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FEDERAL REGISTER

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Presidential Documents

Title 3—THE PRESIDENT

Executive Order 11107

ADMINISTRATION OF ALASKA RAILROADS

By virtue of the authority vested in me by the Act of March 12, 1914, entitled "An Act to authorize the President of the United States to locate, construct, and operate railroads in the Territory of Alaska, and for other purposes," 38 Stat. 305, as amended (hereinafter referred to as the Alaska Railroad Act), it is ordered as follows:

SECTION 1. *General responsibility for railroad.* The Secretary of the Interior is authorized to operate the railroad or railroads, branch lines, feeders and telegraph and telephone lines incident thereto, constructed or acquired under the Act of March 12, 1914, or Acts supplemental thereto, in all respects and to all intents and purposes as if the operation thereof had been placed by law under the jurisdiction of the Secretary of the Interior, except that the authority of the Secretary under this order "to fix, change, or modify rates for the transportation of passengers and property" shall be subject to the authority of the Interstate Commerce Commission under Section 3 of this order.

SEC. 2. *Rates; Secretary of the Interior.* In connection with carrying out the authority under the Alaska Railroad Act "to fix, change, or modify rates for the transportation of passengers and property," the Secretary of the Interior from time to time:

(a) Shall allocate to the national public purposes which to a substantial extent prompted the construction, expansion, maintenance, and improvement of the railroad, the proper portion of the capital investment of the railroad.

(b) Shall fix, change, or modify the rates with due regard for the actions of the Interstate Commerce Commission authorized under this order.

(c) Shall post the rates for public inspection and file them with the Interstate Commerce Commission.

SEC. 3. *Rates; Interstate Commerce Commission.* (a) In respect of rates filed with the Interstate Commerce Commission pursuant to the provisions of this order, the Commission may act, to the extent practicable, and subject to the limitations provided in subsection (b) of this section, in the same manner as though the railroad were subject to Sections 1(1)(a), 1(4), 1(5), 1(5½), 1(6), 6(3), 6(6), 6(9), 13(1), 13(2) (to the extent that it relates to action by the Interstate Commerce Commission on its own motion), 15 (except 15(12) and 15(14)), 15a, 202(c)(1), and 202(c)(2) of the Interstate Commerce Act, as amended.

(b) When determining the justness and reasonableness of rates or charges maintained, or from time to time proposed to be maintained by the railroad, the Interstate Commerce Commission shall exclude for valuation and cost finding purposes the portion of capital investment allocated to national public purposes by the Secretary of the Interior under Section 2(a) hereof, and such rates and charges shall not be deemed to be unjust or unreasonable by reason of failure to yield sufficient revenues to cover any amounts for taxes not actually required by law to be paid or provide a return on capital investment.

SEC. 4. *Transitional provisions.* (a) The issuance of this order shall not affect any action heretofore taken by the Secretary of the Interior or his representative until such action has been modified or revoked in accordance with the provisions of this order.

(b) As promptly after the date of this order as may be convenient, the Secretary of the Interior shall post for public inspection and file with the Interstate Commerce Commission rates as referred to in Section 2(c) of this order. The rates posted and filed under this subsection may be the rates in force on the date of this order, with or without subsequent changes or modifications, or new rates.

This order supersedes Executive Order No. 3861 of June 8, 1923, and shall be codified for inclusion in the Code of Federal Regulations.

JOHN F. KENNEDY

THE WHITE HOUSE,
April 25, 1963.

[F.R. Doc. 63-4607 ; Filed, Apr. 26, 1963 ; 1 :15 p.m.]

Rules and Regulations

Title 7—AGRICULTURE

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

[Lemon Reg. 59, Amdt. 1]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

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

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restriction on the handling of lemons grown in California and Arizona.

(b) *Order, as amended.* The provisions in paragraph (b) (1) (ii) of § 910.359 (Lemon Regulation 59, 28 F.R. 3916) are hereby amended to read as follows:

(ii) District 2: 302,250 cartons.

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

Dated: April 24, 1963.

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

[F.R. Doc. 63–4585; Filed, Apr. 29, 1963; 8:48 a.m.]

Title 12—BANKS AND BANKING

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER B—FEDERAL HOME LOAN BANK SYSTEM

[No. 17,038]

PART 522—ORGANIZATION OF THE BANKS

Election of Directors; Prohibition of Actions Influencing Votes

APRIL 24, 1963.

Resolved that, notice and public procedure having been duly afforded (28 F.R. 282) and all relevant matter presented or available having been considered by it, the Federal Home Loan Bank Board, upon the basis of such consideration and of determination by it of the advisability of amendment of § 522.25 of the regulations for the Federal Home Loan Bank System (12 CFR 522.25), and for the purpose of effecting such amendment, affecting the prohibition of actions influencing votes for directorships in Federal Home Loan Banks, hereby amends said § 522.25 to read as follows, effective May 31, 1963:

§ 522.25 Prohibition of actions influencing votes.

Neither an officer, attorney, employee, or agent of the Board nor a Board of Directors, Executive Committee, officer, attorney, employee, or agent of a Bank shall take any action which would tend to influence votes for a directorship in a Bank, and the inclusion by any person in any letter, literature, or other paraphernalia, of language or any presentation indicating, directly or indirectly, that the candidacy of any person for an elective directorship has the support of the Board or of an officer, attorney, employee, or agent of the Board, or of a Bank or of a Board of Directors, Executive Committee, officer, attorney, employee, or agent of a Bank is hereby prohibited. The Board, after hearing, may consider a violation of the provisions of this section as grounds for dismissal or may declare the directorship involved as vacant, or both.

(Sec. 17, 47 Stat. 736, as amended; 12 U.S.C. 1437. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 63–4581; Filed, Apr. 29, 1963; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 63–WA–21]

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

Alteration of Federal Airways

The purpose of these amendments to § 71.143 is to alter the widths of a segment of Intermediate altitude VOR Federal airway V–1523 and V–1701.

V–1523 extends in part from the Paducah, Ky., VOR as a 16-mile wide airway via the intersection of the Paducah VOR 039° and the Evansville, Ind., VOR 227° True radials; intersection of the Evansville VOR 227° and the Samsville, Ill., VOR 178° True radials thence as a 10-mile wide airway to the Evansville VOR. V–1701 extends in part from the Nashville, Tenn., VOR as a 16-mile wide airway to the intersection of the Nashville VOR 338° and the Evansville VOR 144° True radials; thence as a 10-mile wide airway to the Evansville VOR. The Federal Aviation Agency is restoring these airways segments to their normal widths (16-mile wide) since restricted area R–3701 has been revoked and there is no longer a valid reason for maintaining the reduced width of the intermediate airways in this area.

Since these amendments do not alter the amount of designated controlled airspace and impose no additional burden on any person, notice and public procedure hereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, the following actions are taken:

Section 71.143 (27 F.R. 220–38 November 10, 1962) is amended as follows:

1. In V–1523 "10 miles wide Evansville; thence INT Evansville 033°," is deleted and "Evansville; INT Evansville 033°," is substituted therefor.

2. In V–1701 "10 miles wide Evansville; thence INT Troy, Ill., 118°," is deleted and "Evansville; INT Troy, Ill., 118°," is substituted therefor.

These amendments shall become effective 0001 e.s.t., June 27, 1963.

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

Issued in Washington, D.C., on April 23, 1963.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 63–4557; Filed, Apr. 29, 1963; 8:45 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Reg. Docket No. 1659; Amdt. 316]

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 APR. 20, 1963, OR UPON CONVERSION OF FACILITY TO AN SABH.							
City, Boston; State, Mass.; Airport Name, Logan International; Elev., 19′; Fac. Class., SABRAZ; Ident., BS; Procedure No. 1, Amdt. 8; Eff. Date, 1 Dec. 62; Sup. Amdt. No. 7; Dated, 11 Aug. 62							
Loveland FM (Final)	LUK-LFR	Direct	1600	T-d	400-1	400-1	400-1
				T-n	600-1	600-1	600-1
				C-d	800-1	900-1½	900-1½
				C-n	800-1½	900-1½	900-1½
				S-24-d	800-1	800-1	800-1
				S-24-n	800-1½	800-1½	800-1½
				A-dn	1000-2	1000-2	1000-2

Radar transitions and vectoring authorized in accordance with approved radar patterns.
Procedure turn W side NE crs, 044° Outbnd, 224° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1600′.
Crs and distance, facility to airport, 227°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing the Cincinnati LFR, make a left climbing turn to 2500′ and return to the LUK LFR, hold northeast, 1-minute right turns, 227° Inbnd.
Other change: Deletes Air Carrier Note.

City, Cincinnati; State, Ohio; Airport Name, Municipal/Lunken Field; Elev., 488′; Fac. Class., SBRAZ; Ident., LUK; Procedure No. 1, Amdt. 7; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 6; Dated, 30 Sept. 61

PROCEDURE CANCELLED, EFFECTIVE APR. 20, 1963.

City, Roswell; State, N. Mex.; Airport Name, Walker AFB; Elev., 3666′; Fac. Class., SBMRAZ; Ident., ROW; Procedure No. 1, Amdt. 5; Eff. Date, 3 Dec. 55; Sup. Amdt. No. 4; Dated, 17 Mar. 54

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. 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	
Int Briggs VOR R-048 and 270° bearing to LOM.	LOM	Direct	2500	T-dn	300-1	300-1	200- ½
				C-dn	400-1	500-1	500-1½
Briggs VOR	LOM (Final)	Direct	2400	S-dn-1	400-1	400-1	400-1
Int Briggs VOR R-322 and 090° bearing to LOM.	LOM	Direct	2800	A-dn	800-2	800-2	800-2
Int Briggs VOR R-282 and 062° bearing to LOM.	LOM	Direct	2800				
Akron VOR	LOM	Direct	2800				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn E side of crs, 186° Outbnd, 006° Inbnd, 2800′ within 10 miles.
Minimum altitude over facility on final approach crs, 2400′.
Crs and distance facility to airport, 006°—3.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing LOM, climb to 2800′, then make a right climbing turn and return to LOM at 2800′. Hold LOM, right turns, 1 minute, 006° Inbnd.

City, Akron; State, Ohio; Airport Name, Akron-Canton; Elev., 1228′; Fac. Class., LOM; Ident., CA; Procedure No. 1, Amdt. 13; Eff. Date, 20 Apr. 63; Sup Amdt. No. 12; Dated, 23 July 60

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	
Akron VOR	AKR RBn (Final)	Via R-259 ACO-VOR.	2200	T-dn	400-1	400-1	400-1
				C-dn	700-1	700-1	700-1½
Briggs VOR	AKR RBn	Direct	2800	S-dn-25	500-1	500-1	500-1
Sharon Int	AKR RBn	Direct	2800	A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 066° Outbnd, 246° Inbnd, 2800′ within 10 miles.
Minimum altitude over facility on final approach crs, 2200′.
Crs and distance, facility to airport, 246°—3.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing AKR RBn, climb straight ahead to 2000′, then make a left climbing turn and return to AKR RBn at 2800′. Hold northeast AKR RBn left turns, 1 minute, 246° Inbnd.
Other change: Deletes transition from Briggs VOR.

City, Akron; State, Ohio; Airport Name, Akron Municipal; Elev., 1059′; Fac. Class., MHW; Ident., AKR; Procedure No. 1, Amdt. 2; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 1; Dated, 9 June 62

Bismarck LFR	LOM	Direct	3300	T-dn	300-1	300-1	*200-½
Bismarck VOR	LOM	Direct	3300	C-d	400-1	500-1	500-1½
Lincoln Int**	LOM	Direct	3300	C-n	400-1½	500-1½	500-1½
Bell Int***	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 miles.
Minimum altitude over LOM inbnd final, 2700′.
Crs and distance, facility to airport, 306°—3.7 miles.
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 3800′ on W crs BK-LFR or to 3800′ on R-262 BIS-VOR within 20-miles or, when directed by ATC, make right climbing turn to 3800′ on R-336 BIS-VOR within 20 miles.
CAUTION: Radio towers: 1756′ 0.5 mile S of airport, 2145′ 2.4 miles N, 1848′ 3.0 miles NW, 2317′ 8.1 miles NW, 2413′ 9.2 miles NE, and 3121′ 11 miles SSW.
*300-1 required on Runways 2, 20, 35, and 17.
**Lincoln Int: Int BIS-VOR R-262 and 306° bearing from LOM.
***Bell Int: Int BIS-VOR R-117 and 072° bearing from LOM.

City, Bismarck; State, N. Dak.; Airport Name, Municipal; Elev., 1653′; Fac. Class., LOM; Ident., BI; Procedure No. 1, Amdt. 13; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 12; Dated, 25 Aug. 62

Pittsburgh Surveillance Radar	Within 20 miles of Greater Pittsburgh Airport.		3000	T-dn	300-1	300-1	
				C-d	600-1	600-1	
Pittsburgh Surveillance Radar Fix, 5 miles from BTP RBN				C-n	600-1½	600-1½	
	BTP-RBN (Final)	005°—5 miles	2400	A-dn	NA	NA	
Ellwood City VOR	BTP-RBN	Direct	3000				

Radar vectoring authorized in accordance with approved radar patterns.
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 miles.
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 minute, 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. 6; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 5; Dated, 25 Nov. 61

CVG VOR	CV-LOM	Direct	2000	T-dn	300-1	300-1	200-½
New Baltimore Int	CV-LOM	Direct	2300	C-dn	400-1	500-1	500-1½
Cincinnati LFR	CV-LOM	Direct	2700	S-dn-36	400-1	400-1	400-1
Dry Ridge Int	Union Int	Direct	2400	A-dn	800-2	800-2	800-2
Union Int	CV-LOM (Final)	Direct	1500				
Mount Healthy Int	CV-LOM	Direct	2400				

Radar transitions and vectoring authorized in accordance with approved radar patterns.
Procedure turn E side of crs, 180° Outbnd, 360° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 360°—3.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.4 miles after passing LOM, climb to 2700′ on bearing 360° from LOM to New Baltimore Int. Hold north 1-minute right turns, 186° Inbnd, 006° Outbnd.

City, Covington; State, Ky.; Airport Name, Greater Cincinnati; Elev., 890′; Fac. Class., LOM; Ident., CV; Procedure No. 1, Amdt. 17; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 16; Dated, 25 Aug. 62

Derby Int*	LOM	Direct	7000	T-dn	300-1	300-1	200-½
Henderson Int**	LOM	Direct	7000	C-dn	500-1	500-1	500-1½
Denver VOR	LOM	Direct	7000	S-dn-26L/R	500-1	500-1	500-1
Brighton Int#	LOM	Direct	7000	A-dn	800-2	800-2	800-2
Strasburg Int	LOM	Direct	7000				
Kiowa VOR	Watkins Int	Direct	7500				
Watkins Int	LOM (Final)	Direct	7000				
Bennett Int	LOM	Direct	7000				
Broomfield Int##	LOM	Direct	7000				
Englewood (EGW) RBn%	LOM	Direct	7000				
Franktown Int	LOM	Direct	7500				

Radar transitions and vectoring using Denver Radar authorized in accordance with approved radar patterns.
Procedure turn N side of crs, 076° Outbnd, 256° Inbnd, 7000′ within 10 miles.
Minimum altitude over facility on final approach crs, 7000′.
Crs and distance, facility to airport, 256°—5.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles after passing LOM, turn right, climb to 7000′ on north crs DN-LFR within 20 miles or, when directed by ATC, turn right, climb to 7000′ on east crs DN-LFR within 20 miles, or right turn climbing to 7000′ direct to DEN-VOR.
CAUTION: 5570′ msl tank 0.8 mile SE of airport and 5521′ tower 1.5 miles south of airport.
Other changes: Deletes transitions from Aurora "H", Titan Int, Westminster Int, Denver LFR, and Dupont Int.
*Derby Int: Int N crs SPO ILS-35 and DEN-VOR R-263.
**Henderson Int: Int N crs SPO ILS and DEN-VOR R-300.
#Brighton Int: Int N crs SPO ILS-35 and DEN-VOR R-320.
##Broomfield Int: Int DEN-VOR R-263 and GLL-VOR R-200.
%Englewood RBn and Int: Int S crs SPO ILS-35 and IOC-VOR R-277 and/or 17-mile DME Fix R-189.

City, Denver; State, Colo.; Airport Name, Stapleton Airfield; Elev., 5331′; Fac. Class., LOM; Ident., DE; Procedure No. 1, Amdt. 25; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 24; Dated, 12 May 62

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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

PROCEDURE CANCELLED, EFFECTIVE APR. 20, 1963.

City, Lake Charles; State, La.; Airport Name, Chennault AFB; Elev., 19'; Fac. Class., LOM; Ident., LK; Procedure No. 1, Amdt. 4; Eff. Date, 2 Mar. 63; Sup. Amdt. No. 3; Dated, 13 May 61

Oakville Int	LOM	Direct	1900	T-dn%	300-1	300-1	200-½
Bruins RBn	LOM	Direct	1800	C-dn	500-1	500-1	500-1½
Waverly Int*	LOM (Final)	Direct	1700	S-dn-9	400-1	400-1	400-1
Cuba Int	LOM	Direct	1800	A-dn	800-2	800-2	800-2
Miller Int	LOM	Direct	1900				
Memphis VOR	LOM	Direct	1900				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side W crs, 267° Outbnd, 087° Inbnd, 1800' within 10 miles.
Minimum altitude over facility on final approach crs, 1700'.
Crs and distance, facility to airport, 087°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing ME LOM, climb to 1900' on crs 087° within 15 miles or, when directed by ATC, turn right, climb to 1900' on R-135 MEM-VOR within 15 miles.
%AIR CARRIER NOTE: Takeoff with less than 200-½ NA on Runway 14-32.
*Waverly Int: Int 210° bearing to Bruins RBn and 087° bearing to LOM.

City, Memphis; State, Tenn.; Airport Name, Municipal; Elev., 291'; Fac. Class., LOM; Ident., ME; Procedure No. 1, Amdt. 8; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 7; Dated, 22 Dec. 62

Woodland FM	SVY RBn	Direct	3200	T-dn*	300-1	300-1	200-½
LaCenter FM	SVY RBn	Direct	3200	C-dn#	700-1	700-1	700-1½
Portland VOR	SVY RBn	Direct	3200	A-dn	800-2	800-2	800-2
Portland LFR	SVY RBn	Direct	3200				
Willamette FM	SVY RBn	Direct	3200				
Newberg VOR	SVY RBn	Direct	3200				
Scappoose Int	SVY RBn (Final)	Direct	2200				
North Plains Int	SVY RBn	Direct	3200				

Radar transitions and vectoring using Portland Radar authorized in accordance with approved radar patterns.
Procedure turn S side of crs, 278° Outbnd, 098° Inbnd, 3200' within 10 miles of Sauvies Island RBn. Beyond 10 miles NA.
Minimum altitude over SVY RBn on final approach crs, 2200'; over OM, 1100'; over LMM, 900'.
Crs and distance, facility to airport, 098°—9.4 miles; OM to airport, 098°—4.0 miles; LMM to airport, 098°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile after passing LOM, climb to 2100' on crs 098° within 10 miles of LMM.
Other change: Deletes transition from St. Helens Int.
*200-½ authorized on Runways 10R&L/28R&L only. 700-2 required on Runways 11/20.
#CAUTION: 600' terrain 1.8 miles SE of airport.

City, Portland; State, Oreg.; Airport Name, Portland International; Elev., 23'; Fac. Class., MHW; Ident., SVY; Procedure No. 1, Amdt. 9; Eff. Date, 20 Apr. 63; Sup Amdt. No. 8; Dated, 18 Feb. 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: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots

PROCEDURE CANCELLED, EFFECTIVE APR. 20, 1963.

City, Butler; State, Mo.; Airport Name, Butler; Elev., 870'; Fac. Class., BVOR; Ident., BUM; Procedure No. 1, Amdt. 2; Eff. Date, 27 Feb. 60; Sup. Amdt. No. 1; Dated, 26 Dec. 56

New Baltimore Int	CVG-VOR	Direct	2500	T-dn	300-1	300-1	200-½
Cincinnati LFR	CVG-VOR	Direct	2700	C-dn	400-1	500-1	500-1½
Grants Lick Int	CVG-VOR	Direct	2500	S-dn-4	400-1	400-1	400-1
Mount Healthy	CVG-VOR	Direct	2500	A-dn	800-2	800-2	800-2

Radar transitions and vectoring authorized in accordance with approved radar patterns.
Procedure turn E side of crs, 223° Outbnd, 043° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 1500'.
Crs and distance, facility to airport, 043°—2.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing CVG-VOR, climb to 2700' on course 360° to the New Baltimore Int. Hold north, 1-minute right turns, 186° Inbnd.
NOTE: Radar may be used to position aircraft to final approach course inbound within 5 miles SW of the station with elimination of procedure turn. No radar monitoring during approach from radar fix (5 miles) to airport.
Other change: Deletes transition from Union Int.

City, Covington; State, Ky.; Airport Name, Greater Cincinnati; Elev., 890'; Fac. Class., BVORTAC; Ident., CVG; Procedure No. 1, Amdt. 7; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 6; Dated, 25 Aug. 62

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	
Radar Transitions to Cincinnati VOR R-043 conducted in accordance with established surveillance patterns for Runway 22.				T-dn	300–1	300–1	200–½
				C-dn	700–1	700–1	700–1½
				S-dn-22	700–1	700–1	700–1
				A-dn	800–2	800–2	800–2

Radar transitions and vectoring authorized in accordance with approved radar patterns.
No procedure turn. Inbnd crs 223°.
Facility is not crossed. Minimum altitude on final to 5-mile fix (radar), 2700′. Descend to landing minimums after passing 5-mile fix (radar).
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing radar fix, climb to 2500′ on heading 223° to Cincinnati VOR. Hold south 1-minute right turns, 043° Inbnd.
NOTE: This procedure authorized only in conjunction with airport surveillance radar. No altitude or range information given between radar 5-mile fix and airport.

City, Covington; State, Ky.; Airport Name, Greater Cincinnati; Elev., 890′; Fac. Class., BVORTAC; Ident., CVG; Procedure No. 2, Amdt. 3; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 2; Dated, 7 July 62

				T-dn	300–1	300–1	200–½
				C-dn	500–1	500–1	500–1½
				A-dn	800–2	800–2	800–2

Procedure turn N side of crs, 309° Outbnd, 129° Inbnd, 2800′ within 10 miles.
Minimum altitude over facility on final approach crs, 2200′.
Crs and distance, facility to airport, 120°—3.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing HRO VOR, turn left, climb to 2800′ returning to HRO VOR.

City, Harrison; State, Ark.; Airport Name, Harrison Municipal; Elev., 1375′; Fac. Class., BVOR; Ident., HRO; Procedure No. 1, Amdt. 1; Eff. Date, 20 Apr. 63; Sup. Amdt. No. Orig.; Dated, 26 Jan. 63

Jacksonville RBn	JAX-VOR	Direct	2000	T-dn	300–1	300–1	200–½*
				C-dn	400–1	500–1	500–1½
				S-dn-23	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 070° Outbnd, 250° Inbdn, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1100′.
Crs and distance, facility to airport, 250°—3.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing VOR, climb to 1500′ on R-250 within 15 miles of JAX VOR or, when directed by ATC, climb to 1500′ on R-275 within 20 miles.*
CAUTION: 194′ tank between VOR and airport.
*Restricted Area 2903A located 15 miles SW of JAX VOR.

City, Jacksonville; State, Fla.; Airport Name, Imeson; Elev., 52′; Fac. Class., BVORTAC; Ident., JAX; Procedure No. 1, Amdt. 11; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 10; Dated, 23 Mar. 63

PROCEDURE CANCELLED, EFFECTIVE APR. 20, 1963.

City, Lake Charles; State, La.; Airport Name, Chennault AFB/Municipal; Elev., 19′; Fac. Class., BVOR; Ident., LCH; Procedure No. 1, Amdt. 4; Eff. Date, 28 Oct. 61; Sup. Amdt. No. 3; Dated, 2 Jan. 60

				T-dn*	300–1	300–1	200–½
				C-dn	500–1	500–1	500–1½
				S-dn-27	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 107° Outbnd, 287° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1000′.
Crs and distance, facility to airport, 287°—3.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing MEM-VOR, climb to 1800′ on R-287 within 15 miles or, when directed by ATC, turn left and climb to 1900′ on R-220 within 15 miles.
*AIR CARRIER NOTE: Takeoff at less than 200–½ NA on Runway 14–32.

City, Memphis; State, Tenn.; Airport Name, Municipal; Elev., 291′; Fac. Class., BVORTAC; Ident., MEM; Procedure No. 1, Amdt. 12; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 11; Dated, 22 Dec. 62

				T-dn	300–1	300–1	200–½
				C-dn	500–1	500–1	500–1½
				S-dn-Runway 30.	500–1	500–1	500–1
				A-dn	800–2	800–2	800–2

Procedure turn W side crs, 110° Outbnd, 290° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1200′.
Crs and distances, facility to airport, 290°—6.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 miles after passing MER-VOR, turn left and climb to 2000′ on R-110 within 20 miles.

City, Merced; State, Calif.; Airport Name, Municipal; Elev., 155′; Fac. Class., VORW; Ident., MER; Procedure No. 1, Amdt. 4; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 3; Dated, 18 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	
IDA RBn	VOR	Direct	6500	T-dn	300–1	300–1	200–½
Rigby Int	VOR	Direct	6000	C-dn	500–1	500–1	500–1½
St. Anthony Int	VOR	Direct	7500	S-dn-2	500–1	500–1	500–1
DBS VOR	VOR	Direct	7000	A-dn	800–2	800–2	800–2

Procedure turn W side crs, 205° Outbnd, 025° Inbnd, 6000′ within 10 miles. Nonstandard due to high terrain east.
Minimum altitude over facility on final approach crs, 5200′.
Crs and distance, breakoff point to Runway 2, 020°—1.0 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 7000′ on R–012 within 20 miles or, when directed by ATC, a climbing left turn, return to VOR and climb to 7000′ on R–196 within 20 miles.

