc. 61-10941; Filed, Nov. 16, 1961; 8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 61-WA-206]

CONTROLLED AIRSPACE

Proposed Alteration of Control Area Extensions and Designation of Transition Areas

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 Part 601 and §§ 601.1114, 601.1307, 601.1308, 601.1467, and 601.1473

of the regulations of the Administrator, the substance of which is stated below.

Effective January 1, 1962, new aircraft holding pattern procedures will be implemented by the Federal Aviation Agency. These procedures have been developed to accommodate the increasing variety of aircraft speeds and operating altitudes in the IFR environment. In addition, the procedures will provide for the containment of aircraft holding maneuvers within the holding pattern areas designed for such operations. However, it is recognized that a number of these holding pattern areas will require the designation of additional controlled airspace to encompass the increased dimensions of such areas. Thus, with the designation of additional controlled airspace, the pilot need only adhere to the standardized operating procedures and limitations for his type aircraft to remain within controlled airspace.

To fulfill additional controlled airspace requirements for the implementation of these procedures at the locations in Alaska indicated below, the FAA is considering the following airspace actions:

1. The Aniak, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles southeast and 7 miles northwest of lines bearing 050° and 230° True from the Aniak radio range extending from 9 miles northeast to 20 miles southwest of the radio range. This would provide protection for aircraft in holding patterns at the Aniak radio range.

2. The Farewell, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 8 miles south and 8 miles north of lines bearing 110° and 290° True from the Farewell radio range extending from 13 miles west to 13 miles east of the radio range. This would provide protection for aircraft in holding patterns at the Farewell radio range.

3. The Five Finger, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 8 miles west and 7 miles east of lines bearing 170° and 350° True from the Five Finger radio beacon extending from 13 miles north to 12 miles south of the radio beacon. This would provide protection for aircraft in holding patterns at the Five Finger radio beacon.

4. The Galena, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within a 32-mile radius of the Galena radio range. This would provide protection for aircraft in holding patterns at the Galena radio range and at the Galena TACAN.

5. The Gulkana, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 8 miles west and 8 miles east of lines bearing 171° and 351° True from the Gulkana radio range extending from 13 miles north to 13 miles south of the radio range. This would provide protection for aircraft in holding patterns at the Gulkana radio range.

6. The Iliamna, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 6 miles west and 8 miles east of lines

bearing 016° and 196° True from the Iliamna radio range extending from 7 miles north to 13 miles south of the radio range. This would provide protection for aircraft in holding patterns at the Iliamna radio range.

7. The Kukaklek, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 9 miles southeast and 6 miles northwest of lines bearing 056° and 236° True from the Kukaklek Intersection (intersection of the northeast course of the King Salmon, Alaska, and the south course of the Iliamna radio ranges) extending from 8 miles northeast to 19 miles southwest of the intersection. This would provide protection for aircraft in holding patterns at the Kukaklek Intersection.

8. The McGrath, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 13 miles southwest and 7 miles northeast of lines bearing 115° and 295° True from the McGrath radio range extending from 13 miles northwest to 20 miles southeast of the radio range. This would provide protection for aircraft in holding patterns at the McGrath radio range.

9. The Northway, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 16 miles northeast and 25 miles southwest of lines bearing 307° and 127° True from the Northway radio range extending from 22 miles southeast to 42 miles northwest of the radio range. This would provide protection for aircraft in holding patterns at the Northway radio range.

10. The Bettles, Alaska, control area extension (§ 601.1114) would be redesignated within 16 miles east and 25 miles west of lines bearing 337° and 157° True from the Bettles radio range extending from 25 miles north to 42 miles south of the radio range. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Bettles radio range.

11. The Minchumina, Alaska, control area extension (§ 601.1307) would be redesignated within 6 miles southwest and 8 miles northeast of a line bearing 332° True from the Minchumina radio range extending from the radio range to 7 miles northwest, including the airspace southeast of low altitude Red Federal airway No. 39 within a 25-mile radius of the Minchumina radio range. This would provide protection for aircraft in holding patterns at the Minchumina radio range.

12. The Gustavus, Alaska, control area extension (§ 601.1308) would be redesignated within 22 miles southwest and 19 miles northeast of lines bearing 145° and 325° True from the Gustavus radio range extending from 16 miles northwest to 48 miles southeast of the radio range. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Gustavus radio range and at the Sisters Island, Alaska radio beacon.