City, Idaho Falls; State, Idaho; Airport Name, Fanning Field; Elev., 4738′; Fac. Class., BVOR; Ident., IDA; Procedure No. TerVOR–2, Amdt. 5; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 4; Dated, 21 July 62

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	
Akron VOR	LOM	Direct	2800	T-dn	300–1	300–1	200–½
Briggs VOR	LOM (Final)	Direct	2400	C-dn	400–1	500–1	500–1½
Int Briggs VOR R–322 and 090° bearing to LOM.	LOM	Direct	2800	S-dn-I*	200–½	200–½	200–½
				A-dn	600–2	600–2	600–2
Int Briggs VOR R–282 and 061° bearing to LOM.	LOM	Direct	2800				
Int Briggs VOR R–048 and 270° bearing to LOM.	LOM	Direct	2800				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn E side S crs 186° Outbnd, 006° Inbnd, 2500′ within 10 miles.
Minimum altitude at glide slope int Inbnd: 2400′.
Altitude of glide slope and distance to approach end of runway at OM—2410′—3.8 miles; at MM—1450′—0.7 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500′ on N crs Akron-Canton ILS within 10 miles of airport, then make a right climbing turn and return to LOM at 2500′. Hold LOM, right turns, 1 minute, 006° Inbnd.
CAUTION: Glide slope unusable below 200′ account roughness.
*400–¾ required with glide slope inoperative.

City, Akron; State, Ohio; Airport Name, Akron-Canton; Elev., 1228′; Fac. Class., ILS; Ident., I–CAK; Procedure No. ILS–1, Amdt. 14; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 13; Dated, 16 June 62

Talmadge Int	Derby Int (Final)	Direct	2800	T-dn	300–1	300–1	200–½
Akron-Canton LOM	Derby Int	Direct	2800	C-dn	400–1	500–1	500–1½
				S-dn-19	400–1	400–1	400–1
				S-dn-19	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn E side N crs, 006° Outbnd, 186° Inbnd, 2800′ within 10 miles of Derby Int.
No glide slope, markers or compass locators. Descent to airport minimums after passsing Derby Int or 5.8 miles radar fix.
Minimum altitude over Derby Int or 5.8 miles radar fix, 2800′.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing Derby Int, climb to 2800′ on S crs ILS to LOM. Hold LOM, right turns, 1 minute, 006° Inbnd.
Other changes: Deletes transition from Sharon Int. Deletes note regarding procedure turn being nonstandard.

City, Akron; State, Ohio; Airport Name, Akron-Canton; Elev., 1228′; Fac. Class., ILS; Ident., I–CAK; Procedure No. ILS–19, Amdt. 7; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 6; Dated, 23 June 62

Akron VOR	LOM (Final)	Via R–261 ACO–VOR.	2200	T-dn	400–1	400–1	400–1
				C-dn	700–1	700–1	700–1½
Briggs VOR	LOM	Direct	2800	S-dn–25	500–1	500–1	500–1
Sharon Int	LOM	Direct	2800	A-dn	800–2	800–2	800–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 066° Outbnd, 246° Inbnd, 2800′ within 10 miles.
No glide slope. Minimum altitude over LOM on final approach crs, 2200′.
Crs and distance, LOM to airport, 246°—3.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing LOM, climb straight ahead to 2000′, then make a left climbing turn and return to LOM at 2800′. Hold northeast of LOM, left turns, 1 minute, 246° Inbnd.

City, Akron; State, Ohio; Airport Name, Municipal; Elev., 1059′; Fac. Class., ILS; Ident., I–AKR; Procedure No. ILS–25, Amdt. 2; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 1; Dated, 9 June 62

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	
Bismarck LFR	LOM	Direct	3300	T-dn	300–1	300–1	*200–½
Bismarck VOR	LOM	Direct	3300	C-d	400–1	500–1	500–1½
Lincoln Int**	LOM	Direct	3300	C-n	400–1½	500–1½	500–1½
Bell Int ***	LOM	Direct	3300	S-dn-30#	300–¾	300–¾	300–¾
				A-dn	600–2	600–2	600–2

Procedure turn E side SE crs, 126° Outbnd, 306° Inbnd, 3300′ within 10 miles.
Minimum altitude at glide slope int inbnd, 2800′.
Altitude of glide slope and distance to approach end of runway at OM 2754′—3.5 miles, at MM 1864′—0.4 mile.
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 3800′ on R–262 BIS–VOR within 20 miles or, when directed by ATC, make right climbing turn to 3800′ on R–336 BIS–VOR within 20 miles.
CAUTION: Radio towers: 1756′ 0.5 mile S of airport, 2145′ 2.4 miles N, 1848′ 3.0 miles NW, 2317′ 8.1 miles NW, 2413′ 9.2 miles NE, and 3121′ 11 miles SSW.
NOTE: Glide slope touchdown point 2200′ from approach end of Runway 30. (Elevation of glide slope over approach end of runway 120′ AGL.)
#No approach lights.
*300–1 required on Runways 2, 20, 35, and 17.
**Lincoln Int: Int BIS–VOR R–262 and SE crs ILS.
***Bell Int: Int BIS–VOR R–117 and 072° bearing from LOM.

City, Bismarck; State, N. Dak.; Airport Name, Municipal; Elev., 1653′; Fac. Class., ILS; Ident., I–BIS; Procedure No. ILS–30, Amdt. 14; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 13; Dated, 23 Feb. 63

Cincinnati VOR	CV–LOM	Direct	2000	T-dn	300–1	300–1	200–½
New Baltimore Int	CV–LOM	Direct	2300	C-dn	400–1	500–1	500–1½
Cincinnati LFR	CV–LOM	Direct	2700	S-dn-36*#	200–½	200–½	200–½
Dry Ridge Int	Union Int	Direct	2400	A-dn	600–2	600–2	600–2
Union Int	CV–LOM (Final)	Direct	2000				
Mt. Healthy Int	CV–LOM	Direct	2400				

Radar transitions and vectoring authorized in accordance with approved radar patterns.
Procedure turn E side of crs, 180° Outbnd, 360° Inbnd, 2000′ within 10 miles.
Minimum altitude at glide slope int inbnd, 2000′.
Altitude of glide slope and distance to approach end of runway at OM, 1831′—3.4 miles; at MM, 1069′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2700′ on crs 360° to the New Baltimore Int. Hold north 1-minute right turns, 186° Inbnd, 006° Outbnd.
CAUTION: #Glide slope point of touchdown approximately 1750′ in from approach end of runway.
*400–¾ required with glide slope inoperative.

City, Covington; State, Ky.; Airport Name, Greater Cincinnati; Elev., 890′; Fac. Class., ILS; Ident., I–CVG; Procedure No. ILS–36, Amdt. 17; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 16; Dated, 25 Aug. 62

DEN VOR	LOM	Direct	7000	T-dn##	300–1	300–1	200–½
Broomfield Int$	LOM	Direct	7000	C-dn	#400–1	500–1	500–1½
Derby Int@	LOM	Direct	7000	S-dn-26L*%	200–½	200–½	200–½
Strasburg Int	LOM	Direct	7000	A-dn	600–2	600–2	600–2
Kiowa VOR	Watkins Int	Direct	7500				
Watkins Int	LOM (Final)	Direct	7000				
Bennett Int	LOM	Direct	7000				
Parker Int	LOM	Direct	7700				
Brighton Int**	LOM	Direct	7000				
Frankton Int¢	LOM	Direct	7500				
Englewood RBn	LOM	Direct	7000				

Radar transitions and vectoring using Denver Radar authorized in accordance with approved radar patterns.
Procedure turn N side E crs, 7000′ within 10 miles, 076° Outbnd, 256° Inbnd.
Minimum altitude at glide slope int inbnd, 7000′.
Altitude of glide slope and distance to approach end of runway at OM, 6974′—5.5 miles; at MM, 5551′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn right, climbing to 7000′ direct to DEN–VOR or, when directed by ATC, turn right and climb to 7000′ on N crs DN–LFR within 20 miles.
CAUTION: 5570′ msl tank 0.8 mile SE of MM, 5521′ tower 1.5 miles S of airport.
NOTE: Narrow localizer course—4°.
Other changes: Deletes transitions from Westminster Int, Aurora "H", and Titan Int.
#500–1 required for circling south of airport due to 5579′ MSL tank 0.8 mile SE of MM, 5521′ tower 1.5 miles S of airport.
*400–1 required when glide slope not used.
%Runway visual range 2600′ also authorized for landing on Runway 26L; provided that all components of the ILS, high intensity runway lights, approach lights, condenser-discharge flashers, middle and outer compass locators and all related airborne equipment are operating satisfactorily. Descent below 5531′ msl shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
##Runway visual range 2600′ also authorized for takeoff on Runway 26L in lieu of 200–½ when 200–½ is authorized; provided that high intensity runway lights are operational.
$Broomfield Int: Int DEN–VOR R–263 and GLL–VOR R–200.
@Derby Int: Int DEN–VOR R–263 and N crs SPO ILS–35.
**Brighton Int: Int DEN–VOR R–320 and N crs SPO ILS–35.
¢Franktown Int: Int DEN–VOR R–160 and IOC–VOR R–254.

City, Denver; State, Colo.; Airport Name, Stapleton Airfield; Elev., 5331′; Fac. Class., ILS; Ident., I–DEN; Procedure No. ILS–26L, Amdt. 28; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 27; Dated, 25 Aug. 62

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	
Strasburg Int	EGW RBn	Direct	7800	T-dn	300–1	300–1	200–½
Derby Int#	EGW RBn	Direct	7800	C-dn	**400–1	500–1	500–1½
Denver VOR	EGW RBn/Englewood VHF Int	Direct	7800	S-dn-35##	200–½	200–½	200–½
Bennett Int	EGW RBn	Direct	7800	A-dn	600–2	600–2	600–2
Parker Int	EGW RBn	Direct	7800				
Sedalia Int*	EGW RBn	Direct	7800				
Silo Int	EGW RBn	Direct	7800				
Franktown Int%	EGW RBn	Direct	7800				
Broomfield Int@	EGW RBn	Direct	7800				

Radar transitions and vectoring, using Denver Radar, authorized in accordance with approved patterns and sector altitudes.
Procedure turn E side of S crs, 169° Outbnd, 349° Inbnd, 7800′ within 10 miles of SP RBn.
Minimum altitude at glide slope interception (1.3 miles north of EGW RBn), 7800′.
Altitude and distance to approach end of runway at EGW RBn, 7800′—9.1 miles; at OM, 6917′—5.0 miles; at LMM, 5522′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 7000′ on north crs SPO ILS to Derby Int,# hold north right turns, or when directed by ATC, make right climbing turn to 7000′, proceed direct to DEN VOR at 7000′.
Other changes: Deletes transition from Titan Int.
NOTE: Narrow loc crs—4°.
##500–1 required if glide slope not received and minimum altitude of 6600′ required over OM. When both glide slope and OM not received descent below 6000′ not authorized and the no glide slope, straight-in and circling minimums become 700–2.
**500–1 required for circling south of airport due to 5521′ tower 1.5 miles south of airport.
EGW: Englewood RBn and Englewood VHF Int colocated: S crs SPO ILS and IOC VOR R-277 or DEN VOR DME 17 miles R-189.
*Sedalia Int: Int S crs SPO ILS and IOC VOR R-254.
#Derby Int: Int N crs SPO ILS and DEN VOR R-263.
@Broomfield Int: DEN VOR R-263 and GLL VOR R-200.
%Franktown Int: DEN VOR R-160 and IOC VOR R-254.

City, Denver; State, Colo.; Airport Name, Stapleton Airfield; Elev., 5331′; Fac. Class., ILS; Ident., SPO; Procedure No. ILS-35, Amdt. 1; Eff. Date, 20 Apr. 63; Sup. Amdt. No. Orig.; Dated, 16 Feb. 63

ITH-VOR	Alpine RBn (Final)	Direct	3300	T-d*	800–2	800–2	800–2
ATE-VOR	Alpine RBn/Int **	Direct	3300	T-n*	800–3	800–3	800–3
ELM-VOR	Alpine RBn	Direct	3300	C-d	1200–2	1200–2	1200–2
Sayre Int	Alpine RBn	Direct	3300	C-n	1200–3	1200–3	1200–3
Int ATE-VOR R-129 and NE crs loc	Alpine RBn/Int** (Final)	Direct	3300	S-dn-24#	800–1½	800–1½	800–1½
				A-d	1400–2	1400–2	1400–2
				A-n	1400–3	1400–3	1400–3

Procedure turn N side of final approach crs, 059° Outbnd, 239° Inbnd, 3300′ within 10 miles of Alpine RBn.
Minimum altitude at glide slope interception Inbnd, 3300′.
Altitude of glide slope and distance to approach end of runway at OM, 2237′—3.9 miles; at MM, 1170′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing outer marker or 7.0 miles after passing Alpine RBn, climb on crs 239° to 2500′ within 10 miles. Then proceed direct to ELM–VOR, climbing to 3000′. Hold west ELM–VOR, 1-minute right turns, 066° Inbnd.
AIR CARRIER NOTE: Sliding scale NA. No reduction in landing visibility minimums authorized for local conditions.
*Takeoff minimums 800–1½ day and night authorized for runway; 6–24 only when all components of ILS are in operation otherwise 800–2 and 800–3 night apply.
**Alpine INT: INT ATE VOR R-185 and NE crs ELM ILS.
#900–1½ required with glide slope inoperative.

City, Elmira; State, N.Y.; Airport Name, Chemung County; Elev., 951′; Fac. Class., ILS; Ident., I-ELM; Procedure No. ILS-24, Amdt. 3; Eff. Date, 20 Apr. 63; Sup. Amdt No. 2; Dated, 23 Feb. 63

Summit Hill Int	LOM	Direct	2500	T-dn	300–1	300–1	200–½
Wallburg Int	LOM	Direct	2500	C-dn	400–1	500–1	500–1½
Greensboro VOR	LOM	Direct	2500	S-dn-14*	200–½	200–½	200–½
Thomas Int	LOM	Direct	2500	A-dn	600–2	600–2	600–2
Pine Hall Int	LOM (Final)	Direct	2500				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side NW crs, 318° Outbnd, 138° Inbnd, 2500′ within 10 miles.
Minimum altitude at glide slope interception inbnd, 2500′.
Altitude of glide slope and distance to approach end of runway at OM, 2519′—5.7 miles; at MM, 1130′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500′ on SE crs ILS (138°) within 20 miles or, when directed by ATC, turn left, climb to 2500′ on R-054 GSO–VOR within 20 miles or turn left, climb to 2500′ and return direct to LOM.
Other change: Deletes note on approach lights.
*400–¾ required when glide slope not utilized.

City, Greensboro; State, N.C.; Airport Name, Greensboro-High Point; Elev., 923′; Fac. Class., ILS; Ident., I-GSO; Procedure No. ILS-14, Amdt. 8; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 7; Dated, 29 Sept. 62

Pelzer Int	LOM (Final)	Direct	2500	T-dn	300–1	300–1	200–½
Cleveland Int	LOM	Direct	3200	C-dn	500–1	500–1	500–1½
Inman Int	LOM	Direct	3000	S-dn-3*	200–½	200–½	200–½
Spartanburg VOR	LOM	Via SPA–VOR R–233.	2500	A-dn	600–2	600–2	600–2
Princeton Int	LOM	Direct	2500				

Radar vectoring to LOM authorized in accordance with approved patterns.
Procedure turn S side of crs, 212° Outbnd, 032° Inbnd, 2500′ within 10 miles.
Minimum altitude at glide slope interception inbnd, 2500′.
Altitude of glide slope and distance to approach end of runway at OM, 2470′—5.2 miles; at MM, 1157′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3000′ on crs of 032° from LOM within 20 miles or, when directed by ATC, turn right, climb to 2100′, proceed direct to SPA RBn. Hold SW 1-minute right turns.
Other change: Deletes note on approach lights.
*400–¾ required when glide slope not utilized.

City, Greer; State, S.C.; Airport Name, Greenville-Spartanburg (Greer); Elev., 961′; Fac. Class., ILS; Ident., I-SGV; Procedure No. ILS-3, Amdt. 2; Eff. Date, 20 Apr. 63 Sup. Amdt. No. 1; Dated, 12 Jan. 63

PROCEDURE CANCELLED, EFFECTIVE APR. 20, 1963.

City, Lake Charles; State, La.; Airport Name, Chennault AFB; Elev., 19′; Fac. Class., ILS; Ident., I-LKC; Procedure No. ILS-15, Amdt. 4; Eff. Date, 2 Mar. 63; Sup. Amdt. No. 3; Dated, 13 May 61

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Lake Charles RBn	LOM	Direct	1500	T-dn	300–1	300–1	200–½
LCH VOR	LOM	Direct	1500	C-dn	400–1	500–1	500–1½
				S-dn-15	200–½	200–½	200–½
				A-dn	600–2	600–2	600–2

Procedure turn W side of crs, 328° Outbnd, 148° Inbnd, 1500′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1500′.
Altitude of glide slope and distance to approach end of runway at LOM, 1170′—4.2 miles; at LMM, 199′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1500′ on the SE crs of ILS within 20 miles or, when directed by ATC, make immediate right turn, climbing to 1500′ on the LCH VOR R–210 within 20 miles.
Major change: Deletes reference to radar transition and vectoring.

City, Lake Charles; State, La.; Airport Name, Municipal; Elev., 16′; Fac. Class., ILS; Ident., I–LCH; Procedure No. ILS–15, Amdt. 4; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 3; Dated, 2 Mar. 63

Lake Charles VOR	Brown Int*	Direct	1500	T-dn	300–1	300–1	200–½
Lake Charles RBn	Brown Int*	Direct	1500	C-dn	400–1	500–1	500–1½
				S-dn-33	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Procedure turn W side of crs, 148° Outbnd, 328° Inbnd, 1500′ within 10 miles.
Minimum altitude over Brown Int* on final approach crs, 1500′.
Crs and distance, Brown Int* to airport, 328°—5.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing Brown Int,* climb to 1500′ on the NW crs of the ILS within 20 miles.
Major change: Deletes reference to transition and vectoring.
*Brown Int: Int LCH–VOR R–200 and SE crs LCH ILS.

City, Lake Charles; State, La.; Airport Name, Lake Charles Municipal; Elev., 16′; Fac. Class., ILS; Ident., I–LCH; Procedure No. ILS–33, Amdt. 3; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 2; Dated, 2 Mar. 63

Cuba Int	LOM	Direct	1800	T-dn**%	300–1	300–1	200–½
Oakville Int	LOM	Direct	1900	C-dn	500–1	500–1	500–1½
Bruins RBn	LOM	Direct	1800	S-dn-9##	200–½	200–½	200–½
Waverly Int	LOM (Final)	Direct	1700	A-dn	600–2	600–2	600–2
Miller Int	LOM	Direct	1900				
Memphis VOR	LOM	Direct	1900				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side W crs, 267° Outbnd, 087° Inbnd, 1800′ within 10 miles.
Minimum altitude at glide slope int inbnd, 1700′.
Altitude of glide slope and distance to approach end of runway at OM 1650′—4.3 miles, at MM 540′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1900′ on E crs ILS (087°) within 15 miles or, when directed by ATC, turn right, climb to 1900′ on R–135 MEM–VOR within 15 miles.
NOTE: 400–¾ required when glide slope not utilized. Touchdown point approximately 1800′ east of runway threshold.
%AIR CARRIER NOTE: Takeoff at less than 200–½ NA Runway 14–32.
##Runway visual range 2600′ also authorized for landing on Runway 9, provided all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators, and all related airborne equipment are operating satisfactorily. Descent below 491′ msl shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
**Runway visual range 2600′ also authorized for takeoff on Runway 9 in lieu of 200–½ when 200–½ is authorized; provided high intensity runway lights are operational.

City, Memphis; State, Tenn.; Airport Name, Municipal; Elev., 291′; Fac. Class., ILS; Ident., I–MEM; Procedure No. ILS–9, Amdt. 7; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 6; Dated, 22 Dec. 62

MEM–VOR	Oakville Int*	Direct	1900	T-dn#	300–1	300–1	200–½
				C-dn	500–1	500–1	500–1½
				S-dn-27	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side E crs, 087° Outbnd, 267° Inbnd, 1900′ within 10 miles from Oakville Int.
No glide slope. Minimum altitude over Oakville Int on final approach crs, 1300′.
Crs and distance, Oakville Int to airport, 267°—4.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing Oakville Int, climb to 1800′ on W crs ILS within 15 miles or, when directed by ATC, turn left, climb to 1900′ on R–220 MEM–VOR within 15 miles.
#AIR CARRIER NOTE: Takeoff at less than 200–½ NA on Runway 14–32.
*Oakville Int: Int MEM ILS E crs and R–030 MEM–VOR.

City, Memphis; State, Tenn.; Airport Name, Municipal; Elev., 291°; Fac. Class., ILS; Ident., I–MEM; Procedure No. ILS–27, Amdt. 7; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 6; Dated, 22 Dec. 62

SJT VOR	LOM	Direct	3600	T-dn	300–1	300–1	200–½
Tanker Int*	LOM	Direct	3600	C-dn	400–1	500–1	500–1½
Christoval Int	LOM	Direct	3600	S-dn-3**	200–½	200–½	200–½
Christoval Int	Nicker Int	Direct	3600	A-dn	600–2	600–2	600–2
Nicker Int	LOM	Direct	3600				
Edwards Int#	LOM	Direct	3600				

Procedure turn S side of crs, 212° Outbnd, 032° Inbnd, 3600′ within 10 miles.
Minimum altitude at glide slope interception inbnd, 3500′.
Crs and distance, facility to airport, 032°—5.8 miles.
Altitude of glide slope and distance to approach end of runway at OM, 3480′—5.8 miles; at MM, 2110′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn right, climb to 3500′ on SJT–VOR R–083 within 20 miles or, when directed by ATC, climb to 3500′ on R–013 within 20 miles.
*Tanker Int: Int SJT–VOR R–282 and 327° bearing from SJ LOM.
#Edwards Int: Int SJT–VOR R–134 and 080° bearing from SJ LOM.
**400–¾ required when glide slope not received.

City, San Angelo; State, Tex.; Airport Name, Mathis Field; Elev., 1915′; Fac. Class., ILS; Ident., I–SJT; Procedure No. ILS–3, Amdt. 5; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 4; Dated, 16 Mar. 63

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	
0° 0°	360° 360°	Within 10 miles Within 25 miles	2800 3000	Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2800′ within 10 miles, proceed to LOM, hold S 006° Inbnd, right turns, 1-minute pattern.

CAUTION: Smoke stack 1335′ 2.5 miles SE Runway 32. Antenna 1410′ 4.5 miles S Runway 1.

City, Akron; State, Ohio; Airport Name, Akron-Canton; Elev., 1228′; Fac. Class. and Ident., Akron Radar; Procedure No. 1, Amdt. 1; Eff. Date, 20 Apr. 63; Sup. Amdt. No. Orig.; Dated, 9 June 62

000° 200°	200° 360°	Within 30 miles Within 30 miles	5000 4000		Surveillance approach		
				T-dn#	300-1	300-1	200-½
				C-dn*	800-1	800-1	800-1½
				S-dn-28	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring using OAK Radar via approved patterns authorized.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1500′ direct to OAK VOR then to 2000′ on the R-300 in a 1-minute holding pattern (120° Inbnd, 300° Outbnd) right turns or when directed by ATC, proceed direct to the INB LOM climbing to 2500′ in a 1-minute holding pattern NW of LOM (300° Outbnd, 120° Inbnd), left turns.

*All maneuvering will be accomplished south of the Hayward Airport.

#600-2 required for takeoff Runway 4.

City, Hayward; State, Calif.; Airport Name, Hayward Municipal; Elev., 46′; Fac. Class. and Ident., OAK Radar; Procedure No. 1, Amdt. 1; Eff. Date, 20 Apr. 63; Sup. Amdt. No. Orig.; Dated, 1 Sept. 62

PROCEDURE CANCELLED, EFFECTIVE APR. 20, 1963.

City, Lake Charles; State, La.; Airport Name, Chennault AFB; Elev., 19′; Fac. Class. and Ident., Chennault Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 20 June 59

PROCEDURE CANCELLED, EFFECTIVE APR. 20, 1963, OR UPON DECOMMISSIONING OF FACILITY.

City, Lake Charles; State, La.; Airport Name, Lake Charles Municipal; Elev., 16′; Fac. Class. and Ident., Lake Charles Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 24 Nov. 62

000° 040° 185°	360° 185° 040°	Within 20 miles Within 20 miles Within 20 miles	1900 1900 1800		Surveillance approach		
				T-dn*	300-1	300-1	200-½
				C-dn#	500-1	500-1	500-1½
				S-dn-27, 3, 9, and 21.	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

All bearings and distances are from radar antenna site with sector azimuths progressing clockwise. Radar control must provide 3 miles or 1000′ vertical separation; or 3 to 5 miles and 500′ vertical separation from following towers: 1349′ msl 11.2 miles NE, 1340′ msl 9.2 miles NE, 975′ msl 10.6 miles NE and 1333 msl 10 miles NE.

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

Runway 27 and 21: Turn left, climb to 1900′ on R-220 MEM-VOR within 15 miles.

Runway 17: Climb to 1900′ on R-220 MEM-VOR within 15 miles.

Runway 3: Turn right, climb to 1900′ on R-135 MEM-VOR within 15 miles.

Runway 9: Climb to 1900′ on R-135 MEM-VOR within 15 miles.

*AIR CARRIER NOTE: Takeoffs with less than 200-½ NA on Runway 14-32.

#Radar approach NA on Runways 14-32, 17-35.

City, Memphis; State, Tenn.; Airport Name, Municipal; Elev., 291′; Fac. Class. and Ident., Memphis Radar; Procedure No. 1, Amdt. 6; Eff. Date, 20 Apr. 63; Sup. Amdt. No. 5; Dated, 22 Dec. 62

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 March 15, 1963.

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

[F.R. Doc. 63-2992; Filed, Apr. 29, 1963; 8:48 a.m.]

[Reg. Docket No. 1668; Amdt. 317]

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	
Bowles Int	FN LFR (Final)	Direct	1100	T-dn	300–1	300–1	NA
FAT LOM	FN LFR	Direct	2000	C-d	800–1	800–1	NA
				C-n	800–2	800–2	NA
				A-dn	NA	NA	NA

Procedure turn E side of SE crs, 135° Outbnd, 315° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1100′.
Crs and distance, facility to airport, 035°—0.9 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 2000′ on the NW crs of FN LFR within 10 miles.

City, Fresno; State, Calif.; Airport Name, Fresno-Chandler Municipal; Elev., 277′; Fac. Class, SABRAZ; Ident., FN; Procedure No. 1, Amdt. 1; Eff. Date, 27 Apr. 63; Sup. Amdt. No. Orig.; Dated, 29 Dec. 62

FAT LOM	FN LFR	Direct	2000	T-dn	300–1	300–1	NA
				C-d	800–1	800–1	NA
				C-n	800–2	800–2	NA
				A-dn	NA	NA	NA

Procedure turn S side of W crs, 255° Outbnd, 075° Inbnd, 2000′, within 10 miles.
Minimum altitude over facility on final approach crs, 1100′.
Crs and distance, facility to airport, 035°—0.9 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 1500′ on SE crs FN LFR within 20 miles.

City, Fresno; State, Calif.; Airport Name, Fresno-Chandler Municipal; Elev., 277′; Fac. Class., SABRAZ; Ident., FN; Procedure No. 2, Amdt. 1; Eff. Date, 27 Apr. 63; Sup. Amdt. No. Orig.; Dated, 16 Feb. 63

PROCEDURE CANCELLED, EFFECTIVE APRIL 27, 1963.

City, Toledo; State, Ohio; Airport Name, Municipal; Elev., 622′; Fac. Class., SBMRAZ; Ident., TOL; Procedure No. 1, Amdt. 3; Eff. Date, 12 May 62; Sup. Amdt. No. 2; Dated, 17 Mar. 62

PROCEDURE CANCELLED, EFFECTIVE Apr. 27, 1963.

City, Washington; State, D.C.; Airport Name, National; Elev., 16′; Fac. Class., SABRA; Ident., DA; Procedure No. 1, Amdt. 10; Eff. Date, 20 Sept. 62; Sup. Amdt. No. 9; Dated, 2 Sept. 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	
Dallas VOR	LOM	Direct	2000	T-dn	300–1	300–1	200–½
Ross Ave. Int	LOM	Direct	2000	C-dn	400–1	500–1	500–1½
Lakeside Int	LOM	Direct	2000	S-dn-13	400–1	400–1	400–1
Dallas RBn	LOM	Direct	2000	A-dn	800–2	800–2	800–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 307° Outbnd, 127° Inbnd, 2000′ within 10 miles. Nonstandard due to ATC.
Minimum altitude over facility on final approach, 1400′.
Crs and distance, facility to airport, 127°—4.1 miles.
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 2100′ on crs of 127° within 20 miles or, when directed by ATC, turn left, proceed to DAL VOR, climbing to 2000′.
CAUTION: Procedure turn maneuvering must be completed north of final approach course 127°–307°. Standard clearance not provided over 1221′ radio tower 5.6 miles WNW of LOM, 695′ tank 1.7 miles SE of Runway 31.

City, Dallas; State, Tex.; Airport Name, Love Field; Elev., 485′; Fac. Class., LOM; Ident., DA; Procedure No. 1, Amdt. 4; Eff. Date, 27 Apr. 63; Sup. Amdt. No. 3; Dated, 13 Apr. 63

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	
LCH VOR	LOM	Direct	1500	T-dn	300–1	300–1	200–½
LCH RBn	LOM	Direct	1500	C-dn	400–1	500–1	500–1½
				S-dn-15	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Procedure turn W side of crs, 328° Outbnd, 148° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1200′.
Crs and distance, facility to airport, 148°—4.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after passing LOM, climb to 1500′ on crs, 148° within 20 miles, or when directed by ATC, make immediate right turn, climbing to 1500′ on the LCH VOR R–210 within 20 miles.
Major change: Deletes reference to radar transition and vectoring.

City, Lakes Charles; State, La.; Airport Name, Lake Charles Municipal; Elev., 16′; Fac. Class., LOM; Ident., LC; Procedure No. 1, Amdt. 6; Eff. Date, 27 Apr. 63; Sup. Amdt. No. 5; Dated, 2 Mar. 63

				T-dn	400–1	400–1	NA
				C-dn	600–1	600–1	NA
				C-n	600–1½	600–1½	NA
				A-dn	NA	NA	NA

Procedure turn S side of crs, 232° Outbnd, 052° Inbnd, 2700′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 052°—2.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.6 miles after passing MWO RBn, make left climbing turn to 2700′, return to MWO RBn, hold south, 052° Inbnd.
CAUTION: 900′ msl smoke stack SW of airport. 1170′ tower 3 miles east of airport.
NOTES: No weather reporting. Contact Cincinnati Approach Control for clearance. Communications on 122.8 available from sunrise to sunset. Facility owned and operated by city of Middletown.

City, Middletown; State, Ohio; Airport Name, Hook Field Municipal; Elev., 647′; Fac. Class., MHW; Ident., MWO; Procedure No. 1, Amdt. 2; Eff. Date, 27 Apr. 63; Sup. Amdt. No. 1; Dated, 14 July 62

MLT VOR	MLT RBn	Direct	2200	T-dn	400–1	400–1	400–1
				C-dn	600–1	600–1	600–1½
				A-dn	800–2	800–2	800–2

Procedure turn N side of crs, 114° Outbnd, 294° Inbnd, 2200′ within 10 miles.
Minimum altitude over facility on final approach crs, 1300′.
Crs and distance, facility to airport, 294°—1.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.4 NM after passing MLT RBN, make right climbing turn to 2200′, return to MLT RBN. Hold east, 294° Inbnd, right turns, 1 minute.
CAUTION: 600′ smoke stacks 0.3 mile WSW of airport.

City, Millinocket; State, Maine; Airport Name, Millinocket Municipal; Elev., 408′; Fac. Class., SABH; Ident., MLT; Procedure No. 1, Amdt. 1; Eff. Date, 27 Apr. 63; Sup. Amdt. No. Orig.; Dated, 6 Apr. 63

OSH VOR	LOM	Direct	2600	T-dn	300–1	300–1	200–½
				C-d	500–1	500–1	500–1½
				C-n	500–2	500–2	500–2
				S-d-9	400–1	400–1	400–1
				S-n-9	400–1½	400–1½	400–1½
				A-dn	800–2	800–2	800–2

Procedure turn S side of crs, 268° Outbnd, 088° Inbnd, 2600′ within 10 miles.
Minimum altitude over facility on final approach crs, 2500′.
Course and distance, facility to airport, 088°—5.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing LOM, climb to 2600′ on 088° bearing of LOM within 15 miles.
Procedure not authorized from 2300–0700 local time.

City, Oshkosh; State, Wis.; Airport Name, Winnebago County; Elev., 790′; Fac. Class., LOM; Ident., OS; Procedure No. 1, Amdt. Orig.; Eff. Date, 27 Apr. 63

Pratt Int	PTT RBn	Direct	3500	T-dn	300–1	300–1	200–½
St. John Int*	PTT RBn	Direct	3500	C-dn	600–1	600–1½	600–1½
				A	NA	NA	NA

Procedure turn W side of crs, 342° Outbnd, 162° Inbnd, 3500′ within 10 miles.
Minimum altitude over facility on final approach course, 2600′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make right turn climbing to 3500′, return to PTT RBn.
NOTE: Runway lights on 17–35 only.
*St. John Int: Int 342° bearing from PTT RBn and R–255 HUT VOR.

City, Pratt; State, Kans.; Airport Name, Municipal; Elev., 1959′; Fac. Class., MH; Ident., PTT; Procedure No. 1, Amdt. Orig.; Eff. Date, 27 Apr. 63

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	
Parowan Int# Summit Int##	Summit Int## CDC VOR	Direct Direct	11,500 7,300	T-dn* C-dn S-dn-18 A-dn	300–1 700–1 400–1 800–2	300–1 700–1 400–1 800–2	300–1 700–1½ 400–1 800–2

Procedure turn W side of crs, 348° Outbnd, 168° Inbnd, 8000′ within 10 miles. Beyond 10 miles NA due to high terrain.
Minimum altitude over facility on final approach crs, 7300′.
Crs and distance, facility to airport, 177°—4.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing CDC–VOR, make right climbing turn, climb to 8000′ on R–348 within 10 miles of CDC–VOR, all turns west.
CAUTION: 6000′ terrain 2 miles south of airport.
#Parowan Int: Int BCE–VOR R–276 and CDC–VOR R–043.
##Summit Int: Int BCE–VOR R–276 and CDC–VOR R–348.
*600–1, Runways 8 and 18.

City, Cedar City; State, Utah; Airport Name, Cedar City Municipal; Elev., 5622′; Fac. Class., VOR; Ident., CDC; Procedure No. 1, Amdt. 1; Eff. Date, 27 Apr. 63; Sup. Amdt. No. Orig.; Dated, 9 Mar. 63

				T-dn C-dn A-dn	300–1 400–1 800–2	300–1 500–1 800–2	200–½ 500–1½ 800–2

Procedure turn S side of crs, 072° Outbnd, 252° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 252°—6.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 miles after passing VOR, climb to 1500′ on the LCH VOR R–249 within 20 miles.
Major change: Deletes reference to radar transition and vectoring.

City, Lake Charles; State, La.; Airport Name, Lake Charles Municipal; Elev., 16′; Fac. Class., BVOR; Ident., LCH; Procedure No. 1, Amdt. 3; Eff. Date, 27 Apr. 63; Sup. Amdt. No. 2; Dated, 2 Mar. 63

				T-dn C-d C-n A-dn	300–1 700–1 700–2 NA	300–1 700–1 700–2 NA	

Procedure turn W side of crs, 001° Outbnd, 181° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1300′.
Crs and distance, facility to airport, 211°—8.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.2 miles after passing JOT VOR, make left turn, climbing to 2000′ and proceed direct to JOT VOR.
CAUTION: Airport without weather reporting service.
Other change: Deletes transition from JOT–LFR.

City, Morris; State, Ill.; Airport Name, Morris Municipal; Elev., 588′; Fac. Class., BVORTAC; Ident., JOT; Procedure No. 1, Amdt. 1; Eff. Date, 27 Apr. 63; Sup. Amdt. No. Orig.; Dated, 20 June 59

PROCEDURE CANCELLED, EFFECTIVE Apr. 27, 1963.

City, Myrtle Beach; State, S.C.; Airport Name, Myrtle Beach AFB/Municipal; Elev., 25′; Fac. Class., BVOR; Ident., MYR; Procedure No. 1, Amdt. 4; Eff. Date, 8 Dec. 62; Sup. Amdt. No. 3; Dated, 19 July 58

				T-dn C-d* C-n* A-dn	300–1 700–1 700–2 800–2	300–1 700–1 700–2 800–2	200–½ 700–1½ 700–2 800–2

Procedure turn W side of crs, 159° Outbnd, 339° Inbnd, 2800′ within 10 miles.
Minimum altitude over facility on final approach crs, 2500′.
Crs and distance, facility to airport, 339°—4.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing VOR, climb to 3500′ on R–339 within 10 miles.
AIR CARRIER NOTE: Sliding scale not authorized.
CAUTION: After takeoff NW, left turn not authorized until 3500′ is reached. TV tower 2549′ msl 3 miles WSW of airport. Hills 1700′ msl 2.1 miles W of final approach crs, 1864′ msl tower 3.5 miles N of airport. Tower 1895′ msl 1.6 miles WSW of airport.
*Circling NA in area west of Wisconsin River.

City, Wausau; State, Wis.; Airport Name, Wausau Municipal; Elev., 1205′; Fac. Class., BVOR; Ident., AUW; Procedure No. 1, Amdt. 4; Eff. Date, 27 Apr. 63; Sup. Amdt. No. 3; Dated, 6 Apr. 63

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	
Mansfield Int	CMI VOR	Direct	2300	T–dn	300–1	300–1	200–½
				C–dn	500–1	500–1	500–1½
				S–dn–4	500–1	500–1	500–1
				A–dn	800–2	800–2	800–2

Procedure turn S side of crs, 230° Outbnd, 050° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 1300′.
Crs and distance, breakoff point to Runway 4, 038°—0.75 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of CMI VOR, make right turn, climb to 2300′ on R–120 CMI VOR within 10 miles, or when directed by ATC, make climbing left turn to 2700′ and proceed to Mansfield Int via CMI R–325.
CAUTION: Tower 1703′ msl 9 miles NW of airport. Tower 1146′ msl 2.1 miles NNE of airport.

City, Champaign; State, Ill.; Airport Name, University of Illinois-Willard; Elev., 753′; Fac. Class., BVORTAC; Ident., CMI; Procedure No. TerVOR–4, Amdt. 2; Eff. Date, 27 Apr. 63; Sup. Amdt. No. 1; Dated, 25 Aug. 62

Mansfield Int	CMI VOR	Direct	2300	T–dn	300–1	300–1	200–½
				C–dn	500–1	500–1	500–1½
				S–dn–31	500–1	500–1	500–1
				A–dn	800–2	800–2	800–2

Procedure turn S side of crs, 120° Outbnd, 300° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 1300′.
Crs and distance, breakoff point to Runway 31, 313°—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of CMI VOR, make left turn, climb to 2300′ on R–120 CMI VOR within 10 miles, or when directed by ATC, climb to 2700′ and proceed to Mansfield Int* via CMI R–325.
CAUTION: Tower 1703′ msl 9 miles NW of airport. Tower 1146′ msl 2.1 miles NNE of airport.

City, Champaign; State, Ill.; Airport Name, University of Illinois—Willard; Elev., 753′; Fac. Class., BVORTAC; Indent., CMI; Procedure No. TerVOR–31, Amdt. 2; Eff. Date, 27 Apr. 63; Sup. Amdt. No. 1; Dated, 25 Aug. 62

				T–dn	300–1	300–1	200–½
				C–dn	700–1	700–1	700–1½
				S–dn–13	600–1	600–1	600–1
				A–dn	800–2	800–2	800–2

Procedure turn W side of crs, 320° Outbnd, 140° Inbnd, 1500′ within 10 miles.
Facility on airport. Bearing and distance, breakoff point to Runway 13, 130°—0.4 mile.
Minimum altitude over facility on final approach crs, 800′.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn left, climb to 1500′ on R–320 within 20 miles.
CAUTION: 404′ msl tower 1.1 miles SSW of airport. Night operation authorized on Runways 17–35 and 13–31 only.

City, Gulfport; State, Miss.; Airport Name, Gulfport Municipal; Elev., 28′; Fac. Class., BVOR; Ident., GPT; Procedure No. TerVOR–13, Amdt. 3; Eff. Date, 27 Apr. 63; Sup. Amdt. No. 2; Dated, 23 Mar. 63

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

VOR-DME STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
8-mile Fix R–237	0-mile Fix R–237	Direct	2200	T–dn*	300–1	300–1	200–½
0-mile Fix R–057#	10-mile Fix R–057	Direct	1600	C–d	600–1	600–1	600–1½
10-mile Fix R–057	12.6-mile Fix R–057	Direct	1000	C–n	600–2	600–2	600–2
				A–dn	1000–2	1000–2	1000–2

Procedure turn S side of crs, 237° Outbnd, 057° Inbnd, 2200′ within 10 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 12.6-mile DME Fix R–057, climb to 2200′ on EVV R–057, make right turn and return to EVV VOR or, when directed by ATC, climb to 2000′ on EVV VOR R–057, make left turn and proceed to EV LOM.
NOTE: When authorized by ATC, DME may be used within 8 miles to position aircraft for final approach with the elimination of procedure turn.
AIR CARRIER NOTE: Sliding scale authorized only on Runways 3–21 and 18–36.
CAUTION: 933′ tower 8.5 miles NE of VOR on final approach course.
*300–1 on Runway 9–27.
#Zipp Int: 10-mile DME Fix on EVV R–057.

City, Evansville; State, Ind.; Airport Name, Dress Memorial; Elev., 389′; Fac. Class., BVORTAC; Ident., EVV; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. Date, 27 Apr. 63

VOR–DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
25-mile Fix on R–113	12-mile Fix on R–113	Direct	4500	T–dn	300–1	300–1	200–½
12-mile Fix on R–113	10-mile Fix on R–113	Direct	4300	C–dn	400–1	500–1	500–1½
				S–dn–30	400–1	400–1	400–1
				A–dn	800–2	800–2	800–2

When authorized by ATC, DME may be used within 25 miles at 5500′, within 15 miles between R–130 clockwise to R–180 at 5100′, and between R–180 clockwise to R–130 at 4500′ to position aircraft for a final approach with the elimination of a procedure turn.
Procedure turn E side of crs 113° Outbnd, 293° Inbnd, 4800′ within 10 miles.
Minimum altitude over 10-mile fix on R–113 on final approach crs 4300′.
Course and distance, 10-mile fix to airport, 293°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 5.7-mile DME fix on R–113, proceed direct to LBB VOR, climb to 4800′ on R–293 within 15 miles.
CAUTION: 3386′ water tower located on east side of airport.

City, Lubbock; State, Tex.; Airport Name, Municipal; Elev., 3256′; Fac. Class., BVOR–DME; Ident., LBB; Procedure No. VOR/DME No. 2, Amdt. Orig.; Eff. Date, 27 Apr. 63

34-mile DME Fix, R–158	20-mile DME Fix, R–158	Direct	9000	T–dn*	300–1	300–1	200–½
20-mile DME Fix, R–158	15-mile DME Fix, R–158	Direct	7300	C–dn	600–1	600–1	600–1½
15-mile DME Fix, R–158	10-mile DME Fix, R–158	Direct	6100	S–dn–34L	400–1	400–1	400–1
10-mile DME Fix, R–158	4.6-mile DME Fix, R–158	Direct	4600	A–dn	800–2	800–2	800–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn not authorized.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 4.6-mile DME Fix, R–158, make a left climbing turn, climb to 9000′ on the R–248 SLC–VOR within 20 miles.
CAUTION: 5000′ terrain 4.6 miles east of VOR. 4541′ radio tower 3 miles SE of VOR.
*1500–2 required for takeoff Runway 7.

City, Salt Lake City; State, Utah; Airport Name, Salt Lake City Municipal No. 1; Elev., 4226′; Fac. Class., BVORTAC; Ident., SLC; Procedure No. VOR/DME No. 2, Amdt. 2; Eff. Date, 27 Apr. 63; Sup. Amdt. No. 1; Dated, 23 Mar. 63

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
DAL VOR	Fair Park Int	Direct	2100	T–dn	300–1	300–1	200–½
DAL RBn	Ross Ave Int	Direct	2100	C–dn	400–1	500–1	500–1½
Trinity Fork Int	Fair Park Int	Direct	2100	S–dn–31	400–1	400–1	400–1
Fair Park Int	Ross Ave Int (Final)	Direct	1500	A–dn	800–2	800–2	800–2
Duncanville RBN	Fair Park Int	Direct	2100				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side SE crs, 127° Outbnd, 307° Inbnd, 2100′ within 10 miles of Ross Ave. Int.
Altitude over Ross Ave. Int. 1500′; over DDA RBn or Tank Fix#, 1000′*.
Crs and distance, Ross Ave. Int to Runway 31, 307°—3.2 miles; DDA RBn or Tank Fix# to Runway 31, 307°—1.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles after passing Ross Ave. Int, climb to 2000′ on NW crs ILS within 20 miles on, when directed by ATC, turn right, proceed direct to DAL VOR climbing to 2000′ or, when under positive radar contact, climb to 2000′ on crs, as directed by ATC within 20 miles.
CAUTION: 695′ msl tank 1.7 miles from approach end of Runway 31. Structure 1095′ msl 1.2 miles S of Ross Ave. Int.
NOTE: No glide slope. Back course unusable for automatic approaches.
*Descent below 1000′ msl NA unless position over DDA RBn or Tank Fix determined.
#Tank Fix is Tank FM/Int R–210 DAL VOR and SE crs ILS/Radar Fix.

City, Dallas; State, Tex.; Airport Name, Love Field; Elev., 485′; Fac. Class. and Ident., ILS–IDAL; Procedure No. ILS–31, Amdt. 9; Eff. Date, 27 Apr. 63; Sup. Amdt. No. 8; Dated, 13 Apr. 63

OSH VOR	LOM	Direct	2600	T–dn	300–1	300–1	200–½
				C–d	500–1	500–1	500–1½
				C–n	500–2	500–2	500–2
				S–d–9	400–1	400–1	400–1
				S–n–9	400–1½	400–1½	400–1½
				A–dn*	800–2	800–2	800–2

Procedure turn S side of crs, 268° Outbnd, 088° Inbnd, 2600′ within 10 miles.
Minimum altitude over facility on final approach course 2500′.
No glide slope.
Distance to approach end of runway at OM, 5.7 miles; at MM, 0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing LOM, climb to 2600′ on east course of ILS within 15 miles.
NOTE: No approach lights.
*Alternate minimums not authorized 2300 to 0700 local time.

City, Oshkosh; State, Wis.; Airport Name, Winnebago County; Elev., 790′; Fac. Class., ILS; Ident., I–OSH; Procedure No. ILS–9, Amdt. Orig.; Eff. Date, 27 Apr. 63

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	
SJ-LOM	Concho Int*	Direct	3500	T-dn	300-1	300-1	200-½
SJT-VOR	Concho Int	Direct	3500	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 032° Outbnd, 212° Inbnd, 3400′ within 10 miles. Nonstandard to avoid flying over city and TV tower north of city.
Minimum altitude over Concho Int on final approach crs, 2500′.
Crs and distance, Concho Int to airport 212°—1.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.7 miles after passing Concho Int, climb straight ahead to LOM at 3500′, or when directed by ATC, turn left, intercept and proceed on SJT-VOR R-170 to Christoval Int.
NOTE: No glide slope or approach lights.
CAUTION: 2480′ msl tower located 4.2 miles NW of airport. Unlighted 70′ TV receiver antenna located adjacent to north boundary of airport approximately 400′ W of Runway 03 centerline extended.
*Concho Int: Int NE ILS-Loc crs and SJT-VOR R-300.

City, San Angelo; State, Tex.; Airport Name, Mathis Field; Elev., 1915′; Fac. Class., ILS; Ident., I-SJT; Procedure No. ILS-21, Amdt. Orig.; Eff. Date, 27 Apr. 63

San Jose VOR	LOM (Final)	Direct	1700	T-dn#*	300-1	300-1	200-½
SFO VOR	LOM	Direct	2000	C-dn	500-1	600-1	600-1½
Fremont FM/HW	LOM (Final)	Direct	1700	S-dn 28R%	200-½	200-½	200-½
OAK VOR	LOM	Direct	2000	A-dn	600-2	600-2	600-2
Woodside VOR	LOM	Direct	4000	S-dn 28L	400-1	400-1	400-1

Radar transitions and vectoring using San Francisco Radar authorized in accordance with approved radar patterns.
No procedure turn authorized. All necessary maneuvering and descent shall be accomplished in accordance with and within the confines of the SFO LOM holding pattern. (One-minute left turns, 2000′ minimum altitude. Final approach crs, 101° Outbnd, 281° Inbnd.)
Minimum altitude at glide slope int Inbnd, 1700′.
Altitude of glide slope and distance to approach end of runway at OM 1720′—5.7 miles; at MM, 240′—0.6 mile.
Crs and distance, OM to Runway 28L, 279°—5.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3000′ on SFO VOR R-287 or on 287° crs from LMM within 15 miles.
CAUTION: Circling minimums do not provide standard clearance over high terrain W and SW of airport.
#300-1 required for takeoff Runway 19 R-L.
%Runway visual range 2600′ also authorized for landing on Runway 28R; provided that all components of the ILS, high-intensity runway lights, approach lights, condenser-discharge flashers, middle compass locater, outer compass locater and all related airborne equipment are operating satisfactorily. Descent below the authorized landing minimum altitude of 211′ shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
*Runway visual range 2600′, also authorized for takeoff on Runway 28 R and L in lieu of 200-½, when 200-½ authorized, providing high-intensity runway lights are operational.

City, San Francisco; State, Calif.; Airport Name, International; Elev., 11′; Fac. Class., ILS; Ident., I-SFO; Procedure No. ILS-28R-L, Amdt. 17; Eff. Date, 27 Apr. 63; Sup. Amdt. No. 16; Dated, 10 Mar. 62

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
000	360	Within 30 miles	14,000	Surveillance approach			
				T-dn-34L and R, 16L and R, 14, 32, and 25	300-1	300-1	200-½
				T-dn-7	1500-2	1500-2	1500-2
				C-dn-All	600-1	600-1	600-1½
				S-dn-34L and R, 16R	400-1	400-1	400-1
				S-dn-16L	600-1	600-1	600-1
				A-dn-All	800-2	800-2	800-2

Radar transitions and vectoring authorized with approved radar patterns and sector altitudes.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make climbing turn to the west and climb to 9000′ on R-248 SLC-VOR within 20 miles or, when directed by ATC, climb to 9000′ on R-329 within 12 miles.

City, Salt Lake City; State, Utah; Airport Name, Salt Lake City Municipal No. 1; Elev., 4226′; Fac. Class. and Ident., Salt Lake City Radar; Procedure No. 1, Amdt. 4; Eff. Date, 27 Apr. 63; Sup. Amdt. No. 3; Dated, 23 Mar. 63

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 March 22, 1963.

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

[F.R. Doc. 63-3221; Filed, Apr. 29, 1963; 8:48 a.m.]

[Reg. Docket No. 1685; Amdt. 318]

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 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	
Lexington Int	LOM	Direct	1900	T-dn	300–1	300–1	200–½
Columbia VOR	LOM	Direct	1700	C-dn	500–1	500–1	500–1½
Thomas Int	LOM (final)	Direct	1500	S-dn-5	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Procedure turn west side southwest crs, 226° Outbnd, 046° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 046°—3.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, climb to 2000′ on crs of 046° from the LOM, intercept and proceed outbound on R-005 of VOR within 10 miles or, when directed by ATC, turn left, climb to 2000′ on R-330 of CAE-VOR withing 10 miles.