13. The Bethel, Alaska, control area extension (§ 601.1467) would be redesignated within a 30-mile radius of the Bethel VOR. This would provide addi-

tional controlled airspace for the protection of aircraft in holding patterns at the Bethel radio range and at the Bethel VOR.

14. The Kenai, Alaska, control area extension (§ 601.1473) would be redesignated within a 42-mile radius of the Kenai VOR. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Kenai radio range, at the Kenai VOR, at the Inlet Intersection (intersection of the Kenai VOR 345° and the Anchorage, Alaska, VOR 237° True radials) and at the Skilak Intersection (intersection of the Anchorage VOR 198° and the Homer Alaska, VOR 027° True radials).

15. The Portage, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 15 miles southwest and 23 miles northeast of lines bearing 122° and 302° True from the Portage radio beacon extending from 20 miles northwest to 40 miles southeast of the radio beacon. This would provide protection for aircraft in holding patterns at the Portage radio beacon.

16. The Rocky Point, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles north and 7 miles south of a line bearing 255° True from the Kodiak, Alaska, radio range extending from 18 miles east to 8 miles west of the Rocky Point Intersection (intersection of lines bearing 255° True from the Kodiak and 132° True from the King Salmon, Alaska, radio ranges).

17. The Skwentna, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 15 miles south and 23 miles north of lines bearing 100° and 280° True from the Skwentna radio range extending from 40 miles west to 13 miles east of the radio range. This would provide protection for aircraft in holding patterns at the Skwentna radio range.

18. The Summit, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 25 miles west and 16 miles east of lines bearing 187° and 007° True from the Summit radio range extending from 22 miles south to 42 miles north of the radio range. This would provide protection for aircraft in holding patterns at the Summit radio range.

19. The Talkeetna, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 23 miles west and 15 miles east of lines bearing 022° and 202° True from the Talkeetna radio beacon extending from 40 miles north to 15 miles south of the radio beacon. This would provide protection for aircraft in holding patterns at the Talkeetna radio beacon.

20. The Tanana, Alaska, transition area would be designated to extend upward from 1,200 feet above the surface within 6 miles northeast and 10 miles southwest of lines bearing 314° and 134° True from the Tanana radio range extending from 7 miles northwest to 13 miles southeast of the radio range. This would provide protection for aircraft in holding patterns at the Tanana radio range.

Because of the time limitations imposed by the effective date of the revised holding pattern procedures, implementation of the provisions of Amendment 60-21 to the Civil Air Regulations, Part 60, Air Traffic Rules is being deferred in those instances where the alteration of control area extensions is being proposed. Upon completion of the review of the controlled airspace requirements presently being conducted attendant to these provisions, separate airspace action will be initiated to convert the control area extensions to transition areas with appropriate controlled airspace floor assignments.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Regional Manager, Alaskan Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 440, Anchorage, Alaska. All communications received within fifteen days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room 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 November 13, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61-10942; Filed, Nov. 16, 1961;
8:46 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 61-WA-163]

CONTROLLED AIRSPACE

Proposed Alteration of Control Area Extensions and Designation of Transition Areas

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 Part 601 and §§ 601.1025, 601.1128, 601.1335, and 601.1407 of the regulations of the Administrator, the substance of which is stated below.

Effective January 1, 1962, new aircraft holding pattern procedures will be implemented by the Federal Aviation Agency. These procedures have been developed to accommodate the increasing variety of aircraft speeds and operating altitudes in the IFR environment. In addition, the procedures will provide for the containment of aircraft holding maneuvers within the holding pattern areas designated for such operation. However, it is recognized that a number of these holding pattern areas will require the designation of additional controlled airspace to encompass the increased dimensions of such areas. Thus, with the designation of additional controlled airspace, the pilot need only adhere to the standardized operating procedures and limitations for his type aircraft to remain within controlled airspace.

To fulfill additional controlled airspace requirements for the implementation of these procedures in the New Orleans, La., Air Route Traffic Control Center area, the FAA is considering the following airspace actions:

1. The New Orleans, La., control area extension (§ 601.1025) would be altered to add the airspace northeast of New Orleans beyond the present limits of the New Orleans control area extension within 10 miles north and 12 miles south of the New Orleans VORTAC 070° True radial extending from the VORTAC to the Biloxi, Miss., control area extension 25-mile radius area, excluding the portion of the control area extension which would coincide with the Pearl River, Miss., Restricted Area (R-4403). This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Slidell Intersection (intersection of the Picayune, Miss., VOR 179° and the New Orleans VORTAC 070° True radials) and the Morris Intersection (intersection of the Picayune VOR 121° and the Gulfport, Miss., VOR 247° True radials).