City, Columbia; State, S. C.; Airport Name, Columbia; Elev., 244′; Fac. Class., LOM; Ident., CA; Procedure No. 1, Amdt. 8; Eff. Date, 4 May 63; Sup. Amdt. No. 7; Dated 3 Nov. 62

				T-dn	300–1	300–1	200–½
				C-dn	400–1	500–1	500–1½
				S-dn-25	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Procedure turn north side of crs, 063° Outbnd, 243° Inbnd, 3500′ within 10 miles.
Minimum altitude over facility on final approach crs, 3000′.
Crs and distance, facility to airport, 243°—4.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing DUJ RBn, make a right climbing turn to 3500′, return to the facility. Hold northeast 1-minute right turns, inbound crs 243°.

City, DuBois; State, Pa.; Airport Name, DuBois-Jefferson; Elev., 1814′; Fac. Class., BH; Ident., DUJ; Procedure No. 1, Amdt. 2; Eff. Date, 4 May 63; Sup. Amdt. No. 1; Dated, 28 Apr. 62

FI LFR	LOM	Direct	4000	T-dn	300–1	300–1	200–½
Wood River Int	LOM	Direct	4000	C-dn	1200–2	1200–2	1200–2
Chena Int	LOM	Direct	4000	S-dn-19	1200–2	1200–2	1200–2
Alder RBn	LOM	Direct	4000	A-dn	1200–2	1200–2	1200–2
Fox RBn	LOM (final)	Direct	2300	If simultaneous ADF tracking on LOM and LMM utilized, the following minimums apply:			
				C-dn	700–1	700–1	700–1½
				S-dn-19	700–1	700–1	700–1½
				A-dn	800–2	800–2	800–2
				If 3.3-mile radar fix received, the following minimum apply:			
				C-dn	400–1	500–1	500–1½
				S-dn-19	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar transitions to final approach course authorized.
Radar transitions and vectoring using Fairbanks Radar authorized in accordance with approved radar patterns.
Procedure turn west side of crs, 009° Outbnd, 189° Inbnd, 4000′ within 15 miles. Procedure turn authorized on either Fox RBn or LOM.
Minimum altitude over facility on final approach crs, 2300′. Descent below 4000′ NA until past Fox RBn inbnd.
Crs and distance, facility to airport, 189°—5.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing LOM, turn left, climb to 2400′, proceeding direct to FI-LFR. Continue on east crs of LFR to Chena Int or, when directed by ATC, climb to 4000′ on south crs Fairbanks ILS within 20 miles.
CAUTION: 1. All maneuvering east of airport, 800′ terrain 1.7 miles west rising to 1000′ at 2 miles west. 2. 1300′ hill 1.6 miles west of LOM.

City, Fairbanks; State, Alaska; Airport Name, Fairbanks International; Elev., 434′; Fac. Class., LOM; Ident., FA; Procedure No. 1, Amdt. 7; Eff. Date, 4 May 63; Sup. Amdt No. 6; Dated, 9 Dec. 61

Knoxville RBn	LOM	Direct	2500	T-dn	300–1	300–1	200–½
Rasar Int	LOM	Direct	3700	C-d	500–1	500–1	500–1½
Loudon Int	LOM	Direct	2500	C-n	500–1½	500–1½	500–1½
TYS VOR	LOM	Direct	2500	S-dn-4L	400–1	400–1	400–1
Tallassee Int	LOM	Direct	2500	A-dn	800–2	800–2	800–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn west side southwest crs, 225° Outbnd, 045° inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 2500′.
Crs and distance, facility to airport, 045°—5.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, climb on mag heading 045° until intercepting 070° mag brng from TS RBn. Continue climb to 3000′ on 070° mag brng from TS RBn within 20 miles or, when directed by ATC, turn left, climb to 3000′ on 350° mag brng from TS RBn within 20 miles, or climb to 3000′ on R-069 TYS-VOR within 20 miles.

City, Knoxville; State, Tenn.; Airport Name, McGhee-Tyson; Elev., 989′; Fac. Class., LOM; Ident., TY; Procedure No. 1, Amdt. 20; Eff. Date, 4 May 63; Sup. Amdt. No. 19; Dated, 18 Aug. 62

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	
OAK SABH	Fremont FM/RBn	Direct	4000	T-dn	300–1	300–1	200–½
OAK VOR	Fremont FM/RBn	Direct	4000	C-dn	500–1	500–1	500–1½
Fremont FM/RBn	LOM (final)	Direct	1700	S-dn-29	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar transition and vectoring authorized using Oakland Radar in accordance with approved patterns.
Procedure turn NA. All maneuvering and descent to 4000′ shall be accomplished in the Fremont FM/RBn holding pattern, 110° Outbnd, 290° Inbnd, 1-minute pattern, right turns.
Minimum altitude over facility on final approach crs, 1700′.
Crs and distance, facility to airport, 293°—5.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.2 miles after passing LOM, climb straight ahead to 1000′, heading 293°, then make a right climbing turn, continuing climb to 2500′ in a 1-minute holding pattern NW of LOM, 300° Outbnd, 120° Inbnd, left turns.

City, Oakland; State, Calif.; Airport Name, Metropolitan Oakland International; Elev., 5′; Fac. Class., LOM; Ident., IN; Procedure No. 1, Amdt. 1; Eff. Date, 4 May 63; Sup. Amdt. No. Orig.; Dated, 19 Jan. 63

PBI-VOR	LOM	Direct	1600	T-dn	300–1	300–1	200–½
PBI-LFR	LOM	Direct	1600	C-dn	500–1	500–1	500–1½
Monet Int	LOM	Direct	1600	S-dn-9	500–1	500–1	500–1
Andrews Int	LOM	Direct	2000	A-dn	800–2	800–2	800–2
Shawnee Int* (final)	LOM	Direct	1600				
Morgan Int	LOM	Direct	1600				
Willy Int	LOM	Direct	1600				
Pompano Int	LOM	Direct	2000				

Procedure turn north side of crs, 273° Outbnd, 093° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, 1600′.
Crs and distance, facility to airport, 093°—5.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing LOM, climb to 2000′ on crs of 093° within 20 miles of LOM.
*Shawnee Int may be used in lieu of procedure turn when authorized by West Palm Beach approach control.

City, West Palm Beach; State, Fla.; Airport Name, Palm Beach International; Elev., 19′; Fac. Class., LOM; Ident., PB; Procedure No. 1, Amdt. 2; Eff. Date, 4 May 63, Sup. Amdt. No. 1; Dated, 22 Sept. 62

YNG VOR	LOM	Direct	2600	T-dn	300–1	300–1	200–½
Canfield Int	Hubbard RBn	Direct	3000	C-dn	400–1	500–1	500–1½
Hubbard RBn	LOM (final)	Direct	2600	S-dn-32	400–1	400–1	400–1
Mercer Int	Hubbard RBn	Direct	3000	A-dn	800–2	800–2	800–2
Sharpsville Int	Hubbard RBn	Direct	2600				
Palestine Int	Hubbard RBn	Direct	3000				

Procedure turn north side of crs, 139° Outbnd, 319° Inbnd, 2600′ within 10 miles.
Minimum altitude over facility on final approach crs, 2600′.
Crs and distance, facility to airport, 319°—4.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing LOM, climb straight ahead to 2600′, make right turn and proceed to YN LOM. Hold SE, 1-minute right turns, 319° Inbnd.
Other change: Deletes transition from YNG LFR.

City, Youngstown; State, Ohio; Airport Name, Youngstown Municipal; Elev., 1196′; Fac. Class., LOM; Ident., YN; Procedure No. 1, Amdt. 8; Eff. Date, 4 May 63; Sup. Amdt. No. 7; Dated, 23 June 62

2. 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	
Alexandria LFR	AXN-VOR	Direct	2600	T-dn	300–1	300–1	200–½
				C-d	700–1	700–1	700–1½
				C-n	700–2	700–2	700–2
				S-d-22	700–1	700–1	700–1
				S-n-22	700–2	700–2	700–2
				A-dn	800–2	800–2	800–2

Procedure turn north side of crs, 044° Outbnd, 224° Inbnd, 2600′ within 10 miles.
Minimum altitude over facility on final approach crs, 2600′.
Crs and distance, facility to airport, 224°—8.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.3 miles after passing AXN-VOR, make left climbing turn to 2600′ and return to VOR.
CAUTION: Tank 1585′ MSL located 1 mile N of airport. Radio tower 1573′ MSL located 1½ miles NW of airport. Radio tower 1555′ MSL located 1 mile E of airport.

City, Alexandria; State, Minn.; Airport Name, Municipal; Elev., 1425′; Fac. Class., BVOR; Ident., AXN; Procedure No. 1, Amdt. 5; Eff. Date, 4 May 63; Sup. Amdt. No. 4; Dated, 20 Aug. 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	
Amarillo RBn	AMA-VOR	Direct	4800	T-dn	300-1	300-1	200-½
AM LOM	AMA-VOR	Direct	5000	C-dn	500-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring using Amarillo Radar authorized in accordance with approved radar patterns.
Procedure turn north side of crs, 029° Outbnd, 209° Inbnd, 5000′ within 10 miles.
Minimum altitude over facility on final approach crs, 4600′.
Crs and distance, facility to airport, 209°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing AMA-VOR, climb to 5000′ on R-209 within 15 miles, or when directed by ATC, turn left, climb to 5000′ on R-076 within 15 miles.
CAUTION: 3764′ MSL grain elevator located adjacent to SW boundary of airport.

City, Amarillo; State, Tex.; Airport Name, AFB/Municipal; Elev., 3607′; Fac. Class., BVORTAC; Ident., AMA; Procedure No. 1, Amdt. 10; Eff. Date, 4 May 63; Sup. Amdt. No. 9; Dated, 19 May 62

PROCEDURE CANCELLED, EFFECTIVE MAY 4, 1963.

City, Amarillo; State, Tex.; Airport Name, AFB/Municipal; Elev., 3604′; Fac. Class., BVORTAC; Ident., AMA; Procedure No. 2, Amdt. 7; Eff. Date, 19 May 62; Sup. Amdt. No. 6; Dated, 27 Jan. 62

Amarillo VOR	Buffalo VOR	Direct	5000	T-dn	300-1	300-1	200-½
Amarillo RBn	Buffalo VOR	Direct	5000	C-dn	500-1	500-1	500-1½
ILS LOM	Buffalo VOR	Direct	5000	S-dn-3	500-1	500-1	500-1
Canyon Int	Buffalo VOR	Direct	5000	A-dn	800-2	800-2	800-2
Claude Int	Buffalo VOR	Direct	5000				
Finley Int	Buffalo VOR	Direct	5000				
Palo Duro Int	Buffalo VOR	Direct	5000				
Plant Int	Buffalo VOR	Direct	5300				
Sam Int	Buffalo VOR	Direct	5300				
Tower Int	Buffalo VOR	Direct	5000				
West Side Int	Buffalo VOR	Direct	5000				

Radar transitions and vectoring using Amarillo Radar authorized in accordance with approved radar patterns.
Teardrop procedure turn—Procedure turn east side of crs 198° Outbnd, 034° Inbnd, 5100′ within 10 miles.
Minimum altitude over facility on final approach crs, 5100′, and maintain 5000′ or above until passing OM/LOM.
Crs and distance, facility to airport, 034°—7.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.7 miles after passing ARO-VOR, climb to 5000′ on R-034 ARO-VOR within 20 miles.
CAUTION: Towers 3994′ msl 3.4 miles SW; 3886′ msl 2.1 miles SW; 3885′ msl 2.7 miles SW of airport. 3764′ msl grain elevator located adjacent to SW boundary of airport.

City, Amarillo; State, Tex.; Airport Name, Amarillo AFB/Municipal; Elev., 3607′; Fac. Class., VORW; Ident., ARO; Procedure No. 3, Amdt. 1; Eff. Date, 4 May 63; Sup. Amdt. No. Orig.; Dated, 26 May 62

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn south side of crs , 150° Outbnd, 330° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 1800′.
Crs and distance, facility to airport, 330°—5.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing CAE-VOR, climb to 2000′ on R-330 within 10 miles.
Other change: Deletes transition from Columbia LFR. Deletes straight-in minima.

City, Columbia; State, S.C.; Airport Name, Columbia; Elev., 244′; Fac. Class., BVOR; Ident., CAE; Procedure No. 1, Amdt. 7; Eff. Date, 4 May 63; Sup. Amdt. No 6; Dated, 27 May 61

Fairbanks Int	HOU FM#	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Radar terminal area maneuvering altitude all directions 2200′ within 20 miles. Radar may be used to position aircraft for a final approach within 5 miles of VOR, with elimination of a procedure turn.
Radar vectoring authorized in accordance with approved patterns.
Procedure turn west side of crs, 306° Outbnd, 126° Inbnd, 1800′ within 10 miles of HOU FM#. Beyond 10 miles NA.
Minimum altitude over HOU FM# on final approach crs, 1500′.
Crs and distance, HOU FM# to airport, 126°—4.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing HOU FM (or within 0.0 mile of HOU-VOR if HOU FM not identified or radar fix not obtained on final, climb to 2200′ on HOU-VOR R-171 within 15 miles.
CAUTION: 1232′ TV tower 11 miles SSE of VOR.
#Radar fix 4.8 miles from HOU-VOR may be used in lieu of HOU FM. If HOU FM not identified or radar fix not obtained on final, descent below 1500′ NA.

City, Houston; State, Tex.; Airport Name, International; Elev., 50′; Fac. Class., H-BVORTAC; Ident., HOU; Procedure No. 1, Amdt. 8; Eff. Date, 4 May 63; Sup. Amdt. No. 7; Dated, 7 Apr. 62

Seawood Int	High Tide Int	Direct	2000	T-dn*	500-1	500-1	500-1
High Tide Int	Lihue VOR (final)	Direct	**700	C-d#	600-1½	600-1½	600-1½
				C-n#	700-2	700-2	700-2
				A-dn	1000-2	1000-2	1000-2

Procedure turn north side of crs, 119° Outbnd, 299° Inbnd, 2600′ within 10 miles. Procedure turn not required when cleared for approach from Seaweed Int via High Tide; Int.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, facility to airport, 328°—0.9 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make right turn climb to 3000′ on R-030 within 20 miles, reverse course, climbing to 4000′ over LIH-VOR.
CAUTION: Terrain 725′ high, 1.3 miles NW and 786′, 1.8 miles south of airport.
AIR CARRIER NOTE: Sliding scale not authorized.
Other change: Deletes reference to DME.
*Takeoff on Runway 21 restricted to 600-2 day, 700-2 night.
**800 night.
#Circling to west not authorized.

City, Lihue; State, Hawaii; Airport Name, Lihue; Elev., 148′; Fac. Class., BVOR; Ident., LIH; Procedure No. 2, Amdt. 1; Eff. Date, 4 May 63; Sup. Amdt. No. Orig. Dated, 2 June 62

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	
Scarsdale VHF Int	Randall Int**	Direct	1500	T-dn	300–1	300–1	200–½
Randall Int**	LGA VOR (final)	Direct	*700	C-dn	700–2	700–2	700–2
				A-dn	800–2	800–2	800–2

Procedure turn NA. Final approach crs, 226°.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, facility to airport, 178°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.4 mile after passing LGA VOR, climb to 2500′ on LGA VOR R-221 to Prospect Int. Hold SW Prospect Int, left turns, 1-minute inbnd, crs 041°.
AIR CARRIER NOTE: Sliding scale not authorized for landing on Runways 13, 31, and 22.
NOTES: 1. Radar vectors may be substituted for the above transitions. 2. Dual VOR equipment required for execution of this procedure.
*Descent to landing minimums authorized only after passing Randall VHF Int.**
**Randall VHF Int: Int LGA VOR R-046 and IDL VOR R-002.

City, New York; State, N.Y.; Airport Name, LaGuardia; Elev., 20′; Fac. Class., L-VOR; Ident., LGA; Procedure No. 1, Amdt. Orig.; Eff. Date, 4 May 63

Scarsdale VHF Int	Prospect VHF Int	Direct	2500	T-dn	300–1	300–1	200–½
Keansburg VHF Int	Prospect VHF Int	Direct	2500	C-dn	700–2	700–2	700–2
Liberty VHF Int	Int LGA ILS SW crs and IDL R-270	Via IDL R-270	2500	A-dn	800–2	800–2	800–2
Int LGA ILS SW crs and IDL R-270	Prospect VHF Int	Direct	2500				
Prospect VHF Int	Diamond Int**	Direct	*1200				
Diamond Int**	LGA VOR (final)	Direct	700				

Procedure turn NA. Final approach crs, 041°.
Minimum altitude over Diamond Int on final approach, 1200′.
Crs and distance, Diamond Int ** to airport, 041°—5.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing LGA VOR, climb to 4000′ on LGA VOR R-046 to Stamford Int. Cross Scarsdale Int at 3000′ or above. Hold NE Stamford Int, 1-minute left turns, inbnd crs 226°.
AIR CARRIER NOTE: Sliding scale NA for landing on Runways 13, 31, and 22.
NOTES: 1. Radar vectors may be substituted for the above transitions. 2. Dual VOR equipment required for execution of this procedure.
*Descent to landing minimums authorized only after passing Diamond VHF Int.**
**Diamond VHF Int: Int LGA VOR R-221 and IDL VOR R-317.

City, New York; State, N.Y.; Airport Name, LaGuardia; Elev., 20°; Fac. Class., L-VOR; Ident., LGA; Procedure No. 2, Amdt. Orig.; Eff. Date, 4 May 63

Oklahoma City LFR	OKC-VOR	Direct	2500	T-dn	300–1	300–1	200–½
				C-dn	600–1	600–1	600–1½
				S-dn-12	600–1	600–1	600–1
				A-dn	800–2	800–2	800–2

Radar transition and vectoring authorized in accordance with approved patterns.
Procedure turn south side crs, 277° Outbnd, 097° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 2300′.
Crs and distance, facility to airport, 097°—8.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing OKC-VOR, climb to 2900′ on R-097 within 20 miles.

City, Oklahoma City; State, Okla.; Airport Name, Will Rogers; Elev., 1284′; Fac. Class., H-BVORTAC; Ident., OKC; Procedure No. 1, Amdt. 6; Eff. Date, 4 May 63; Sup. Amdt. No. 5; Dated, 9 July 60

RAP VOR	Sioux Int*	Direct	4900	T-dn	300–1	300–1	200–½
				C-dn	600 1	600–1	600–1½
				S-dn-14	500–1	500–1	500–1
				A-dn	800–2	800–2	800–2

Radar transition to final approach authorized in accordance with approved patterns. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3 miles from Sioux Int.*
Procedure turn east side of crs, 321° Outbnd, 141° Inbnd, 4900′ within 10 miles of Sioux Int.* Nonstandard due to rising terrain to the west.
Minimum altitude over Sioux Int* on final approach crs, 3900′.
Crs and distance, Sioux Int* to airport, 141°—2.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 miles after passing Sioux Int,* climb to 5000′ on R-141 within 10 miles of RAP-VOR.
NOTES: 1. Use of this procedure authorized only for aircraft equipped with VOR and ADF receivers and Sioux Int* received. 2. Aircraft on missed approach may be radar controlled after radar identification.
*Sioux Int: Int RAP-VOR R-321 and 358° bearing from RAP RBn.

City, Rapid City; State, S. Dak.; Airport Name, Rapid City Municipal; Elev., 3181′; Fac. Class., B-VORTAC; Ident., RAP; Procedure No. 2, Amdt. Orig.; Eff. Date, 4 May 63

3. 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	
				T-dn	300–1	300–1	200–½
				C-dn	500–1	500–1	500–1½
				S-dn-11	500–1	500–1	500–1
				A-dn	800–2	800–2	800–2

Procedure turn west side of crs, 305° Outbnd, 125° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, 600′.
Facility on airport.
Crs and distance, breakoff point to end of runway, 113°—0.8 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of CEC–VOR, make right turn, climb to 2000′ on R–160 within 15 miles.
CAUTION: 235′ msl terrain 0.9 mile south of airport. 233′ msl obstruction 1000′ north of Runway 11–29.

City, Crescent City; State, Calif.; Airport Name, Jack McNamara Field; Elev., 56′; Fac. Class., BVOR; Ident., CEC; Procedure No. TerVOR–11, Amdt. 4; Eff. Date, 4 May 63; Sup. Amdt. No. VOR Proc. No. 1, Amdt. 3; Dated, 5 Aug. 61

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

VOR–DME STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
10-mile fix R–277	0-mile fix R–277	Direct	2300	T-dn	300–1	300–1	300–1
0-mile fix R–040	8.1-mile fix R–040 (final airport)	Direct	1900	C-dn	600–1	600–1	600–1½
				A-dn	NA	NA	NA

Radar transitions and vectoring authorized in accordance with approved patterns.
Procedure turn# south side of crs, 277° Outbnd, 097° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 2300′.
Crs and distance, facility to airport, 040°—8.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 8.1 miles turn, left, climb to 3000′ on N crs OKC–ILS within 20 miles or, when directed by ATC, climb to 3000′, turn left, proceed to OKC–VOR via R–037.
#When authorized by ATC, DME may be used within 10 miles at 2400′ orbiting altitude to position aircraft for a final approach with elimination of procedure turn. This procedure not approved for air carrier.

City, Oklahoma City; State, Okla.; Airport Name, Wiley Post; Elev., 1302′; Fac. Class., BVORTAC; Ident., OKC; Procedure No. VOR–DME—Airport No. 1, Amdt. 3; Eff. Date, 4 May 63; Sup. Amdt. No. 2; Dated, 12 Aug. 61

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
AMA RBn	AMA–VOR	Direct	5000	T-dn	300–1	300–1	200–½
AM LOM	AMA–VOR	Direct	5000	C-dn	500–1	500–1	500–1½
Borger Int	AMA–VOR	Direct	5000	S-dn-21	300–1	300–1	300–1
				A-dn	800–2	800–2	800–2

Radar vectoring and transitions using Amarillo Radar authorized in accordance with approved radar pattern.
Procedure turn south side of crs, 035° Outbnd, 215° Inbnd, 5000′ within 10 miles. (Nonstandard due ATC requirements.)
No glide slope.
Minimum altitude over AMA–VOR* R–125 on final approach crs, 4600′.
Crs and distance, AMA–VOR* R–125 to airport, 215°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing AMA–VOR, climb to 5500′ on SW crs of ILS within 10 miles or, when directed by ATC, turn left and intercept R–076 AMA–VOR, climbing to 5000′ within 10 miles.
CAUTION: 3764′ msl grain elevator located adjacent to SW boundary of airport.
*AMA–VOR lies 1000′ NW of localizer course. Positive station passage required for descent below 4600′.

City, Amarillo; State, Tex.; Airport Name, Amarillo AFB/Municipal; Elev., 3607′; Fac. Class., ILS; Ident., I–AMA; Procedure No. ILS–21, Amdt. 3; Eff. Date, 4 May 63; Sup. Amdt. No. 2; Dated, 19 May 62

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	
Lexington Int	LOM	Direct	1900	T-dn	300–1	300–1	200–½
Columbia VOR	LOM	Direct	1700	C-dn	500–1	500–1	500–1½
Thomas Int	LOM (final)	Direct	1500	S-dn-5*	200–½	200–½	200–½
				A-dn	600–2	600–2	600–2

Procedure turn west side of crs, 226° Outbnd, 046° Inbnd, 1800′ within 10 miles.
Minimum altitude at glide slope int inbnd, 1500′.
Altitude of glide slope and distance to approach end of runway at OM, 1440′—3.9 miles; at MM, 402′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000′ on crs of 046° from the LOM, intercept and proceed outbound on R–005 of VOR within 10 miles or, when directed by ATC, turn left, climb to 2000′ on R–330 of CAE–VOR within 10 miles.
*400–¾ required when glide slope not utilized.

City, Columbia; State, S.C.; Airport Name, Columbia; Elev., 244′; Fac. Class., ILS; Ident., I–CAE; Procedure No. ILS–5, Amdt. 8; Eff. Date, 4 May 63; Sup. Amdt. No. 7; Dated, 3 Nov. 62

Knoxville RBn	LOM	Direct	2500	T-dn##	300–1	300–1	200–½
Tallassee Int	LOM	Direct	2500	C-d	500–1	500–1	500–1½
Knoxville VOR	LOM	Direct	2500	C-n	500–1½	500–1½	500–1½
Rasar Int	LOM	Direct	3700	S-dn-4L* #	200–½	200–½	200–½
Loudon Int	LOM	Direct	2500	A-dn	600–2	600–2	600–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn west side southwest crs, 225° Outbnd, 045° Inbnd, 2500′ within 10 miles.
Minimum altitude at glide slope interception inbnd, 2500′.
Altitude of glide slope and distance to approach end of runway at OM 2485′—5.4 miles, at MM 1150′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb on mag heading 045° until intercepting 070° mag brng from TS RBn. Continue climb to 3000′ on 070° mag brng from TYS RBn within 20 miles or, when directed by ATC, turn left, climb to 3000′ on 350° mag brng from TYS RBn within 20 miles, or climb to 3000′ on R–069 TYS–VOR within 20 miles.
*400–¾ required when glide slope not utilized.
#Runway visual range 2600′ also authorized for landing on Runway 4L, provided all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators, and all related airborne equipment are operating satisfactorily. Descent below 1189′ msl shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
##Runway visual range 2600′ also authorized for takeoff on Runway 4L in lieu of 200–½ when 200–½ is authorized, provided high intensity runway lights are operational.

City, Knoxville; State, Tenn.; Airport Name, McGhee-Tyson; Elev., 989′; Fac. Class., ILS; Ident., I–TYS; Procedure No. ILS–4L, Amdt. 22; Eff. Date, 4 May 63; Sup. Amdt. No. 21; Dated, 18 Aug. 62

MAF–VOR	Octane Int#	Direct	4500	T-dn	300–1	300–1	*200–½
MAF LOM	Octane Int#	Direct	4500	C-dn	400–1	500–1	500–1¼
Derrick Int	Octane Int# (final)	Direct	4000	S-dn-28	400–1	400–1	400–1
By Pass Int	Derrick Int	Direct	4500	A-dn	800–2	800–2	800–2
Johnson Int	Derrick Int	Direct	4500				

Procedure turn north side of crs, 103° Outbnd, 283° Inbnd, 4500′ within 10 miles of Octane Int.
Minimum altitude over Octane Int# on final approach crs, 4000′.
Crs and distance, Octane Int# to airport, 283°—3.6 miles.
No glide slope—back course procedure.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing Octane Int,# climb to 4500′ on MAF ILS W crs within 20 miles or, when directed by ATC, turn left, climb to 4500′ on MAF VOR R–190 within 20 miles.
*300–1 required for takeoff 16L–34R.
#Octane Int: Int MAF ILS E crs and MAF VOR R–140.

City, Midland; State, Tex.; Airport Name, Midland Air Terminal; Elev., 2867′; Fac. Class., ILS; Ident., I–MAF; Procedure No. ILS–28, Amdt. 1; Eff. Date, 4 May 63; Sup. Amdt. No. Orig.; Dated, 19 Jan. 63

Commodore Int	Island Int*	Direct	2500	T-dn#	300–1	300–1	200–½
Richmond Int	Island Int*	Direct	2500	C-dn	500–1	500–1	500–1½
Island Int*	Tower Int## (final)	Direct	2000	S-dn-11	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar transitions and vectoring authorized using OAK Radar in accordance with approved radar patterns.
Procedure turn not authorized. Aircraft must: (1) Proceed via Commodore Int; (2) via Richmond Int; or (3) be radar vectored to final approach crs, 113°.
No glide slope.
Minimum altitude over Tower Int on final approach crs, 2000′.
Crs and distance, Tower Int to approach end of runway, 113°—5.6 miles. Within 5.6 miles after passing Tower Int, ## proceed direct to OAK–VOR, climbing to 2000′ in a 1-minute holding pattern on R–300 (300° Outbnd, 120° Inbnd), right turns or, when directed by ATC, proceed direct to the INB LOM, climbing to 2500′ in a 1-minute holding pattern NW of LOM (300° Outbnd, 120° Inbnd, left turns.
CAUTION: In vicinity of Tower Int, heavy jet traffic, Navy Alameda.
*Island Int: Int W crs INB ILS and SFO VOR R–342.
#300–1 required for takeoff Runway 33.
##Tower Int: Int W crs INB ILS and SFO VOR R–355.

City, Oakland; State, Calif.; Airport Name, Metropolitan Oakland International; Elev., 5′; Fac. Class., ILS; Ident., I–INB; Procedure No. ILS–11, Amdt. 3; Eff. Date, 4 May 63; Sup. Amdt. No. 2; Dated, 23 Mar. 63

OAK VOR	Fremont FM/RBn	Direct	4000	T-dn#*	300–1	300–1	200–½
Mission Int	Fremont FM/RBn (final)	Direct	3700	C-dn	500–1	500–1	500–1½
Sunol Int	Fremont FM/RBn (final)	Direct	3700	S-dn-29##	200–½	200–½	200–½
Fremont FM/RBn	LOM (final)	Direct	1700	A-dn	600–2	600–2	600–2

Radar transitions and vectoring authorized using Oakland Radar in accordance with approved patterns.
Procedure turn not authorized. Aircraft must: (1) Proceed via Sunol or Mission Int; (2) descend in the Fremont holding pattern; or (3) be vectored to final approach crs by Oakland Radar.
Final approach crs inbound, 293°.
Minimum altitude at glide slope intercept, 1700′.
Altitude of glide slope and distance to approach end of runway from Fremont FM/RBn 3700′—11.7 miles; LOM 1700′—5.2 miles; LMM 230′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb straight ahead to 1000′ on the localizer course, then turn right and continue climb to 3000′ on R–300 OAK VOR in a 1-minute holding pattern (300° Outbnd, 120° Inbnd), left turns or, when directed by ATC, proceed to the Tower Int (NW crs INB ILS and SFO R–355), climb to 2000′ in a 1-minute holding pattern (293° Outbnd, 113° Inbnd), left turns.
NOTE: Narrow localizer crs, 4°.
CAUTION: In vicinity of LOM, heavy VFR traffic in Hayward traffic pattern.
*Runway visual range 2600′ authorized for takeoff Runway 29; providing high-intensity runway lights are operational.
#300–1 required for takeoff on Runway 33.
##Runway visual range 2600′, authorized for landing on Runway 29; providing that all components of the ILS, high-intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 205′ MSL shall not be made unless visual contact with the approach lights has been established or aircraft is clear of clouds.

City, Oakland; State, Calif.; Airport Name, Metropolitan Oakland International; Elev., 5′; Fac. Class., LIS; Ident., I–INB; Procedure No. ILS–29, Amdt. 2; Eff. Date, 4 May 63; Sup. Amdt. No. 1; Dated, 23 Mar. 63

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	
ORL-VOR	LOM	Direct	1700	T-dn	300–1	300–1	200–½
				C-dn	#400–1	500–1	500–1½
				S-dn-7*	300–¾	300–¾	300–¾
				A-dn	600–2	600–2	600–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn south side of crs, 246° Outbnd, 066° Inbnd, 1900′ within 10 miles.
Minimum altitude at glide slope interception inbnd, 1900′.
Altitude of glide slope and distance to approach end of runway at OM, 1825′—5.4 miles; at MM, 326′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right, climb to 1300′ on R-098 ORL-VOR within 20 miles.
*500–¾ required with glide slope inoperative.
#500–1 required with glide slope inoperative.

City, Orlando; State, Fla.; Airport Name, Orlando Municipal (Herndon); Elev., 113′; Fac. Class., ILS; Ident., I-ORL; Procedure No. ILS-7, Amdt. 2; Eff. Date, 4 May 63; Sup. Amdt. No. 1; Dated, 25 Aug. 62

				T-dn	300–1	300–1	200–½
				C-dn	300–1	600–1	600–1½
				S-dn-11*	300–¾	300–¾	300–¾
				A-dn	800–2	800–2	800–2

Procedure turn south side of crs, 292° Outbnd, 112° Inbnd, 2000′ within 10 miles.
Minimum altitude at glide slope interception inbnd, 1800′.
Altitude of glide slope and distance to approach end of runway at OM, 1740′—5.4 miles; at MM, 273′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1000′ on crs 112° within 10 miles, then make right climbing turn to 2000′ and return to LOM. Hold west of LOM 112° Inbnd, right turns, 1 minute.
*500–¾ required with glide slope inoperative.

City, Portland; State, Maine; Airport Name, Municipal; Elev., 66′; Fac. Class., ILS; Ident., I-PWM; Procedure No. ILS-11, Amdt. 3; Eff. Date, 4 May 63; Sup. Amdt. No. 2; Dated, 3 Nov. 62

PBI-VOR	LOM	Direct	1600	T-dn	300–1	300–1	200–½
PBI-LFR	LOM	Direct	1600	C-dn	*400–1	500–1	500–1½
Monet Int	LOM	Direct	1600	S-dn-9*	300–¾	300–¾	300–¾
Andrews Int	LOM	Direct	2000	A-dn	600–2	600–2	600–2
Shawnee Int# (final)	LOM	Direct	1600				
Morgan Int	LOM	Direct	1600				
Willy Int	LOM	Direct	1600				
Pompano Int	LOM	Direct	2000				

Procedure turn North side of crs, 273° Outbnd, 093° Inbnd, 1600′ within 10 miles.
Minimum altitude at glide slope interception inbnd, 1600′.
Altitude of glide slope and distance to approach end of runway at OM, 1560′—5.6 miles; at MM, 217′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000′ on E crs of ILS within 20 miles of LOM.
*No approach lights. 500–¾ required when glide slope inoperative.
#Shawnee Int may be used in lieu of procedure turn when authorized by West Palm Beach approach control.

City, West Palm Beach; State, Fla.; Airport Name, Palm Beach International; Elev., 19′; Fac. Class., ILS; Ident., I-PBI; Procedure No. ILS-9, Amdt. 2; Eff. Date, 4 May 63; Sup. Amdt. No. 1; Dated, 22 Sept. 62

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.

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
*360	195	0–17	4600											Surveillance approach			
**196	359	0–17	5000														
														T-dn	300–1	300–1	200–½
														C-dn	400–1	500–1	500–1½
														S-dn-21, 03, 13,	400–1	400–1	400–1
														31.	400–1	400–1	500–1½
														A-dn	800–2	800–2	800–2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—Runway 03: Climb to 5000′ and proceed to Amarillo VOR or, when directed by ATC, turn right and climb to 5000′ proceeding out R-076 Amarillo VOR within 15 miles. Runway 21: Climb to 5000′ and proceed to LOM or, when directed by ATC, turn left and climb to 5000′, proceeding out R-076 Amarillo VOR within 15 miles. Runway 13: Turn left, climb to 5000′ proceeding out R-076 Amarillo VOR within 15 miles. Runway 31: Turn right, climb to 5000′ to Amarillo VOR, proceed out R-076 within 15 miles.
*Radar control will provide 1000′ vertical clearance within a 3-mile radius of KGNC radio tower 3860′, 13.5 miles NE or maintain 4900′.
**Radar control will provide 1000′ vertical clearance within a 3-mile radius of TV antennas 4308′ and 4298′, 8.5 miles WNW or maintain 5300′.

City, Amarillo; State, Tex.; Airport Name, Amarillo AFB/Municipal; Elev., 3607′ Fac. Class. and Ident., Amarillo Radar; Procedure No. 1, Amdt. 1; Eff. Date, 4 May 63; Sup. Amdt. No. Orig.; Dated, 1 Apr. 61

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	
		Within:		Surveillance approach			
0	360	5 miles	2500	T-dn*	300-1	300-1	200-½
195	090	5-10 miles	2500	C-d#	500-1	500-1	500-1½
090	195	5-10 miles	4000	C-n#	500-1½	500-1½	500-1½
205	285	10-24 miles	2500	A-dn#	800-2	800-2	800-2
285	080	10-20 miles	3000				
350	080	20-25 miles	3600				
080	205	10-17 miles	5000				

Radar transitions and vectoring utilizing Knoxville Radar authorized in accordance with approved radar patterns.
Distances are from radar antenna with sector aximuths progressing clockwise.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—Runways 18 and 22R: Proceed to LOM, climbing to 3000'. Runway 4L: Proceed to VOR, climbing to 3000' or, when directed by ATC, climb to 3000' on 070° brng from TYS RBn or VOR R-069 within 20 miles.
NOTE: Terrain 3686' msl located 15 miles SE of antenna.
*All runways.
#Runways 18, 4L, and 22R.

City, Knoxville; State, Tenn.; Airport Name, McGhee-Tyson; Elev., 989'; Fac. Class., and Ident., Knoxville Radar; Procedure No. 1, Amdt. 5; Eff. Date, 4 May 63; Sup. Amdt. No. 4; Dated, 18 Aug. 62

000	200	Within 30 miles	5000	Surveillance approach			
200	000	Within 30 miles	4000	T-dn% **	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-29	400-1	400-1	400-1
				S-dn-11	400-1	400-1	400-1
				S-dn-27R	500-1	500-1	500-1
				S-dn-9L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Precision approach			
				T-dn% **	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-29*	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Radar transitions and vectoring utilizing Oakland 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 27R: Climb to 2000' in a 1-minute holding pattern on R-300 OAK-VOR (300° Outbnd, 120° Inbnd), right turns (all turns W of crs). Runway 29: Climb to 1000' on mag heading 293°, then proceed direct to OAK-VOR, climbing to 2000' in a 1-minute holding pattern on R-300 (300° Outbnd, 120° Inbnd), right turns. Runway 11: Proceed direct to the INB LOM, climbing to 2500' in a 1-minute holding pattern NW of LOM (300° Outbnd, 120° Inbnd), left turns. Runway 9L: Climb to 1000' on mag heading 095°, then make right climbing turn, and proceed direct to OAK-VOR, climbing to 2000' in a 1-minute holding pattern on R-300 (300° Outbnd, 120° Inbnd), right turns.
%300-1 required Runway 33.
*Runway visual range 2600' also authorized for landing on Runway 29; providing all components of the PAR, high-intensity runway lights, approach lights, condenser-discharge flasher, middle and outer compass locators, and all related airborne equipment are operating satisfactorily. Descent below the authorized landing minimum altitude of 205' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
**Runway visual range 2600' also authorized for takeoff on Runway 29 and Runway 27R in lieu of 200-½, when 200-½ authorized, providing high-intensity runway lights are operational.

City, Oakland; State, Calif.; Airport Name, Metropolitan Oakland International; Elev., 5'; Fac. Class and Ident., Oakland Radar; Procedure No. 1, Amdt. 7; Eff. Date, 4 May 63; Sup. Amdt. No. 6; Dated, 8 Dec. 62

Bearings are from radar antenna site with sector azimuths progressing clockwise:		Within:		Surveillance approach			
000	090	25 miles	2400	T-dn	300-1	300-1	200-½
090	180	25 miles	2500	C-dn	400-1	500-1	500-1½
180	230	25 miles	2700	S-dn-17, 35	400-1	400-1	400-1
230	295	25 miles	2500	A-dn	800-2	800-2	800-2
295	360	25 miles	2700				

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 and TV towers 2127' msl and 2726' msl 9 miles NW, 1870' msl 5 miles SW of antenna site.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—Runway 17: Climb to 2500' on 170 crs from Tulakes RBN or S crs ILS within 20 miles. Runway 35: Climb to 3100' on crs of 350° from LOM or N crs ILS within 20 miles or, when directed by ATC, Runways 17 and 35: Proceed to OKC-VOR climbing to 2500'.

City, Oklahoma City; State, Okla.; Airport Name, Will Rogers Field; Elev., 1284'; Fac. Class. and Ident., Oklahoma City Radar; Procedure No. 1, Amdt. 3; Eff. Date, 4 May 63; Sup. Amdt. No. 2; Dated, 6 Feb. 60

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 April 1, 1963.

GEORGE C. PRILL,
Director, Flight Standards Service.

[F.R. Doc. 63-3640; Filed, Apr. 29, 1963; 8:48 a.m.]

Title 8—ALIENS AND NATIONALITY

Chapter I—Immigration and Naturalization Service, Department of Justice

PART 212—DOCUMENTARY REQUIREMENTS: NONIMMIGRANTS; WAIVERS; ADMISSION OF CERTAIN INADMISSIBLE ALIENS; PAROLE

PART 235—INSPECTION OF ALIENS APPLYING FOR ADMISSION

PART 287—FIELD OFFICERS; POWERS AND DUTIES

Miscellaneous Amendments

The following amendments to Chapter I of Title 8 of the Code of Federal Regulations are hereby prescribed:

1. Section 212.2 is amended to read as follows:

§ 212.2 Consent to reapply for admission after deportation, removal, or departure at Government expense.

An application for permission to reapply for admission to the United States after deportation or removal and to remove the bar to inadmissibility contained in paragraph (16) or (17) of section 212(a) of the Act shall be filed on Form I–212. If the applicant is abroad, the application shall be filed with the district director having jurisdiction over the place where the deportation or removal proceedings were held, or with the immigration officer in charge stationed abroad having jurisdiction over the place where the applicant is residing, when the application is filed in connection with a request for waiver under section 212 (g) or (h) of the Act. If the applicant is seeking admission to the United States at a port of entry, he shall file the application with the district director having jurisdiction over that port. When the applicant is within the United States and is concurrently applying for adjustment of status under section 245 of the Act and Part 245 of this chapter, he shall file Form I–212 with the district director having jurisdiction over his application for adjustment of status, or, if the application for adjustment of status is pending in a proceeding before a special inquiry officer, the applicant shall file Form I–212 with the district director having jurisdiction over the place where the applicant is residing. The applicant shall be notified of the decision and if the application is denied of the reasons therefor and of his right to appeal in accordance with the provisions of Part 103 of this chapter. The approval of a Form I–212 application filed by an alien seeking admission to the United States at a port of entry, or by an alien in conjunction with an application for adjustment of status under section 245 of the Act, shall be considered as retroactive to the date on which the alien embarked or reembarked at a place outside the United States or attempted to be admitted from foreign contiguous territory.

2. Section 235.7 is amended to read as follows:

§ 235.7 Referral of certain cases to district director.

If the examing immigration officer has reason to believe that the cause of an alien's excludability can readily be removed by the posting of a bond in accordance with section 213 of the Act, or by the exercise of section 211, section 212(d)(3) or (4), or section 212(c) of the Act, or by granting permission to reapply for admission after deportation or removal, he may in lieu of detaining the alien for hearing in accordance with section 235(b) and section 236 of the Act refer the alien's case to the district director within whose district the port is located for consideration of such action and defer further examination pending the district director's decision. Refusal of a district director to authorize admission under section 213, or to grant an application for the benefits of section 211, section 212(d) (3) or (4), or section 212(c), or to grant permission to reapply for admission after deportation or removal shall be without prejudice to the renewal of such application or the authorizing of such admission by the special inquiry officer without additional fee.

3. Paragraph (a) of § 287.4 is amended to read as follows:

§ 287.4 Subpoena.

(a) *Who may issue*—(1) *Prior to commencement of proceedings.* Except as provided in § 335.11 of this chapter, subpoenas requiring the attendance of witnesses or the production of documentary evidence, or both, may be issued by a district director upon his own volition prior to the commencement of a proceeding.

(2) *Subsequent to commencement of proceedings.* A district director in any proceeding pending before him may, upon his own volition or upon application of the alien or other party affected, issue subpoenas requiring the attendance of witnesses or the production of documentary evidence, or both. A special inquiry officer in any proceeding pending before him may, upon his own volition or upon application of a trial attorney, the alien, or other party affected, issue subpoenas requiring the attendance of witnesses or the production of documentary evidence, or both. If a trial attorney, an alien, or other party affected by a proceeding requests that a witness be subpoenaed to produce books, papers, or documents in a proceeding, he shall be required, as a condition precedent to the issuance of the subpoena, to state in writing or at the proceeding what he expects to prove by such witnesses or the books, papers, or documents and to show affirmatively that such evidence is relevant and material and that he has made diligent efforts without success to produce the same. Upon determining that a witness will not appear and testify or produce documentary evidence unless commanded to do so and that the testimony and evidence of such witness is essential, the district director in any proceeding pending before him or the special inquiry officer in any proceeding pending before him shall issue a subpoena. If the witness is at a distance of more than 100 miles from the place of hearing, the subpoena shall provide for the witness' appearance at the field office nearest to him to respond to oral or written interrogatories, unless the Service indicates that there is no objection to bringing the witness the distance required to enable him to testify in person at the hearing.

(Sec. 103, 66 Stat. 173; 8 U.S.C. 1103)

This order shall become effective on the date of its publication in the FEDERAL REGISTER. Compliance with the provisions of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003), as to notice of proposed rule making and delayed effective date is unnecessary in this instance because the rules prescribed by the order relate to agency procedure.

Dated: April 25, 1963.

RAYMOND F. FARRELL,
Commissioner of Immigration and Naturalization.

[F.R. Doc. 63–4577; Filed, Apr. 29, 1963; 8:47 a.m.]

Title 29—LABOR

Subtitle A—Office of the Secretary of Labor

PART 5—LABOR STANDARDS PROVISIONS APPLICABLE TO CONTRACTS COVERING FEDERALLY FINANCED AND ASSISTED CONSTRUCTION

Exemption for Small Contracts

Pursuant to section 105 of the Contract Work Hours Standards Act (76 Stat. 359), I hereby amend 29 CFR 5.12a(b) (27 F.R. 10120) as set forth below.

These amendments shall become effective upon publication in the FEDERAL REGISTER. The procedural and effective date requirements of section 4 of the Administrative Procedure Act do not apply, because the amendments are within the exception to section 4 relating to public contracts.

As amended § 5.12a(b) shall read as follows:

§ 5.12a Limitations, variations, tolerances, and exemptions under the Contract Work Hours Standards Act.

* * * * *

(b) *Exemptions.* Pursuant to section 105 of the Contract Work Hours Standards Act, it is hereby found to be necessary and proper in the public interest to avoid serious impairment of the conduct of Government business to exempt the following classes of contracts from all of the provisions of that Act, and they are hereby exempted:

* * * * *

(3) Construction contracts of $2,000 or less

(4) Purchases and contracts other than construction contracts in the aggregate amount of $2,500 or less. In arriving at the aggregate amount involved

there must be included all property and services which would properly be grouped together in a single transaction and which would be included in a single advertisement for bids if the procurement were being effected by formal advertising.

(Sec. 105, 76 Stat. 359)

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

W. WILLARD WIRTZ,
Secretary.

[F.R. Doc. 63-4565; Filed, Apr. 29, 1963; 8:45 a.m.]

Title 36—PARKS, FORESTS, AND MEMORIALS

Chapter I—National Park Service, Department of the Interior

PART 1—GENERAL RULES AND REGULATIONS

Aircraft

On page 12190 of the FEDERAL REGISTER of December 8, 1962, there was published a notice and text of a proposed amendment to Part 1 of Title 36 Code of Federal Regulations. The purpose of this amendment is to designate a landing area for aircraft at Cape Hatteras National Seashore.

Interested persons were given 30 days within which to submit written comments, suggestions or objections with respect to the proposed amendment. The objection received was given careful consideration but it did not appear to be appropriate to the specific circumstances; therefore, the proposed amendment is hereby adopted without change as set forth below. This amendment shall become effective at the beginning of the 30th calendar day following the date of this publication in the FEDERAL REGISTER.

A new subparagraph (8) is added to paragraph (a) of § 1.61 to read as follows:

§ 1.61 Aircraft.

(a) No person shall land aircraft on land or water on any federally owned area within any national park or monument, other than at one of the following designated landing areas:

* * * * *

(8) Billy Mitchell Airstrip, located approximately six miles southwest of Cape Hatteras Lighthouse on Hatteras Island.

(39 Stat. 535; 16 U.S.C. 3)

STEWART L. UDALL,
Secretary of the Interior.

APRIL 22, 1963.

[F.R. Doc. 63-4564; Filed, Apr. 29, 1963; 8:45 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 114—TREATMENT OF INCOMING POSTAL UNION MAIL

PART 131—AIR SERVICE

PART 141—SHIPPER'S EXPORT DECLARATION

PART 151—CUSTOMS

Miscellaneous Amendments

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

§ 114.1 [Amendment]

I. In § 114.1 *Charges,* amend subdivision (ii) of paragraph (a) (5) to read as follows:

(a) *Customs clearance and delivery fees.* * * *

(5) Post Offices will not collect the fees in the following cases:

* * * * *

(ii) On packages assessed with duty which are delivered without collection of duty under § 151.5(d) (4) of this chapter. If postage due stamps were pasted on the package and canceled at the time the package was assigned for delivery, the carrier shall mark the stamps "Voided" and allow them to remain on the package. See § 151.5(d) (4) (iv) of this chapter concerning crediting carrier with the value of the unreturned postage due stamps.

NOTE: The corresponding Postal Manual section is 224.115b.

II. In § 131.5, paragraph (b) and (c) are respectively amended to reflect the proper rate of postage on approved private aerogrammes addressed to Canada and Mexico and for the purpose of clarification. As so amended, paragraphs (b) and (c) read as follows:

§ 131.5 Aerogrammes.

* * * * *

(b) *Private manufacture.* Aerogrammes without imprinted postage may be manufactured, subject to prior approval by the Department, by private individuals or firms, for their own use or for sale to the public. These sheets must average not less than 150 to the pound (approximately 9 per ounce) and be similar in size, color, and border markings to the regular form issued by the Post Office Department. They must bear the same printed endorsements on the address and reverse sides as the regular form. In addition, the words "Authorized for mailing as air letter ____ P.O. Permit No. ____" (the number to be filled in when issued) must appear in smaller type so they will be visible when the sheet is folded for mailing. The quality and strength of the paper must be sufficient to guard against the likelihood of damage in the course of postmarking and handling, and to assure that the writing on the inner side will not interfere with the legibility of the address. Manufacturers must submit 10 samples of proposed aerogrammes to the Director, International Service Division, Bureau of Transportation, Post Office Department, Washington 25, D.C., for approval before engaging in their production. Approved private aerogrammes may be paid at the aerogramme rate, except that to Canada and Mexico they may be paid at the regular airmail letter rate.

(c) *Containing enclosures.* Aerogrammes that contain enclosures are dispatched as follows:

(1) By air if addressed to Canada or Mexico or if addressed to another country and the difference between the 11-cent aerogramme rate and the regular airmail letter rate has been paid.

(2) Otherwise, by surface, after crossing out the "Aerogramme—Par Avion" markings.

NOTE. The corresponding Postal Manual sections are 241.52 and 241.53.

III. Sections 141.1, 141.2, 141.4, and 141.5 are amended for the purpose of clarification to read as follows:

§ 141.1 When required.

Business concerns sending merchandise valued at $50 and over to other business concerns—

(a) From the United States,[1] Puerto Rico, or the Virgin Islands of the United States to any foreign country, to the Canal Zone and to the Caroline, Mariana and Marshall Islands.

(b) From the United States[2] to Puerto Rico and the United States possessions;[3]

(c) From Puerto Rico or the Virgin Islands of the United States to the United States[2] and to the United States possessions,[3] must fill out a "Shipper's Export Declaration on Department of Commerce Form 7525-V" and present it at the post office at the time of mailing. The Shipper's Export Declaration is required only for goods mailed for commercial purposes and not for goods which involve no commercial consideration. However, Commerce Form 7525-V must also be filed for shipments of all articles covered by a validated export license from the Bureau of International Programs, Department of Commerce, regardless of value or whether the sender or addressee is a business concern. (See Part 142 of this chapter.) The declaration need not be furnished for catalogs, instruction books, and other advertising matter, or for magazines, newspapers, and periodicals. It it also not required for shipments of technical data, regardless of value and whether or not they

[1] For the purposes of this instruction the term "United States" refers to the fifty States and the District of Columbia.