2. The Alexandria, La., control area extension (§ 601.1128) would be altered to add the airspace east of Alexandria beyond the present limits of the Alexandria control area extension within 12 miles northeast and 8 miles southwest of the Alexandria VOR 105° True radial extending from the Alexandria control area extension 40-mile radius area to 55 miles southeast of the VOR. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Marks Intersection (intersection of the Alexandria VOR 105° and the Lafayette, La., VOR 002° True radials).

3. The Lafayette, La., control area extension (§ 601.1335) would be redesignated as that airspace bounded on the northeast by low altitude VOR Federal airway No. 114, on the south by low altitude VOR Federal airway No. 20, on the southwest by low altitude VOR Federal airway No. 20 north alternate, and on the northwest by low altitude VOR Federal airway No. 222. This would provide protection for aircraft in holding patterns at the Goony Intersection (intersection of the Lake Charles, La., VOR 058° and the Alexandria, La., VOR 158° True radials), the Morganza Intersec-

tion (intersection of the Baton Rouge, La., VOR° and the Lafayette VOR 027° True radials), and the Bar Intersection (intersection of the Lafayette VOR 012° and the Baton Rouge VOR 272° True radials). Portions of the Lafayette control area extension not included in the description of the proposed control area extension have been admitted to minimize dual designation of controlled airspace. These portions are contained within the New Iberia, La., control area extension (§ 601.1211).

4. The Crestview, Fla., control area extension (§ 601.1407) would be redesignated within 12 miles west and 8 miles east of the Crestview VOR 004° and 184° True radials extending from 20 miles north to 8 miles south of the VOR; including the airspace within 10 miles north and 7 miles south of the Crestview VOR 091° True radial extending from the VOR to 35 miles east, excluding the portion which would coincide with Valparaiso, Fla., Restricted Areas (R-2914 and R-2915). This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Baker Intersection (intersection of the Crestview VOR 238° and the Evergreen VOR 146° True radials), and the Corky Intersection (intersection of the Crestview VOR 091° and the Evergreen VOR 129° True radials), and the Crestview VOR.

5. The Woodville, La., transition area would be designated to extend upward

from 1,200 feet above the surface within 12 miles northwest and 8 miles southeast of the McComb, Miss., VOR radial extending from 22 miles north to 10 miles south of the relocated Andalusia Intersection (intersection of the Crestview 013° and the Evergreen, Ala., VOR 114° True radials). This transition area would provide protection for aircraft in holding patterns at the Andalusia Intersection.

Because of the time limitations imposed by the effective date of the revised holding pattern procedures, implementation of the provisions of Amendment 60-21 to the Civil Air Regulations, Part 60, Air Traffic Rules is being deferred in those instances where the alteration of control area extensions is being proposed. Upon completion of the review of the controlled airspace requirements presently being conducted attendant to these provisions, separate airspace action will be initiated to convert the control area extensions to transition areas with appropriate controlled airspace floor assignments.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Southwest Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within fifteen days after pub-

lication 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 November 14, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61-10954; Filed, Nov. 16, 1961;
8:48 a.m.]

Notices

ATOMIC ENERGY COMMISSION

[Docket No. 27-10]

NUCLEAR ENGINEERING COMPANY, INC.

Notice of Receipt of Application for Amendment of Byproduct, Source and Special Nuclear Material License

Please take notice that an application for amendment to License No. 4-3766-1 has been filed by Nuclear Engineering Company, Inc., 65 Ray Street, Pleasanton, California, and 400 Delancy Street, Newark 5, New Jersey.

The application proposes the receipt, processing, storage and burial of radioactive material at a site in the Amargosa Desert, approximately 11 miles south of Beatty, Nevada.

The application requests an increase in the maximum amounts of radioactive material which the licensee may possess at any one time to provide for the activities to be conducted at the new site in Nevada.

A copy of the application is available for public inspection in the Atomic Energy Commission's Public Document Room located at 1717 H Street NW., Washington, D.C.