[2] For the purposes of this instruction the term "United States" refers to the fifty States and the District of Columbia.

[3] For the purpose of this instruction the term "United States Possessions" refers to the Virgin Islands of the United States, Guam, Samoa, Canton and Enderbury Islands, Johnston, Midway, Palmyra, and Wake Islands.

are covered by export licenses, except as stated in § 142.3(c) of this chapter. Shippers who wish to correct previously filed export declaration must submit such correction to the post office on Commerce Form FT–7403, Shipper's Export Declaration, Correction Form.

§ 141.2 Preparation.

Only a single copy of the shipper's export declaration is required for mail shipments. A single export declaration may include any number of packages mailed by one sender the same day to one addressee. Export declarations need not be notarized; however, signature in ink is required.

* * * * *

§ 141.4 How obtained.

Occasional shippers may obtain Form 7525–V "Shipper's Export Declaration" free of charge at post offices. Regular exporters may purchase copies of the Shipper's Export Declaration from the Superintendent of Documents, Government Printing Office, Washington 25, D.C., from Collectors of Customs or from Department of Commerce field offices. They may be privately printed, provided they conform to the official form in size, wording, color, quality (weight) of paper stock, and arrangement. Postmasters may obtain supplies without cost, for limited distribution to occasional shippers from the Foreign Trade Division, Bureau of the Census, Washington 25, D.C. Copies of the Shipper's Export Declaration correction for free distribution may also be obtained from the Bureau of Census, Washington 25, D.C., and from Collectors of Customs.

§ 141.5 Handling and disposal.

(a) When a shipper's export declaration or correction form is presented at the post office in accordance with § 141.1, postmark it in the lower left corner and send it to:

New York Office, Foreign Trade Branch, Economic Operations Division, Bureau of the Census, Room 434, Customhouse, New York 4, N.Y.

(b) When an export declaration bearing the authentication of a collector of customs is presented at the time of mailing a partial shipment under a validated export license (see § 142.3(e) of this chapter), postmark it and send it to the Bureau of International Programs, Department of Commerce, Washington 25, D.C.

NOTE: The corresponding Postal Manual sections are 251.1, 251.2, 251.4 and 251.5.

IV. In § 151.5 paragraphs (d) and (e) are amended for the purpose of clarification and to include revised instructions for treatment of dutiable packages. As so amended, paragraphs (d) and (e) read as follows:

§ 151.5 Treatment at delivery office.

* * * * *

(d) *Delivery of dutiable mail.* (1) Dutiable mail will be delivered by city, village, and rural carriers, and by window delivery units. Form 2921, "Held Notice—International Mail", is used to notify addressees of the arrival of dutiable parcels.

(2) Charge dutiable packages to carriers on Form 2944, "Receipt for Customs Duty Mail". Prepare Form 2944 in triplicate; retain all copies of Form 2944 at post office as record of carrier's accountability. Give carrier both copies of Customs Form 3419, "Entry of Merchandise Imported through the Mails."

(3) When customs charges are collected and delivery is made, obtain addressee's signature on the original Customs Form 3419 as well as on the required receipt for registered and insured mail where applicable. The delivering employee shall sign the duplicate Customs Form 3419 and give it to the addressee as a receipt for the duty. Carrier will turn in amounts collected with original signed copies of Customs Form 3419, together with any undelivered packages and their related Customs Forms 3419. Carrier will complete all three copies of Form 2944, sign and hand to clearing clerk, who will also sign, clearing the carrier's accountability on the three copies. The clearing clerk will retain the original of Form 2944 for office file and record purposes. The carrier will receive two copies of Form 2944 and will deposit the first copy in the designated box and retain the second copy for 3 months after the last day of month of issue.

(4) A package containing items purchased by the addressee while traveling abroad is usually entitled to free entry under his personal tourist exemption. The following conditions apply to packages of this nature received at delivery offices assessed with duty:

(i) Deliver without collection of duty assessed if the addressee of the package, or someone acting on his behalf, claims it is entitled to free entry and presents a completed Customs Form 3351, "Release for Unaccompanied Tourist Shipment", covering the merchandise in the package. That is, the description and value shown on the Form 3351 substantially agree with the description and value on the mail entry (Customs Form 3419) accompanying the package.

(ii) Deliver without collection of duty assessed if the addressee of the package, or other person acting for him, is unable to produce a completed Form 3351 satisfactorily describing the contents of the package, but claim is made that the addressee purchased the contents abroad and is entitled to have them delivered free of duty under his exemptions. The addressee, or other person claiming free entry for him, must complete and sign the declaration on the reverse side of the duplicate copy of Customs Form 3419. If the declaration is completed by a person acting for the addressee, that person must sign for the addressee and must state on the declaration his relationship to the addressee. Signatures on the front of Customs Form 3419 are NOT required for any packages delivered without collection of duty.

(iii) A package containing articles purchased abroad by a tourist for his own use and mailed by the tourist to himself in care of another person as a matter of convenience pending his return to the United States cannot be delivered without collection of duty until the addressee returns. If delivery of the package with payment of duty is refused it shall be returned to the post office and held, subject to storage charges (see §§ 114.1(d) and 122.1(c) of this chapter). When the tourist returns and complies with the provisions of subdivisions (i) and (ii) of this subparagraph, the package may be released without collection of duty.

(iv) When a package is delivered without collection of duty, pursuant to subdivisions (i) through (iii), give both copies of Customs Form 3419 and the release statement on Customs Form 3351 when that form has been presented, to the clearing clerk. The clerk will determine that all customs and post office regulations have been met and will clear the carrier as stated in subparagraph (3) of this paragraph. Return by the carrier of one of the executed customs forms mentioned will be authority for the clearing clerk to allow credit for unreturned postage due stamps delivered with the package pursuant to § 114.1(a)(5)(ii) of this chapter. The clearing clerk will keep a daily record of such voided stamp credits. Report the uncollected customs duty items as provided in paragraph (f)(1) of this section.

(5) When an addressee objects to the assessed value, rate, or amount of duty charged, the following procedures apply:

(i) Request the addressee to state his objection in writing to the postmaster, together with any evidence substantiating his claim. Inform patron of the mail entry number and advise him where the package will be held. Return the package to the clearing clerk awaiting receipt of addressee's written protest.

(ii) On receipt of written protest, promptly prepare report, in duplicate, on Form 2937, Importer's Objection and/or Lost Mail Entries. Indicate reason for protest by means of a checkmark in the appropriate column on Form 2937. Forward original Form 2937, with supporting statements and both copies of Customs Form 3419, to the customs office where the entry was prepared, unless the addressee is located in the vicinity of one of the customs ports listed in § 151.3(e). In the latter case, deliver the package and the other documents mentioned to the local customs officer for reconsideration of the duty assessment. Retain duplicate of Form 2937 as office file and record copy.

(iii) If an adjustment is made the customs officer will endorse the adjustment in red ink on the original and duplicate of the mail entry and initial. The corrected mail entry will be accompanied with Customs Form 3425, "Notice to Postmaster of Change in Duty Assessment on Customs Mail Entry." This notice is to be attached to and remain with the original copy of the mail entry. When delivery is effected, record the collection of the corrected amount according to the customs port which originally prepared the mail entry, as prescribed in paragraph (e) of this section. If the adjusting customs officer waives the duty, report the entry as an uncollected item, as prescribed in paragraph (f)(1) of this section.

(iv) An addressee who is dissatisfied with the amount of duty assessed may pay the charges, take delivery of the package, and later file claim for a refund directly with the collector at the port where the entry was prepared.

(e) *Recording and reporting collections.* (1) Post offices making delivery-collection of dutiable articles will deposit the customs collections with postal funds. Record customs duty collections on Form 2932, "Register of Customs Collections", by individual customs port of entry from which dutiable articles are received. Do not enter on Form 2932 the customs clearance and delivery fees prescribed in §§ 114.1(a) and 122.1(a) of this chapter.

(2) Scheduled reporting periods for offices are:

New York City Post Office—daily.

Post offices with annual receipts of $1 million and more—weekly for period Saturday through Friday. See subparagraph (4) of this paragraph. Offices combining business for Friday and Saturday may report for period Monday through Saturday except at the end of accounting period.

All other offices—by postal accounting period.

(3) Prepare Form 2932 in triplicate as follows:

(i) *Heading of Form.* (*a*) Enter name of city and State for post office in block provided at top of form.

(*b*) Show 4-digit district and port of entry number in space "a" in upper right corner block. (This 4-digit control number is the number prefixed by the letters DP shown on each Customs Form 3419 accompanying a dutiable article.)

(*c*) In space "b", indicate the postal accounting period (1–13) in which the delivery-collection is effected.

(*d*) Enter post office number and class.

(*e*) Number the registers in ascending numerical order in which they are prepared. Do not maintain a separate series for each port of entry. A register for one port of entry may consist of several sheets. Number each sheet consecutively in space provided, beginning with 1 for first sheet. Enter the same register number on all sheets of the register for the reporting period for a particular port of entry. Begin consecutive numbering of registers anew with No. "1" for the first register prepared in the first accounting period of the new postal fiscal year.

(*f*) Enter postal region number (1 through 15) for your office.

(*g*) Fill in space "f" on final sheet only, showing total entries for all sheets of the register for the reporting period.

(*h*) Fill in space "g" on final sheet only, showing total amount for ALL sheets of the register for the reporting period.

(ii) *Body of Form.* (a) Beginning with item 1, list the 6-digit serial number and amount of customs duty collected as shown on individual Customs Forms 3419. Do not skip or leave blank spaces when recording entries on Form 2932.

(*b*) After posting all entries, verify daily, so that amounts posted on Form 2932 for each customs port of entry equal the total amounts for all related Customs Forms 3419.

(*c*) Maintain register, Form 2932, to the end of the scheduled reporting period shown in subparagraph (2) of this paragraph.

(*d*) Complete and certify bottom blocks of Form 2932 on final sheet only. Address form to city and State of collector of customs for applicable port of entry.

(4) Postmasters at offices with annual receipts of $1 million and more (except New York City) will NOT post Customs Form 3419 to Form 2932 daily. These offices will balance the total amount collected on Customs Forms 3419 daily with the amount reported for customs collections on Form 1412, Daily Cash Report, and file the Customs Forms 3419 separately by customs port of entry until the end of the weekly reporting period. Then assemble the forms in ascending serial number order for each customs port of entry and enter them promptly on Forms 2932 for appropriate ports of entry in that order. All other offices will record collections on Forms 2932 daily.

(5) Distribute Form 2932 copies as follows:

(i) Original (white)—to regional controller. Mail separately from Statement of Accounts. Endorse envelope in lower left corner Customs Collections—Forms 2932.

(ii) Second (pink)—to applicable collector of customs.

(iii) Third (blue)—retain in preparing office for reference purposes, together with original copies of Customs Forms 3419.

NOTE: The corresponding Postal Manual sections are 261.54 and 261.55.

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

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 63-4567; Filed, Apr. 29, 1963; 8:45 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

SUBCHAPTER C—THE NATIONAL WILDLIFE REFUGE SYSTEM

PART 33—SPORT FISHING

Certain Refuges in North Dakota

The following special regulations are issued and are effective on date of publication in the FEDERAL REGISTER.

§ 33.5 Special regulations; sport fishing; for individual wildlife refuge areas.

NORTH DAKOTA

ARROWWOOD NATIONAL WILDLIFE REFUGE

Sport fishing on the Arrowwood National Wildlife Refuge, North Dakota, is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 1,270 acres or 39 percent of the total water area of the refuge, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis 8, Minnesota. Sport fishing is subject to the following conditions:

(a) Species permitted to be taken: Northern pike, walleyes, yellow perch, bullheads, and other minor species permitted by State regulations.

(b) Open season: May 11, 1963, through September 15, 1963; daylight hours only. Black bass season opens June 8, 1963.

(c) Daily creel limits: Northern pike—3, walleyes—5, or a combination of five (5), 18 inch size limit on northerns; yellow perch and bullheads—no limit; other minor species limits as prescribed by State regulations.

(d) Methods of fishing:

(1) No more than two poles with a single hook or lure attached to each may be used by each fisherman. Artificial lures are considered as single hooks.

(2) The use of boats, without motors, is permitted.

(3) See State regulations for additional details.

(e) Other provisions:

(1) The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33.

(2) A Federal permit is not required to enter the public fishing area.

(3) The provisions of this special regulation are effective to September 16, 1963.

LAKE ILO NATIONAL WILDLIFE REFUGE

Sport fishing on the Lake Ilo National Wildlife Refuge, North Dakota, is permitted only on the area designated by signs as open to fishing. This open area, comprising 400 acres or 45 percent of the total water area of the refuge, is delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis 8, Minnesota. Sport fishing is subject to the following conditions:

(a) Species permitted to be taken: Northern pike, walleyes, yellow perch, bullheads, and other minor species permitted by State regulations.

(b) Open season: May 11, 1963, through September 15, 1963; daylight hours only. Black bass season opens June 8, 1963.

(c) Daily creel limits: Northern pike—3, walleyes—5, or a combination of five (5), 18 inch size limit on northerns; yellow perch and bullheads—no limit; other minor species limits as prescribed by State regulations.

(d) Methods of fishing:

(1) No more than two poles with a single hook or lure attached to each may be used by each fisherman. Artificial lures are considered as single hooks.

(2) The use of boats, with motors not to exceed 7½ h.p. is permitted.

(3) See State regulations for additional details.

(e) Other provisions:

(1) The provisions of this special regulation supplement the regulations

which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33.

(2) A Federal permit is not required to enter the public fishing area.

(3) The provisions of this special regulation are effective to September 16, 1963.

LONG LAKE NATIONAL WILDLIFE REFUGE

Sport fishing on the Long Lake National Wildlife Refuge, North Dakota, is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 1,800 acres or 13 percent of the total water area of the refuge, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis 8, Minnesota. Sport fishing is subject to the following conditions:

(a) Species permitted to be taken: Northern pike, walleyes, yellow perch, bullheads, and other minor species permitted by State regulations.

(b) Open season: May 11, 1963, through September 15, 1963; daylight hours only. Black bass season opens June 8, 1963.

(c) Daily creel limits: Northern pike—3, walleyes—5, or a combination of five (5), 18 inch size limit on northerns; yellow perch and bullheads—no limit; other minor species limits as prescribed by State regulations.

(d) Methods of fishing:

(1) No more than two poles with a single hook or lure attached to each may be used by each fisherman. Artificial lures are considered as single hooks.

(2) The use of boats, with motors not to exceed 7½ h.p. is permitted.

(3) See State regulations for additional details.

(e) Other provisions.

(1) The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33.

(2) A Federal permit is not required to enter the public fishing area.

(3) The provisions of this special regulation are effective to September 16, 1963.

LOWER SOURIS NATIONAL WILDLIFE REFUGE

Sport fishing on the Lower Souris National Wildlife Refuge, North Dakota, is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 880 acres or 8 percent of the total water area of the refuge, are delineated on a map and described in a leaflet available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis 8, Minnesota. Sport fishing is subject to the following conditions:

(a) Species permitted to be taken: Northern pike, walleyes, yellow perch, bullheads, and other minor species permitted by State regulations.

(b) Open season: Daylight hours only from May 11, 1963, through December 31, 1963, in all fishing areas (Numbers I through IX) south of the Westhope-Landa Road; May 11, 1963, through September 15, 1963, in all fishing areas (Numbers X and XI) north of the Westhope-Landa Road. Black bass season opens June 8, 1963.

(c) Daily creel limits: Northern pike—3, walleyes—5, or a combination of five (5), 18 inch size limit on northerns; yellow perch and bullheads—no limit; other minor species limits as prescribed by State regulations.

(d) Methods of fishing:

(1) No more than two poles with a single hook or lure attached to each may be used by each fisherman. Artificial lures are considered as single hooks.

(2) Boats. The use of boats is not permitted in Fishing Areas I, II, IV, V, VII, VIII, and IX. The use of boats, without motors, is permitted in Areas III and VI. The use of boats, with motors not to exceed 7½ h.p., is permitted in Areas X and XI.

(3) See State regulations for additional details.

(e) Other provisions.

(1) The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33.

(2) A Federal permit is not required to enter the public fishing area.

(3) The provisions of this special regulation are effective to January 1, 1964.

TEWAUKON NATIONAL WILDLIFE REFUGE

Sport fishing on the Tewaukon National Wildlife Refuge, North Dakota, is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 1,220 acres or 80 percent of the total water area of the refuge, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis 8, Minnesota. Sport fishing is subject to the following conditions:

(a) Species permitted to be taken: Northern pike, walleyes, yellow perch, bullheads, and other minor species permitted by State regulations.

(b) Open season: May 11, 1963, through December 31, 1963. Black bass season opens June 8, 1963.

(c) Daily creel limits: Northern pike—3, walleyes—5, or a combination of five (5), 18 inch size limit on northerns; yellow perch and bullheads—no limit; other minor species limits as prescribed by State regulations.

(d) Methods of fishing:

(1) No more than two poles with a single hook or lure attached to each may be used by each fisherman. Artificial lures are considered as single hooks.

(2) See State regulations for additional details.

(e) Other provisions:

(1) The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33.

(2) A Federal permit is not required to enter the public fishing area.

(3) The provisions of this special regulation are effective to January 1, 1964.

UPPER SOURIS NATIONAL WILDLIFE REFUGE

Sport fishing on the Upper Souris National Wildlife Refuge, North Dakota, is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 6,000 acres or 39 percent of the total water area of the refuge, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis 8, Minnesota. Sport fishing is subject to the following conditions:

(a) Species permitted to be taken: Northern pike, walleyes, yellow perch, bullheads, and other minor species permitted by State regulations.

(b) Open season: May 11, 1963, through September 15, 1963; daylight hours only. Black bass season opens June 8, 1963.

(c) Daily creel limits: Northern pike—3, walleyes—5, or a combination of five (5), 18 inch size limit on northerns; yellow perch and bullheads—no limit; other minor species limits as prescribed by State regulations.

(d) Methods of fishing:

(1) No more than two poles with a single hook or lure attached to each may be used by each fisherman. Artificial lures are considered as single hooks.

(2) The use of minnows or any other fish, or part thereof, for bait is prohibited in all waters which lie north of the Lake Darling Dam.

(3) The use of boats, with motors not to exceed 7½ h.p., is permitted in Fishing Areas I, II, and III. The use of racing craft, hydroplanes, sailboats, air thrust or inboard motors is prohibited.

(e) Other provisions:

(1) Bank fishing only on Fishing Areas IV, V, VI, VII, and the ponds at the Grano pits.

(2) The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33.

(3) A Federal permit is not required to enter the public fishing area.

(4) The provisions of this special regulation are effective to September 16, 1963.

R. W. BURWELL,
Regional Director, Bureau of Sport Fisheries and Wildlife.

APRIL 22, 1963.

[F.R. Doc. 63-4559; Filed, Apr. 29, 1963; 8:45 a.m.]

SUBCHAPTER D—MANAGEMENT OF WILDLIFE RESEARCH AREAS

PART 60—PATUXENT WILDLIFE RESEARCH CENTER

Patuxent Wildlife Research Center, Maryland

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

§ 60.11 Special regulations; hunting and sport fishing.

Sport fishing will be permitted on the Patuxent Wildlife Research Center, Maryland. The open area is confined to Snowden Pond, comprising 7 acres as delineated on a map available at the Center headquarters and from the office of the Director, Bureau of Sport Fisheries and Wildlife, Washington 25, D.C. Sport fishing is subject to the following conditions:

(a) Species permitted to be taken: Black bass and sunfish.

(b) Open season: June 1, 1963, through September 30, 1963; sunrise to sunset only.

(c) Daily creel limits: Black bass, 5; sunfish, no limit.

(d) Methods of fishing:

(1) Hook and line tackle and baits permitted by Maryland law, except that no live minnows or other fish may be used for bait.

(2) The use of boats, canoes, and similar floating devices, without motors, is permitted. Launching of boats is permitted only in the area designated by signs.

(e) Other provisions:

(1) The provisions of this special regulation supplement the regulations which govern fishing on the Patuxent Wildlife Research Center which are set forth in Title 50, Code of Federal Regulations, Part 60.

(2) A Federal permit is required to fish. A total of 300 permits will be issued in order of receipt of requests. Application should be made to the Director, Patuxent Wildlife Research Center, Laurel, Maryland. Each permit shall authorize the holder and members of his immediate family to fish.

(3) Each permitee is required to complete a fishing report form for each day fished, which will show the name of permitee, date of fishing, hours fished, type of bait used, and fish taken by species and size.

(4) The provisions of this special regulation are effective to October 1, 1963.

ABRAM V. TUNISON,
Acting Director, Bureau of Sport Fisheries and Wildlife.

APRIL 24, 1963.

[F.R. Doc. 63-4558; Filed, Apr. 29, 1963; 8:45 a.m.]

Title 31—MONEY AND FINANCE: TREASURY

Chapter I—Monetary Offices, Department of the Treasury

PART 128—TRANSACTIONS IN FOREIGN EXCHANGE, TRANSFERS OF CREDIT, AND EXPORT OF COIN AND CURRENCY

New Report Forms

Subpart B, containing the description of the report forms prescribed under the Treasury Regulations contained in Subpart A of this part, is being completely revised due to the issuance of several new forms, modifications of existing forms and the discontinuance of one form. A minor amendment is being made in § 128.2 of Subpart A to reflect the change in name of the Office of International Affairs from Office of International Finance pursuant to Treasury Department Order No. 128 (Revision 1) of October 15, 1962. The particular nature and extent of the changes in Subpart B are as follows:

Subpart B is being amended in the following respects:

Section 128.10 is being amended to substitute the name "Office of International Affairs" for "Office of International Finance."

Section 128.11 is being amended to insert the word "Short-term" before the word "liabilities" in the title and to delete the words "and certain other" in the fourth full line of the section. These amendments reflect the elimination from Foreign Exchange Form B–1 of liabilities other than "short-term."

A new section designated § 128.12 is being added to describe Supplement to Foreign Exchange Form B–1. This form provides for the reporting twice a year by bankers and banking institutions of "short-term" dollar liabilities to "foreigners" in countries not listed separately on Form B–1.

Section 128.13 is being amended to insert the word "Short-term" before the word "claims" in the title and to delete the words "and certain other" in the fourth full line of the section. These amendments reflect the elimination from Foreign Exchange Form B–2 of claims other than "short-term."

A new section is being added, designated § 128.14, describing a new form. On the new form, entitled Foreign Exchange Form B–3, bankers and banking institutions in the United States are required to report monthly the "long-term" liabilities and claims that they formerly reported on Forms B–1 and B–2.

Former § 128.14 is being redesignated § 128.15.

Former § 128.14a is being redesignated § 128.16.

Former § 128.15 is being redesignated § 128.17 and the designation "S–1/3" in the title of the section is being changed to "S–1" to reflect the corresponding change in the designation of this form.

Former § 128.16 is being redesignated § 128.18 and the designation "S–1/3" in the title of the section is being changed to "S–1" to reflect the change in the designation of this form from "Supplement to Foreign Exchange Form S–1/3" to "Supplement to Foreign Exchange Form S–1."

A new section is being added, designated § 128.19, describing a new form. On this form, entitled Foreign Exchange Form S–2, bankers and banking institutions, brokers and dealers in the United States are required to report, monthly, purchases and sales of United States Government bonds and notes by "foreign official institutions."

Former § 128.17 is being redesignated § 128.20.

Former § 128.18 is being deleted because Form IMF–C described therein has been discontinued.

Two new sections are being added. Section 128.21 states that the forms described in §§ 128.11 through 128.20 are prescribed for use as needed at intervals other than the ones indicated for the purpose of seeking a portion or portions of the data required in the same or greater detail.

Section 128.22 states that, in addition, report forms other than the ones described in §§ 128.11 through 128.20 will be prescribed as needed to collect in greater detail portions of the data required on these forms and also to obtain certain qualitative information needed for adequate analysis of the data reported.

Subparts A and B are hereby amended to read as follows:

Subpart A—Regulations

Sec.
128.1 General license.
128.2 Reports.
128.3 Modifications or revocation.

Subpart B—Description of Forms Prescribed Under This Part

128.10 Copies.
128.11 Foreign Exchange Form B–1: "Short-term" liabilities to "foreigners."
128.12 Supplement to Foreign Exchange Form B–1: "Short-term" dollar liabilities to "foreigners" in countries not listed separately on Form B–1.
128.13 Foreign Exchange Form B–2: "Short-term" claims on "foreigners."
128.14 Foreign Exchange Form B–3: "Long-term" liabilities to, and claims on, "foreigners."
128.15 Foreign Exchange Form C–1/2: Liabilities to, and claims on, "foreigners."
128.16 Supplement to Foreign Exchange Form C–1/2: "Short-term" claims on "foreigners."
128.17 Foreign Exchange Form S–1: Purchases and sales of "long-term" securities by "foreigners."
128.18 Supplement to Foreign Exchange Form S–1: U.S. Government bonds and notes held for "foreigners."
128.19 Foreign Exchange Form S–2: Purchases and sales of U.S. Government bonds and notes by "foreign official institutions."
128.20 Foreign Exchange Form S–4: Foreign debit and credit balances.
128.21 Use of prescribed report forms for portions of data required to be reported thereon.
128.22 Special survey report forms.

AUTHORITY: §§ 128.1 to 128.22 issued under sec. 5, 40 Stat. 415, as amended; 50 U.S.C., App. 5, sec. 8, 59 Stat. 515; 22 U.S.C. 286f, E.O. 6560, Jan. 15, 1934, E.O. 10033, 14 F.R. 561, 3 CFR, 1949 Supp.

Subpart A—Regulations

§ 128.1 General license.

Licenses may be granted, and a general license is hereby granted, to all individuals, partnerships, associations, and corporations, authorizing any and all transactions in foreign exchange, transfers of credit, and exports of currency (other than gold certificates) and silver coin. The general license granted in this section authorizes transactions to be carried out which are permitted by Executive Order 6560 of January 15, 1934 (Part 127 of this chapter), under license therefor issued pursuant to such Executive order; but does not authorize any transaction to be carried out which, at the time,

is prohibited by any other order or by any law, ruling, or regulation.

§ 128. Reports.

In order to effectuate the purposes of Executive Order 6560 of January 15, 1934 (Part 127 of this chapter), and in order that information requested by the International Monetary Fund under the Articles of Agreement of the Fund may be obtained in accordance with section 8(a) of the Bretton Woods Agreements Act (Sec. 8(a) 59 Stat. 515; 22 U.S.C. 286f and Executive Order No. 10033, 14 F.R. 561; 3 CFR, 1949 Supp.), every person subject to the jurisdiction of the United States engaging in any transaction, transfer, export or withdrawal referred to in § 127.1 of this chapter shall furnish to the Federal Reserve bank of the district in which such person has his principal place of business in the United States information relative thereto, including information relative to claims and liabilities arising therefrom, and information determined to be essential to comply with official requests for data made by the International Monetary Fund, to such extent and in such manner and at such intervals as is required by report forms and instructions prescribed by the Secretary of the Treasury. In the event that such person has no principal place of business within a Federal Reserve district, the information shall be furnished directly to the Office of International Affairs, Treasury Department, Washington 25, D.C., or to such agency as the Treasury Department may designate.

§ 128.3 Modification or revocation.

The regulations in this part and the general license granted in this part may be modified or revoked at any time.

SUBPART B—DESCRIPTION OF FORMS PRESCRIBED UNDER THIS PART [1]

§ 128.10 Copies.

Copies of the forms described in this subpart with instructions may be obtained from any Federal Reserve bank or the Office of International Affairs, Treasury Department, Washington 25, D.C.

§ 128.11 Foreign Exchange Form B–1: "Short-term" liabilities to "foreigners."

On this form bankers and banking institutions in the United States are required to report monthly to a Federal Reserve bank "short-term" liabilities to "foreigners" or assets held on behalf of "foreigners" which represent claims on institutions or individuals in the United States, as of the last day of business of the month.

[1] The specific reporting requirements contained in this subpart have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

§ 128.12 Supplement to Foreign Exchange Form B–1: "Short-term" dollar liabilities to "foreigners" in countries not listed separately on Form B–1.

On this form bankers and banking institutions in the United States are required to report twice a year, as of April 30 and December 31, to a Federal Reserve bank "short-term" dollar liabilities to "foreigners" in countries not listed separately on Form B–1.

§ 128.13 Foreign Exchange Form B–2: "Short-term" claims on "foreigners."

On this form bankers and banking institutions in the United States are required to report monthly to a Federal Reserve bank "short-term" assets owned by the reporter or held for the account of domestic customers which represent claims on "foreigners," as of the last day of business of the month.

§ 128.14 Foreign Exchange Form B–3: "Long-term" liabilities to, and claims on, "foreigners."

On this form bankers and banking institutions in the United States are required to report monthly to a Federal Reserve bank "long-term" liabilities to, and claims on, "foreigners" acquired or held, either in the United States or abroad, by reporting organizations for their own account or for the account of others, as of the last day of business of the month.

§ 128.15 Foreign Exchange Form C–1/2: Liabilities to, and claims on, "foreigners."

On this form exporters, importers, industrial and commercial concerns and other nonbanking institutions in the United States are required to report quarterly, as of the last day of business of the quarter, to a Federal Reserve bank "short-term" and certain other liabilities to and claims on "foreigners" acquired or held, either in the United States or abroad, by reporting organizations for their own account or for the account of others.

§ 128.16 Supplement to Foreign Exchange Form C–1/2: "Short-term" claims on "foreigners."

On this form exporters, importers, industrial and commercial concerns and other nonbanking institutions in the United States are required to report monthly to a Federal Reserve bank data on a portion of their claims on "foreigners," as of the last day of business of the month.

§ 128.17 Foreign Exchange Form S–1: Purchases and sales of "long-term" securities by "foreigners."

On this form bankers and banking institutions, brokers and dealers in the United States are required to report monthly to a Federal Reserve bank transactions in "long-term" and certain other securities executed in the United States for account of "foreigners" and transactions in "long-term" securities executed abroad for their own account and for the account of their domestic customers.

§ 128.18 Supplement to Foreign Exchange Form S–1: U.S. Government bonds and notes held for "foreigners."

On this form bankers and banking institutions, brokers and dealers in the United States are required to report to a Federal Reserve bank, as requested by the Treasury Department, their holdings for the account of "foreigners" of United States Government bonds and notes.

§ 128.19 Foreign Exchange Form S–2: Purchases and sales of U.S. Government bonds and notes by "foreign official institutions."

On this form bankers and banking institutions, brokers and dealers in the United States are required to report monthly to a Federal Reserve bank purchases and sales of United States Government bonds and notes by "foreign official institutions."

§ 128.20 Foreign Exchange Form S–4: Foreign debit and credit balances.

On this form brokers and dealers in the United States are required to report semi-annually to a Federal Reserve bank, the debit and credit balances in their accounts carried by or for "foreigners," as of June 30 and December 31.

§ 128.21 Use of prescribed report forms for portions of data required to be reported thereon.

The report forms described in Sections 128.11–128.20 are also prescribed for use, as needed, for the collection at intervals other than the ones stated of a portion of the data required on each form in the same or greater detail.

§ 128.22 Special survey report forms.

On report forms other than those described in §§ 128.11 to 128.20 reports are required from time to time to provide detailed information on the content of aggregate data reported on these forms and also to provide qualitative information necessary for adequate analysis of the data reported.

Effective date and procedures. Because the foregoing amendments make only procedural changes, it is hereby found that it is unnecessary that they be issued with notice and public procedure thereon under section 4(a) of the Administrative Procedure Act, 60 Stat. 237, or subject to the effective date limitation of section 4(c) of that Act.

The effective date of the foregoing amendments is the date of filing in the FEDERAL REGISTER.

[SEAL] DOUGLAS DILLON,
Secretary of the Treasury.

[F.R. Doc. 63–4660; Filed, Apr. 29, 1963; 11:53 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[26 CFR Part 1]

COOPERATIVE HOUSING CORPORATION TENANT-STOCKHOLDER

Notice of Proposed Rule Making

Notice is hereby given, pursuant to the Administrative Procedure Act, approved June 11, 1946, that the regulations set forth in tentative form below are proposed to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury or his delegate. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, in duplicate, to the Commissioner of Internal Revenue, Attention: T:P, Washington 25, D.C., within the period of 30 days from the date of publication of this notice in the FEDERAL REGISTER. Any person submitting written comments or suggestions who desires an opportunity to comment orally at a public hearing on these proposed regulations should submit his request, in writing, to the Commissioner within the 30-day period. In such case, a public hearing will be held, and notice of the time, place, and date will be published in a subsequent issue of the FEDERAL REGISTER. The proposed regulations are to be issued under the authority contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805).

[SEAL] MORTIMER M. CAPLIN,
Commissioner of Internal Revenue.

In order to conform the Income Tax Regulations (26 CFR Part 1) under section 216 of the Internal Revenue Code of 1954 to section 28 of the Revenue Act of 1962 (Public Law 87–834, 76 Stat. 1068), such regulations are amended as follows:

PARAGRAPH 1. Section 1.216 is amended by changing the heading thereof, by changing the heading of section 216, by adding a subsection (c) to such section 216, and by adding a historical note. These amended and added provisions read as follows:

§ 1.216 Statutory provisions; deduction of taxes, interest, and business depreciation by cooperative housing corporation tenant-stockholder.

SEC. 216. *Deduction of taxes, interest, and business depreciation by cooperative housing corporation tenant-stockholder.* * * *

(c) *Treatment as property subject to depreciation.* So much of the stock of a tenant-stockholder in a cooperative housing corporation as is allocable, under regulations prescribed by the Secretary or his delegate, to a proprietary lease or right of tenancy in property subject to the allowance for depreciation under section 167(a) shall, to the extent such proprietary least or right of tenancy is used by such tenant-stockholder in a trade or business or for the production of income, be treated as property subject to the allowance for depreciation under section 167(a).

[Sec. 216 as amended by sec. 28, Revenue Act 1962 (76 Stat. 1068)]

PAR. 2. Section 1.216–2 is added following § 1.216–1. This added provision reads as follows:

§ 1.216–2 Treatment as property subject to depreciation.

(a) *General rule.* For taxable years beginning after December 31, 1961, stock in a cooperative housing corporation (as defined by section 216(b)(1) and paragraph (c) of § 1.216–1) owned by a tenant-stockholder (as defined by section 216(b)(2) and paragraph (d) of § 1.216–1) who uses the proprietary lease or right of tenancy, which was conferred on him solely by reason of his ownership of such stock, in a trade or business or for the production of income shall be treated as property subject to the allowance for depreciation under section 167(a) in the manner and to the extent prescribed in this section.

(b) *Determination of allowance for depreciation*—(1) *In general.* Subject to the special rules provided in subparagraphs (2) and (3) of this paragraph and the limitation provided in paragraph (c) of this section, the allowance for depreciation for the taxable year with respect to stock of a tenant-stockholder, subject to the extent provided in this section to an allowance for depreciation, shall be determined—

(i) By computing the amount of depreciation (amortization in the case of a leasehold) which would be allowable under one of the methods of depreciation prescribed in section 167(b) and the regulations thereunder (in paragraph (a) of § 1.162–11 and § 1.167(a)–4 in the case of a leasehold) in respect of the depreciable (amortizable) real property owned by the cooperative housing corporation in which such tenant-stockholder has a proprietary lease or right of tenancy,

(ii) By reducing the amount of depreciation (amortization) so computed in the same ratio as the rentable space in such property which is not subject to a proprietary lease or right of tenancy by reason of stock ownership but which is held for rental purposes bears to the total rentable space in such property, and

(iii) By computing such tenant-stockholder's proportionate share of such annual depreciation (amortization), so reduced.

As used in this section, the terms "depreciation" and "depreciable real property" include amortization and amortizable leasehold of real property. As used in this section, the tenant-stockholder's proportionate share is that proportion which stock of the cooperative housing corporation owned by the tenant-stockholder is of the total outstanding stock of the corporation, including any stock held by the corporation. In order to determine whether a tenant-stockholder may use one of the methods of depreciation prescribed in section 167(b) (2), (3), or (4) for purposes of subdivision (i) of this subparagraph, the limitations provided in section 167(c) on the use of such methods of depreciation shall be applied with respect to the depreciable real property owned by the cooperative housing corporation in which the tenant-stockholder has a proprietary lease or right of tenancy, rather than with respect to the stock in the cooperative housing corporation owned by the tenant-stockholder or with respect to the proprietary lease or right of tenancy conferred on the tenant-stockholder by reason of his ownership of such stock. The allowance for depreciation determined under this subparagraph shall be properly adjusted where only a portion of the property occupied under a proprietary lease or right of tenancy is used in a trade or business or for the production of income.

(2) *Stock acquired subsequent to first offering.* Except as provided in subparagraph (3), in the case of a tenant-stockholder who purchases stock other than as part of the first offering of stock by the corporation, the basis of the depreciable real property for purposes of the computation required by subparagraph (1)(i) of this paragraph shall be the amount obtained by—

(i) Multiplying the taxpayer's cost per share by the total number of outstanding shares of stock of the corporation, including any shares held by the corporation,

(ii) Adding thereto the mortgage indebtedness to which such depreciable real property is subject on the date of purchase of such stock, and

(iii) Subtracting from the sum so obtained the portion thereof not properly allocable as of the date such stock was purchased to the depreciable real property owned by the cooperative housing corporation in which such tenant-stockholder has a proprietary lease or right of tenancy.

(3) *Conversion subsequent to date of acquisition.* In the case of a tenant-stockholder whose proprietary lease or right of tenancy is converted, in whole or in part, to use in a trade or business or for the production of income on a date subsequent to the date on which he acquired the stock conferring on him such lease or right of tenancy, the basis of the depreciable real property for purposes of the computation required by subparagraph (1)(i) of this paragraph shall be the fair market value of such depreciable real property on the date of the conversion if the fair market value is less than the adjusted basis of such property in the hands of the cooperative housing corporation provided

in section 1011 without taking into account any adjustment for depreciation required by section 1016(a)(2). Such fair market value shall be deemed to be equal to the adjusted basis of such property, taking into account adjustments required by section 1016(a)(2) computed as if the corporation had used the straight line method of depreciation, in the absence of evidence establishing that the fair market value so attributed to the property is unrealistic. In the case of a tenant-stockholder who purchases stock other than as part of the first offering of stock of the corporation, and at a later date converts his proprietary lease to use for business or production of income—

(i) The adjusted basis of the cooperative housing corporation's depreciable real property without taking into account any adjustment for depreciation shall be the amount determined in accordance with subdivisions (i), (ii), and (iii) of subparagraph (2) of this paragraph, and

(ii) The fair market value shall be deemed to be equal to such adjusted basis reduced by the amount of depreciation, computed under the straight line method, which would have been allowable in respect of depreciable real property having a cost or other basis equal to the amount representing such adjusted basis in the absence of evidence establishing that the fair market value so attributed to the property is unrealistic.

(c) *Limitation.* If the allowance for depreciation for the taxable year determined in accordance with the provisions of paragraph (b) of this section exceeds the adjusted basis (provided in section 1011) of the stock described in paragraph (a) of this section allocable to the tenant-stockholder's proprietary lease or right of tenancy used in a trade or business or for the production of income, such excess is not allowable as a deduction. To determine the portion of the adjusted basis of such stock which is allocable to such proprietary lease or right of tenancy, the adjusted basis shall be reduced by taking into account the same factors as are taken into account under paragraph (b)(1) of this section in determining the allowance for depreciation.

(d) *Examples.* The provisions of section 216(c) and this section may be illustrated by the following examples:

Example (1). The Y corporation, a cooperative housing corporation within the meaning of section 216, in 1961 purchased a site and constructed thereon a building with 10 apartments at a total cost of $250,000 ($200,000 being allocable to the building and $50,000 being allocable to the land). Such building was completed on January 1, 1962, and at that time had an estimated useful life of 50 years, with an estimated salvage value of $20,000. Each apartment is of equal value. Upon completion of the building, Y corporation mortgaged the land and building for $150,000 and sold its total authorized capital stock, consisting of 1000 shares of common stock, for $100,000. The stock was purchased by 10 individuals each of whom paid $10,000 for 100 shares. Each certificate for 100 shares provides that the holder thereof is entitled to a proprietary lease of a particular apartment in the building. Each lease provides that the lessee shall pay his proportionate share of the corporation's expenses including an amount on account of the curtailment of Y's mortgage indebtedness. B, a calendar year taxpayer, is the original owner of 100 shares of stock in Y corporation. On January 1, 1962, B subleases his apartment for a term of 5 years. B's stock in Y corporation is treated as property subject to the allowance for depreciation under section 167 (a), and B, who uses the straight line method of depreciation for purposes of the computation prescribed by paragraph (b)(1)(i) of this section, computes the allowance for depreciation for the taxable year 1962 with respect to such stock as follows:

Y's basis in the building	$200,000
Less: Estimated salvage value	20,000
Y's basis for depreciation	180,000
Annual straight line depreciation on Y's building (1/50 of $180,000)	3,600
Proportion of outstanding shares of stock of Y corporation (1,000) owned by B (100)	1/10
B's proportionate share of annual depreciation (1/10 of $3,600)	360
Depreciation allowance for 1962 with respect to B's stock (if the limitation in paragraph (c) of this section is not applicable)	360

Example (2). The facts are the same as in example (1) except that the building constructed by Y corporation contained, in addition to the 10 apartments, space on the ground floor for 2 stores which were rented to persons who do not have a proprietary lease of such space by reason of stock ownership. Y corporation's building has a total area of 16,000 square feet, the 10 apartments in such building have an area of 10,000 square feet, and the 2 stores on the ground floor have an area of 2,000 square feet. Thus, the total rentable space in Y corporation's building is 12,000 square feet. B, who uses the straight line method of depreciation for purposes of the computation prescribed by paragraph (b)(1)(i) of this section, computes the allowance for depreciation for the taxable year 1962 with respect to his stock in Y corporation as follows:

Y's basis in the building	$200,000
Less: Estimated salvage value	20,000
Y's basis for depreciation	180,000
Annual straight line depreciation on Y's building (1/50 of $180,000)	3,600
Less: Amount representing rentable space not subject to proprietary lease but held for rental purposes over total rentable space $\left(\frac{2,000}{12,000} \text{ of } \$3,600\right)$	600
Annual depreciation, as reduced	3,000
B's proportionate share of annual depreciation (1/10 of $3,000)	300
Depreciation allowance for 1962 with respect to B's stock (if the limitation in paragraph (c) of this section is not applicable)	300

Example (3). The facts are the same as in example (1) except that B occupies his apartment from January 1, 1962, until December 31, 1966, and that on January 1, 1967, B sells his stock to C, an individual, for $15,000. C thereby obtains a proprietary lease from Y corporation with the same rights and obligations as B's lease provided. Y corporation's records disclose that its outstanding mortgage indebtedness is $135,000 on January 1, 1967. C, a physician, uses the entire apartment solely as an office. C's stock in Y corporation is treated as property subject to the allowance for depreciation under section 167 (a), and C, who uses the straight line method of depreciation for purposes of the computation prescribed by paragraph (b)(1)(i) of this section, computes the allowance for depreciation for the taxable year 1967 with respect to such stock as follows:

Price paid for each share of stock in Y corporation purchased by C on 1-1-67 ($15,000 ÷ 100)	$150
Per share price paid by C multiplied by total shares of stock in Y corporation outstanding on 1-1-67 ($150 × 1,000)	150,000
Y's mortgage indebtedness outstanding on 1-1-67	135,000
	285,000
Less: Amount attributable to land (assumed to be 1/5 of $285,000)	57,000
	228,000
Less: Estimated salvage value	20,000
Basis of Y's building for purposes of computing C's depreciation	208,000
Annual straight line depreciation (1/45 of $208,000)	4,622.22
C's proportionate share of annual depreciation (1/10 of $4,622.22)	462.22
Depreciation allowance for 1967 with respect to C's stock (if the limitation in paragraph (c) of this section is not applicable)	462.22

[F.R. Doc. 63-4570; Filed, Apr. 29, 1963; 8:46 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[25 CFR Part 88]

INDIAN COMMERCIAL FISHING IN ALASKA

Notice of Proposed Rule Making

Notice is hereby given that pursuant to the obligation imposed upon, and the authority vested in the Secretary of the Interior by 25 U.S.C. sections 2 and 9; 5 U.S.C. section 485; section 15 of the Act of March 3, 1891 (26 Stat. 1101; 48 U.S.C. § 358); the Presidential Proclamation of April 28, 1916 (39 Stat. 1777); section 2 of the Act of May 1, 1936 (49 Stat. 1250; 48 U.S.C. § 358a); and section 4 of the Act of July 7, 1958 (72 Stat. 339), as amended (73 Stat. 141), it is proposed to amend Part 88 of Title 25, Code of Federal Regulations. The purpose of the amendment is to govern Indian commercial fishing in Alaska.

It is the policy of the Department of the Interior wherever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested persons may submit written comments, suggestions or objections with respect to the proposed regulations, to the Commissioner, Bureau of Indian Affairs, Washington 25, D.C., within 30 days after the date of this notice in the FEDERAL REGISTER.

Part 88, Title 25, is hereby revised to read as follows:

Sec.
88.1 Purpose.
88.2 Annette Island Fisheries Reserve; definition; licenses.
88.3 Operation of fish traps by Metlakatla Indian Community.
88.4 Commercial fishing, Karluk Indian Reservation.
88.5 Enforcement; violation of regulations; corrective action.

AUTHORITY: §§ 88.1 to 88.5 issued under 25 U.S.C. secs. 2, 9; 5 U.S.C. sec. 485; sec. 15 of the Act of March 3, 1891 (26 Stat. 1101; 48 U.S.C. § 358); the Presidential Proclamation of April 28, 1916 (39 Stat. 1777); sec. 2 of the Act of May 1, 1936 (49 Stat. 1250; 48 U.S.C. sec. 358a); sec. 4 of the Act of July 7, 1958 (72 Stat. 339), as amended (73 Stat. 141).

§ 88.1 Purpose.

The purpose of the regulations in this part is to regulate Indian and other native commercial fishing in Alaska, but they shall not be construed to limit any rights of Indians or other natives of Alaska not specifically covered hereby.

§ 88.2 Annette Island Fisheries Reserve; definition; licenses.

(a) *Definition.* The Annette Island Fisheries Reserve in Alaska is defined in the Presidential Proclamation of April 28, 1916 (39 Stat. 1777), as the waters within three thousand feet from the shore lines at mean low tide of Annette Island, Ham Island, Walker Island, Lewis Island, Spire Island, Hemlock Island, and adjacent rocks and islets, located within the broken line upon the diagram attached to and made a part of said Proclamation; and also the bays of said islands, rocks, and islets.

(b) *Licenses.* Members of the Metlakatla Indian Community, and such other Alaskan natives as have joined them or may join them in residence on the aforementioned islands, shall not be required to obtain a license to engage in commercial fishing in the waters of the Annette Island Fisheries Reserve.

§ 88.3 Operation of fish traps by Metlakatla Indian Community.

(a) *Number and location.* During 1963, and until the Secretary or his duly authorized representative determines otherwise, the Metlakatla Indian Community is permitted to operate not more than one trap per site for salmon fishing at any four of the following sites in the Annette Island Fisheries Reserve, Alaska:

(1) Annette Island at 55°15′09″ north latitude, 131°36′00″ west longitude.

(2) Annette Island at 55°12′52″ north latitude, 131°36′10″ west longitude.

(3) Annette Island at 55°02′47″ north latitude, 131°38′53″ west longitude.

(4) Annette Island at 55°05′41″ north latitude, 131°36′39″ west longitude.

(5) Annette Island at 55°01′54″ north latitude, 131°38′36″ west longitude.

(6) Annette Island at 55°00′45″ north latitude, 131°38′30″ west longitude.

(7) Annette Island at 54°59′41″ north latitude, 131°36′48″ west longitude.

(8) Ham Island at 55°10′13″ north latitude, 131°19′31″ west longitude.

(b) *Season.* Fishing for salmon with traps operated by the Metlakatla Indian Community is permitted only at such times as commercial salmon fishing with nets is permitted by order or regulation of the Alaska Board of Fish and Game for Commercial Fishing in Section 1–E of Fishing District No. 1. During any times when fishing with nets is prohibited by the State of Alaska in said Section 1–E of Fishing District No. 1 the traps shall be closed in accordance with the method prescribed in paragraph (c) (3) of this section.

(c) *Size, construction and closure—* (1) *Size.* When any part of a trap is in a greater depth of water than 100 feet, the trap as measured from shore at mean high tide to the outer face of the pot shall not extend beyond 900 feet.

(2) *Construction.* Poles shall be permanently secured to the webbing at each side of the mouth of the pot tunnel and shall extend from the tunnel floor to a height at least four feet above the water. A draw line shall be reeved through the lower end of both poles mentioned above and the upper end of one.

(3) *Method of closing.* The tunnel walls shall be overlapped as far as possible across the pot gap and the draw line shall be pulled tight and both secured so as to completely close the tunnel. In addition, 25 feet of the webbing of the heart on each side next to the pot shall be lifted or lowered in such manner as to permit the free passage of fish.

§ 88.4 Commercial fishing, Karluk Indian Reservation.

(a) *Definition.* The Karluk Indian Reservation includes all waters extending 3,000 feet from the shore at mean low tide on Kodiak Island beginning at the end of a point of land on the shore of Shelikof Strait about 1¼ miles east of Rocky Point and in approximate latitude 57°39′40″ N., longitude 154°12′20″ W.; thence south approximately 8 miles to latitude 57°32′30″ N.; thence west approximately 12½ miles to the confluence of the north shore of Sturgeon River with the east shore of Shelikof Strait; thence northeasterly following the easterly shore of Shelikof Strait to the place of beginning, containing approximately 35,200 acres.

(b) *Who may fish; licenses.* The waters of the Karluk Indian Reservation shall be open to commercial fishing by bona fide native inhabitants of the native village of Karluk and vicinity, and to other persons insofar as the fishing activities of the latter do not restrict or interfere with fishing by such natives. Such natives shall not be required to obtain a license to engage in commercial fishing in the waters of the Karluk Indian Reservation.

(c) *Salmon fishing; restrictions.* Commercial fishing for salmon by native inhabitants of the native village of Karluk and vicinity in the waters of the Karluk Indian Reservation shall be in accordance with the seasonal and gear restrictions of the rules and regulations of the Alaska Board of Fish and Game for Commercial Fishing in the Karluk District, except that: (1) Beach seines up to 250 fathoms in length may be used northeast of Cape Karluk; and (2) prior to July 1, fishing shall be permitted to within 100 yards of the Karluk River where it breaks through the Karluk Spit into Shelikof Strait.

§ 88.5 Enforcement; violation of regulations; corrective action.

(a) *Enforcement.* The regulations in this Part shall be enforced by any duly authorized representative of the Secretary. Any fish trap, vessel, gear, processing establishment or other operation or equipment subject to these regulations shall be available for inspection at all times by such representative.

(b) *Violation of regulations.* Whenever any duly authorized enforcement representative of the Secretary has reasonable cause to believe any violation of these regulations relating to fish traps has occurred, he shall direct immediate closure of the trap involved and shall affix an appropriate seal thereto to prevent further fishing. The matter shall be reported without delay to the Area Director, Bureau of Indian Affairs, who shall thereupon report and recommend to the Secretary appropriate corrective action.

(c) *Corrective action.* Any violation of these regulations relating to fish traps shall be ground for the temporary or permanent closure, as the Secretary may determine, of any or all traps authorized by § 88.3(a), or the withdrawal and rescission of the right to fish for salmon with traps at any or all sites authorized thereby.

STEWART L. UDALL,
Secretary of the Interior.

APRIL 24, 1963.