Nuclear Engineering Company, Inc., currently possesses an AEC license which permits disposal of packaged radioactive waste material in the Atlantic and Pacific Oceans and by transfer to the AEC designated sites at the National Reactor Testing Station, Idaho Falls, Idaho, and Oak Ridge National Laboratory, Oak Ridge, Tennessee, for land burial. A copy of this license is on file in the Public Document Room.

Dated at Germantown, Md., November 13, 1961.

For the Atomic Energy Commission.

R. LOWENSTEIN,

Director, Licensing and Regulation.

[F.R. Doc. 61-10936; Filed, Nov. 16, 1961; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. SA-365]

ACCIDENT OCCURRING IN RICHMOND, VIRGINIA

Notice of Hearing

In the matter of investigation of accident involving aircraft of United States Registry N 2737A, which occurred on November 8, 1961, at Richmond, Virginia.

Notice is hereby given that an Accident Investigation Hearing on the above-styled matter will be held commencing

9:00 a.m. (local time), on November 21-22, 1961, in the John Marshall Hotel, Richmond, Virginia.

Dated this 14th day of November 1961.

[SEAL]

REID C. TAIT,

Hearing Officer, Bureau of Safety.

[F.R. Doc. 61-10961; Filed, Nov. 16, 1961; 8:49 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

NOVEMBER 14, 1961.

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

LONG-AND-SHORT HAUL

FSA No. 37435: *Nitrate of potash from Carlsbad and Loving, N. Mex.* Filed by The Atchison, Topeka and Santa Fe Railway Company (No. 89-A), for itself and interested rail carriers. Rates on nitrate of potash, in carloads, from Carlsbad, and Loving, N. Mex., to points in Illinois, Iowa, Minnesota, and Wisconsin, also St. Louis, Mo.

Grounds for relief: Carrier competition.

Tariff: Supplement 63 to Atchison, Topeka, and Santa Fe Railway tariff I.C.C. 14836.

FSA No. 37436: *Soda ash to Jacksonville and South Jacksonville, Fla.* Filed by Southwestern Freight Bureau, Agent (No. B-8106), for interested rail carriers. Rates on soda ash, in carloads, from Lake Charles and West Lake Charles, La., Corpus Christi and Freeport, Tex., to Jacksonville and South Jacksonville, Fla.

Grounds for relief: Market competition.

Tariffs: Supplements 834 and 558 to Southwestern Freight Bureau tariffs I.C.C. 4139 and 4087, respectively.

FSA No. 37437: *Substituted service—N.Y., N.H. & H. for Transamerican Freight Lines, Inc.* Filed by The New York, New Haven and Hartford Railroad Company (Richard Joyce Smith, William J. Kirk, Harry W. Dorgan, Trustees) (No. 226), Transamerican Freight Lines, Inc., jointly for themselves, and interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars, between Harlem River, N.Y., on the one hand, and New Haven, Conn., Boston and Springfield, Mass., and Providence, R.I., on the other, on traffic originating at or

destined to such points or points beyond as described in the application.

Grounds for relief: Motor-truck competition.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-10950; Filed, Nov. 16, 1961; 8:47 a.m.]

[Notice 566]

MOTOR CARRIER TRANSFER PROCEEDINGS

NOVEMBER 14, 1961.

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

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

No. MC-FC 64454. By order of November 13, 1961, the Transfer Board approved the transfer to Daughdrill Truck Line, Inc., Poplarville, Miss., of that portion of Certificate No. MC 13308, issued January 19, 1954, to Poplarville Truck Line, Inc., Poplarville, Miss., authorizing the transportation of: Household goods, emigrant movables, and general commodities, except commodities in bulk, and other specified commodities, between Poplarville, Miss., on the one hand, and, on the other, points in Louisiana within 200 miles of Poplarville. William H. Stewart, American Legion Building, Poplarville, Miss., attorney for applicants.

No. MC-FC 64557. By order of November 9, 1961, the Transfer Board approved the transfer to Niesen Truck Line, A Corporation, Britton, S. Dak., of Certificate in No. MC 115112, issued April 26, 1955, to Guy Niesen, Jr., doing business as Niesen Truck Line, Britton, S. Dak., authorizing the transportation of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, between Aberdeen, S. Dak., and Britton, S. Dak., serving the intermediate points of Amherst and Claremont. L. R. Gustafson, Britton, S. Dak., attorney for applicants.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-10951; Filed, Nov. 16, 1961; 8:47 a.m.]

10781

CUMULATIVE CODIFICATION GUIDE—NOVEMBER

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