[F.R. Doc. 63–4560; Filed, Apr. 29, 1963; 8:45 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 71 [New]]

[Airspace Docket No. 63–SO–28]

CONTROL ZONE

Proposed Alteration

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

The Melbourne, Fla., control zone is designated within a 5-mile radius of Melbourne-Eau Gallie Airport, Melbourne, Fla., within a 5-mile radius of the Patrick AFB, Cocoa, Fla., and within 2 miles each side of the Melbourne radio range north course, extending from the Melbourne 5-mile radius zone to 10 miles north of the radio range.

The Federal Aviation Agency has under consideration the alteration of the Melbourne control zone to comprise that airspace within a 5-mile radius of Melbourne-Eau Gallie Airport (latitude 28°06′05″ N., longitude 80°38′10″ W.); within a 5-mile radius of the Patrick AFB, Cocoa, Fla. (latitude 28°14′15″ N., longitude 80°36′35″ W.); within 2 miles each side of the 266° True bearing from a radio beacon to be established near Melbourne at latitude 28°05′55″ N., longitude 80°42′05″ W., extending from the Melbourne 5-mile radius zone to 7 miles west of the radio beacon; within 2 miles each side of the 032° True bearing from the proposed Melbourne radio beacon,

extending from the Patrick AFB 5-mile radius zone to 1 mile northeast of the radio beacon; and within 2 miles each side of the Melbourne VOR 263° True radial, extending from the Melbourne 5-mile radius zone to 7 miles west of the VOR.

The proposed alteration of the Melbourne control zone would provide protection for aircraft executing prescribed instrument approach and departure procedures at the Melbourne-Eau Gallie Airport and the Patrick AFB. In order to make the necessary airspace assignments at the earliest possible date to accommodate the inauguration of air carrier jet service at Melbourne-Eau Gallie Airport, and the relocation and conversion of the Melbourne radio range to a radio beacon to accommodate revised instrument procedures, the comment period on this notice has been reduced to fifteen days. The actions proposed herein have been discussed with interested parties.

This action is being proposed in advance of the implementation of CAR Amendments 60–21 and 60–29 in the entire Melbourne terminal area to permit fulfillment of the urgent airspace requirements at the earliest practicable date.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 20636, Atlanta 20, Georgia. All communications received within fifteen days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

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

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

Issued in Washington, D.C., on April 23, 1963.

CLIFFORD P. BURTON,
Chief,
Airspace Utilization Division.

[F.R. Doc. 63–4556; Filed, Apr. 29, 1963; 8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 3]

[Docket No. 15051 (RM–421); FCC 63–376]

TABLE OF ASSIGNMENTS, TELEVISION BROADCAST STATIONS; SAN JUAN, PUERTO RICO

Notice of Proposed Rule Making

1. On December 7, 1962, a "Petition for Modification or Amendment of Report and Order and Stay of Effectiveness" was filed in Docket No. 14658 on behalf of Quality Broadcasting Corporation, licensee of AM Station WKYN, San Juan, Puerto Rico, requesting that the Commission modify or amend its Report and Order of November 15, 1962 in that proceeding by adding Channel 25 to the Table of Assignments for San Juan. On February 21, 1963, a "Petition for Rule Making" was filed on behalf of Electronic Enterprises, Inc., licensee of Puerto Rican Stations WITA, San Juan, and WRJS, San German, requesting that the Commission institute proceedings looking toward the allocation of Channels 27, 33, and 30 in San Juan, Ponce, and Mayaguez, Puerto Rico, respectively, stating its intention to make application for these channels if the allocations are made. On April 1, 1963, Electronic filed a supplement to its petition, requesting Channels 38, 41, and 39 in lieu of Channels 27, 33, and 30.

2. By way of background, on June 1, 1962 the Commission released a notice of proposed rule making (FCC 62–591) in Docket No. 14658 inviting comments on a proposal of the Antilles Broadcasting Corporation, San Juan, requesting an amendment of the Television Table of Assignments to permit the addition of UHF Channels 16 to Mayaguez, 22 to Ponce, and 19 to San Juan. On November 15, 1962, the Commission released its Report and Order assigning these channels as requested. Quality now asserts Channel 25 may be assigned to San Juan in full conformity with Commission rules and regulations and states that it intends to apply for the requested channel if it is assigned. Currently, however, competing applications for Channel 19 in San Juan are pending on behalf of Antilles and Quality.

3. A response to the Electronic petition was filed on April 1, 1963 by Supreme Broadcasting Co., Inc., of Puerto Rico, licensee of Station WORA–TV (Channel 5) Mayaguez, questioning the requested assignment as to Mayaguez, and suggesting and recommending issuance by the Commission of a Table of Assignments for UHF channels for all of Puerto Rico and the Virgin Islands.

4. Considering the interest shown, it is the Commission's view that in order to satisfy these requests and at the same time to insure that a fair, efficient, and equitable distribution of channels is made among the several communities in Puerto Rico and the Virgin Islands, an expanded Table of Assignments therefor should be proposed at this time. Under the circumstances, we are treating the Antilles petition as a request for a new rule making and consolidating it, along with the other requests for channel assignments, with our proposal for the new, expanded Table. Accordingly, we hereby invite comments on the following proposal to amend the Television Table of Assignments in § 3.606 of the Commission's rules:

	Present	Proposed
Puerto Rico:		
Aguadilla		*33, 45
Arecibo-Agudilla	12+	12+
Arecibo		55, 81
Bayamon		37
Caguas	11−	11−, *59
Carolina		53
Cayey		77
Fajardo	13+	13+, *41
Guayama		47
Humacoa		69
Mayaguez	3+, 5−, 16	3+, 5−, 17, 23, 61
Ponce	7+, 9−, 22, 28	7+, 9−, 15, 21, *27, 49
San Juan	2+, 4−, *6+, 19	2+, 4−, *6+, 19, 25, 31, *75
San Sebastian		39
Utuado		*71
Vega Baja		65
Yauco		43
Virgin Islands:		
Charlotte Amalie	10−	10−, 18, *24, 44
Christiansted	8+	8+, 16, *22, 28

5. Pursuant to the applicable procedures set out in § 1.213 of the Commission's rules, interested persons may file comments on or before June 10, 1963, and reply comments on or before July 1, 1963. All submissions by parties to this proceeding or by persons acting in behalf of such parties must be made in written comments, reply comments or other appropriate pleadings.

6. Authority for the adoption of the amendment proposed herein is contained in sections 4 (i) and (j), 303, and 307(b) of the Communications Act of 1934, as amended.

7. In accordance with the provisions of § 1.54 of the rules, an original and 14 copies of all written comments and statements shall be furnished to the Commission. Attention is directed to the provisions of paragraph (c) of § 1.215 which require that any person desiring to file identical documents in more than one docketed rule making proceeding shall furnish the Commission two additional copies of any such document for each additional docket unless the proceedings have been consolidated.

Adopted: April 23, 1963.

Released: April 24, 1963.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 63–4586; Filed, Apr. 29, 1963; 8:48 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Comptroller of the Currency

CHEMICAL BANK NEW YORK TRUST CO. AND BANK OF ROCKVILLE CENTRE TRUST CO.

Notice of Report to Board of Governors, Federal Reserve System on Competitive Factors Involved in Acquisition of Assets

By an undated letter, the Board of Governors of the Federal Reserve System, pursuant to 12 U.S.C. 1828(c), requested the Comptroller of the Currency to report on the competitive factors involved in the proposed purchase of assets and assumption of liabilities of the $43 million Bank of Rockville Centre Trust Company, Rockville Centre, New York, by Chemical Bank New York Trust Company, New York, New York.

On April 19, 1963, the Comptroller of the Currency reported that whatever competitive impact this merger will have on New York banking will be limited to Long Island and particularly to the area around Rockville Centre, where the increased competition will redound to the benefit of all who live within the service area. He concluded that the proposed transaction will not adversely affect banking competition.

Copies of this report are available on request to the Comptroller of the Currency, Washington 25, D.C.

Dated: April 24, 1963.

[SEAL] A. J. FAULSTICH,
Administrative Assistant to the Comptroller of the Currency.

[F.R. Doc. 63-4568; Filed, Apr. 29, 1963; 8:45 a.m.]

Internal Revenue Service

[Order 23 (Rev. 3)]

ASSISTANT COMMISSIONER ET AL.

Delegation of Authority With Respect to Settlement of Tort Claims

1. Pursuant to Treasury Department Order No. 145 (Revision No. 2), dated October 28, 1959, there is hereby delegated to the Assistant Commissioner (Administration), the Director, Facilities Management Division, and the Chief, Emergency Planning Branch:

(a) The authority, under 28 U.S.C. 2672, to consider, ascertain, adjust, determine, settle and pay claims for money damages of $2,500 or less, for injury, loss, or death caused by the negligent or wrongful act or omission of any employee of the Internal Revenue Service; and

(b) The authority to consider, ascertain, adjust and determine claims under the Act of December 28, 1922, 42 Stat. 1066.

2. This authority may not be redelegated.

3. This Order supersedes Delegation Order No. 23 (Rev. 2), issued October 11, 1960.

Date of issue: April 15, 1963.

Effective date: April 15, 1963.

[SEAL] BERTRAND M. HARDING,
Acting Commissioner.

[F.R. Doc. 63-4569; Filed, Apr. 29, 1963; 8:46 a.m.]

DEPARTMENT OF JUSTICE

Immigration and Naturalization Service

AMENDMENT TO STATEMENT OF ORGANIZATION OF IMMIGRATION AND NATURALIZATION SERVICE

Effective upon publication in the FEDERAL REGISTER, the following amendment to the Statement of Organization of the Immigration and Naturalization Service (19 F.R. 8071, December 8, 1954), as amended, is prescribed:

Sector No. 22 of paragraph (d) *Border patrol sectors* of § 1.51 *Field service* is amended to read as follows:

SECTOR NO. 22—MIAMI, FLA.

Daytona Beach, Fla.
Homestead, Fla.
Jacksonville, Fla.
Key West, Fla.
Miami, Fla.
Tampa, Fla.
West Palm Beach, Fla.

Dated: April 25, 1963.

RAYMOND F. FARRELL,
Commissioner of Immigration and Naturalization.

[F.R. Doc. 63-4578; Filed, Apr. 29, 1963; 8:47 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

UTAH

Notice of Termination of Proposed Withdrawal and Reservation of Lands

APRIL 22, 1963.

Notice of an application Serial Number Utah 017574, for withdrawal and reservation of lands was published as Federal Register Document Number 59-3540 on page 3303 of the issue for April 28, 1959. The applicant agency has canceled its application insofar as it involved the lands described below. Therefore, pursuant to the regulations contained in 43 CFR Part 295, such lands will be at 10:00 a.m. on May 1, 1963 relieved of the segregative effect of the above-mentioned application.

The lands involved in this notice of termination are:

T. 43 S., R. 15 W., SL Mer., Utah,
Sec. 7: SE¼NW¼, SW¼.
T. 43 S., R. 16 W., SL Mer., Utah,
Sec. 13: SE¼SW¼, NE¼SE¼, S½SE¼, SE¼NE¼;
Sec. 23: SE¼, E½NE¼;
Sec. 24: W½;
Sec. 26: All;
Sec. 34: Lots 1, 2, NE¼;
Sec. 35: Lots 3, 4, NW¼.

The above area aggregates 1,998.13 acres.

R. D. NIELSON,
State Director, Utah.

[F.R. Doc. 63-4561; Filed, Apr. 29, 1963; 8:45 a.m.]

[W-0240655]

WYOMING

Notice of Proposed Withdrawal and Reservation of Lands

APRIL 23, 1963.

The Forest Service, U.S. Department of Agriculture, has filed an application, Serial Number Wyoming 0240655, for withdrawal of the lands described below from location and entry under the general mining laws of the United States, subject to existing valid claims.

The applicant desires the land for a roadside zone and an administrative site.

For a period of 30 days from the date of publication of this notice, persons having cause may present their objections in writing to the State Director, Bureau of Land Management, Department of the Interior, P.O. Box 929, Cheyenne, Wyoming.

If the circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

SIXTH PRINCIPAL MERIDIAN, WYOMING

TARGHEE NATIONAL FOREST

Star Valley-Yellowstone FH-6A (U.S. 89) Roadside Zone

A strip of land 200 feet wide on each side of the centerline of the Star Valley-Yellowstone Forest Highway, through the following legal subdivision:

T. 37 N., R. 118 W. (partly unsurveyed),
Sec. 14: SW¼SW¼.

TETON NATIONAL FOREST

Monument Ridge Lookout and Pasture Administrative Site

T. 37 N., R. 113 W.,
Sec. 7: Lots 3, 4, E½SW¼;
Sec. 18: Lot 1.

Total area aggregates 209.94 acres.

ED PIERSON,
State Director.

[F.R. Doc. 63-4562; Filed, Apr. 29, 1963; 8:45 a.m.]

National Park Service

[Order 3, Amdt. 9]

PROJECT MANAGER, FLAMING GORGE RECREATION AREA PROJECT

General Delegation of Authority

Section 2 of Order No. 3, issued February 17, 1956 (21 F.R. 1494), is amended by inserting in the first sentence the words "Project Manager, Flaming Gorge Recreation Area Project, and" immediately preceding the word "superintendents" in the opening paragraph.

(National Park Service Order No. 14 (19 F.R. 8824); 39 Stat. 535; 16 U.S.C., sec. 2. Midwest Region Order No. 3 (21 F.R. 1494))

Dated: March 28, 1963.

HOWARD W. BAKER,
Regional Director, Midwest Region, National Park Service.

[F.R. Doc. 63-4563; Filed, Apr. 29, 1963; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 13959]

DALLAS-FORT WORTH REGIONAL AIRPORT INVESTIGATION

Notice of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that public hearings in the Dallas-Fort Worth Regional Airport Investigation will be held before the undersigned Examiner at both Fort Worth and Dallas, Texas. The Fort Worth session will commence on July 8, 1963, at 10:00 a.m., c.s.t., at the Inn of the Six Flags, located on the Turnpike between Dallas and Fort Worth. At this session, evidence will be received from the Board's Bureau of Economic Regulation, the Federal Aviation Agency, and the City and Chamber of Commerce of Fort Worth. The hearing will then be moved to the auditorium of the Mercantile National Bank, 106 South Ervay in Dallas, at which time evidence will be received from the City and Chamber of Commerce of Dallas and from the air carrier parties to this proceeding.

Notice is further given that any person, other than a party of record, may appear at the beginning of either the Fort Worth session or the Dallas session and present factual evidence which is relevant to the issues in accordance with Rule 14 of the Board's rules of practice. All such participants should promptly notify the Examiner of their desire to be heard.

Without limiting the precise scope of the issues in this proceeding, particular attention will be directed to the following Whether the public convenience and necessity require the alteration, amendment or modification of the certificate or certificates of (1) all air carriers, (2) the local service carriers, (3) the trunkline carriers, or (4) any individual air carrier or air carriers authorized to serve either or both Dallas and Fort Worth, in such manner as to require that Dallas and Fort Worth be served through a single airport to be designated in this proceeding.

For further details of the issues involved in this proceeding, interested persons are referred to the Board's Order of Investigation, Order E-18719, dated August 20, 1962; Order E-19117, dated December 19, 1962; the Prehearing Conference Report served on December 20, 1962; the Supplemental Prehearing Conference Report served on January 4, 1963; and other documents which are in the docket of this proceeding on file in the Docket Section of the Civil Aeronautics Board.

Dated at Washington, D.C., April 24, 1963.

[SEAL] ROSS I. NEWMANN,
Hearing Examiner.

[F.R. Doc. 63-4579; Filed, Apr. 29, 1963; 8:47 a.m.]

[Docket No. 1706 etc.]

REOPENED TRANSATLANTIC FINAL MAIL RATE CASE

Notice of Oral Argument

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that oral argument in the above-entitled proceeding is assigned to be heard on May 22, 1963, at 10:00 a.m., e.d.s.t., in Room 1027, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the Board.

Dated at Washington, D.C., April 24, 1963.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 63-4580; Filed, Apr. 29, 1963; 8:47 a.m.]

FEDERAL MARITIME COMMISSION

AMERICAN EXPORT LINES, INC., AND WATERMAN STEAMSHIP CORP.

Notice of Filing of Agreement

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

Agreement 8950, between American Export Lines, Inc., and Waterman Steamship Corporation, common carriers operating in the trade from U.S. Great Lakes and St. Lawrence River ports to ports in the United Kingdom and Continental Europe (Bayonne/Hamburg-Bremen Range), covers an arrangement whereby the parties may confer, discuss and agree as to rates, charges, classifications and related tariff matters to be charged or observed by the said parties in said trade.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington 25, D.C., or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington 25, D.C., within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with a request for hearing, should such hearing be desired.

Dated: April 25, 1963.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 63-4582; Filed, Apr. 29, 1963; 8:47 a.m.]

MEMBER LINES OF U.S. ATLANTIC AND GULF/AUSTRALIA NEW ZEALAND CONFERENCE

Notice of Filing of Agreement

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to Section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement 6200-6, between the member lines of the U.S. Atlantic and Gulf/Australia New Zealand Conference, modifies the approved agreement of that conference (Agreement No. 6200, as amended) in the trade from Atlantic and Gulf ports of the United States of America to ports in the Commonwealth of Australia (including Tasmania), the Dominion of New Zealand, Cook Island, Fiji Islands, New Caledonia, Australian Mandated New Guinea, New Hebrides, Norfolk Island, British Samoa, Solomon Islands, Society Island, Thursday Island, Tonga Island, Gilbert Islands, Ellice Islands, Admiralty Islands, and Bismarck Archipelago, by enlarging the scope of the agreement to include United States and Canadian ports in the Great Lakes and on the St. Lawrence River West of but not including Montreal, Canada, and changing the voting requirements from unanimous to two-thirds majority.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington 25, D.C., or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington 25, D.C., within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with a request for hearing, should such hearing be desired.

Dated: April 25, 1963.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 63-4583; Filed, Apr. 29, 1963; 8:47 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

WALKER LABORATORIES, DIVISION OF RICHARDSON-MERRELL, INC.

Notice of Filing of Petition Regarding Food Additive Aluminum Nicotinate

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 1072) has been filed by Walker Laboratories, Division of Richardson-Merrell, Inc., Mount Vernon, New York, proposing the issuance of a regulation to provide for the safe use of aluminum nicotinate as a source of nicotinic acid in foods for special dietary use.

Dated: April 24, 1963.

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

[F.R. Doc. 63-4576; Filed, Apr. 29, 1963; 8:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

CANADIAN TELEVISION STATION LIST

APRIL 1, 1963.

The attached list of Canadian Television Station assignments is recapitulative and contains details supplied by the Department of Transport of Canada, pursuant to section 3 of the Canadian-USA Television Agreement (TIAS 2594). This list reflects all additions, changes and deletions reported on or before April 1, 1963, and supersedes previous lists issued by the Commission.

Further additions, changes and deletions, as reported to the Commission by the Canadian Department of Transport, will be issued from time to time in the form of serially numbered Change Lists.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

CANADIAN TELEVISION ASSIGNMENTS—(LISTED BY CHANNEL)

RECAPITULATIVE TO APR. 1, 1963

Call sign	Licensee	Location	Effective radiated power (kw)	Directivity	Antenna: Height above ground (feet)	Antenna: Height above msl (feet)	Antenna: Height above terrain (feet)	Offset
		Channel 2 (54-60 mc)						
CHCT-TV	Calgary TV, Ltd	Calgary, Alberta N. 51°04′24″, W. 114°15′34″	100.00 V 50.00 A	Om.	633	4,808	989	(+)
CHSA-TV	CHSA TV, Ltd	Lloyeminster, Alberta N. 53°23′50″, W. 110°00′40″	14.63 V 7.3 A	Om.	633	2,783	739	No.
CHBC-TV	Okanogan Valley TV Co., Ltd	Kelowna, British Columbia N. 49°58′00″, W. 119°31′40″	3.70 V 1.65 A	Om.	77	4,310	2,704	Do.
CBUT-TV	Canadian B/Cing Corp	Vancouver, British Columbia N. 49°21′12″, W. 122°57′18″	47.60 V 25.40 A	D.A.	190	2,965	2,400	(+)
CKCW-TV	Moncton B/Cing, Ltd	Moncton, New Brunswick N. 45°50′56″, W. 64°48′44″	25.00 V 15.00 A	Om.	326	1,656	990	No.
CFCL-TV-2	J. Conrad Lavigne Enterprises, Ltd	Elk Lake (Kearns) Ontario N. 48°08′12″, W. 79°33′12″	2.49 V 1.45 A	D.A.	415	1,765	737	Do.
CFCJ-TV	Thunder Bay Electronics, Ltd	Port Arthur, Ontario N. 48°31′30″, W. 89°06′50″	55.40 V 30.20 A	D.A.	643	2,403	1,395	Do.
CJIC-TV	Hyland Radio-TV, Ltd	Sault Sainte Marie, Ontario N. 46°30′32″, W. 84°19′36″	28.00 V 15.00 A	D.A.	225	835	−19	(−)
CHRS-TV-2	Radio Saguenay Ltee	Chicoutimi, Quebec N. 48°26′09″, W. 71°02′34″	0.04 V 0.02 A	Om.	60	335	60	(+)
CBFT	Canadian B/Cing Corp	Montreal, Quebec N. 45°30′20″, W. 73°35′32″	100.00 V 50.00 A	Om.	247	991	900	No.
CKCK-TV	Transcanada Communications, Ltd	Regina, Saskatchewan N. 50°26′52″, W. 104°30′00″	100.00 V 53.50 A	Om.	634	2,534	588	Do.
		Channel 3 (60-66 mc)						
CFRN-TV	Sunwapta Broadcasting Co., Ltd	Edmonton, Alberta N. 53°32′32″, W. 113°38′28″	180.30 V 90.43 A	Om.	480	2,720	481	Do.
CKPG-TV	CKPG Television, Ltd	Prince George, British Columbia N. 53°54′41″, W. 122°44′45″	0.210 V 0.114 A	Om.	116.5	2,116.5	−78.5	Do.
CFCK-TV	Skeena Broadcasters, Ltd	Terrace, British Columbia N. 54°31′04″, W. 128°28′15″	4.10 V 2.10 A	Om.	70	3,390	1,783	(−)
CBWFT	Canadian B/Cing Corp	Winnipeg, Manitoba N. 49°46′15″, W. 97°30′35″	59.60 V 35.20 A	Om.	923	1,708	930	(−)
CBHT	——do——	Halifax, Nova Scotia N. 44°39′07″, W. 63°39′31″	56.00 V 34.00 A	D.A.	434	884	734	No.
CKVR-TV	Ralph Snelgrove Television, Ltd	Barrie, Ontario N. 44°21′05″, W. 79°41′55″	100.00 V 50.00 A	Om.	651	1,651	820	(+)
CKSO-TV-1	CKSO Radio, Ltd	Elliot Lake, Ontario N. 46°25′40″, W. 82°40′10″	4.06 V 2.00 A	Om.	96	1,496	432	No.
CFCL-TV-1	Radiocon, Ltd., J. Conrad Lavigne Enterprises, Ltd., Conblain, Ltd., and Conren, Ltd.	Kapuskasing, Ontario N. 49°22′23″, W. 82°24′09″	0.088 V 0.044 A	D.A.	195	945	204	(+)
CBFT-2	Canadian B/Cing Corp	Mont Laurier, Quebec N. 46°33′37″, W. 75°42′20″	5.54 V 2.80 A	D.A.	400	1,398	513	(+)
CJBR-TV	Lower St. Lawrence Radio, Inc	Rimouski, Quebec N. 48°19′40″, W. 68°50′09″	49.30 V 28.00 A	D.A.	124	1,261	986	(−)
CFQC-TV-1	A. A. Murphy & Sons, Ltd	Stranraer, Saskatchewan N. 51°40′45″, W. 108°30′35″	6.80 V 3.60 A	D.A.	520	3,160	930	(−)
CKOS-TV	Yorktown TV Co	Yorktown, Saskatchewan N. 51°12′20″, W. 102°43′55″	5.00 V 2.50 A	Om.	525	2,275	529	No.
		Channel 4 (66-72 mc)						
CFCN-TV	CFCN Television Ltd	Calgary, Alberta N. 51°03′37″, W. 114°10′13″	55.00 V 27.50 A	D.A.	426	4,349	669	Do.
CHAT-TV-1	Monarch B/Cing Co., Ltd	Pivot, Alberta N. 50°24′14″, W. 110°03′07″	2.75 V 1.37 A	D.A.	514	3,199	623	(+)
CFCR-TV	Twin Cities Television	Kamloops, British Columbia N. 50°40′30″, W. 120°23′55″	0.950 V 0.475 A	Om.	114	3,035	532	(+)
CHSJ-TV	New Brunswick B/Cing Co., Ltd	St. John, New Brunswick N. 45°28′40″, W. 66°13′55″	100.00 V 50.00 A	Om.	82	1,542	1,200	(+)
CJCN-TV	Newfoundland B/Cing Co., Ltd	Grand Falls-Gander, Newfoundland N. 49°04′12″, W. 55°16′54″	7.30 V 3.60 A	D.A.	335	885	609	No.
CJCB-TV	Cape Breton B/Cstrs, Ltd	Sydney, Nova Scotia N. 46°07′19″, W. 60°10′26″	100.00 V 60.00 A	D.A.	223	448	322	Do.
CBOT	Canadian B/Cing Corp	Ottawa, Ontario N. 45°23′50″, W. 75°45′10″	50.10 V 26.70 A	D.A.	406	607	321	(+)
CFCM-TV	Television de Quebec, Ltd	Quebec, Quebec N. 46°47′04″, W. 71°15′54″	100.00 V 50.00 A	Om.	407	672	460	No.

CANADIAN TELEVISION ASSIGNMENTS—(LISTED BY CHANNEL)—Continued
RECAPITULATIVE TO APR. 1, 1963—continued

Call sign	Licensee	Location	Effective radiated power (kw)	Directivity	Antenna: Height above ground (feet)	Antenna: Height above msl (feet)	Antenna: Height above terrain (feet)	Offset
		Channel 4 (66–72 mc)—Continued						
CKRN–TV	Northern Radio-Radio Nord, Inc	Rouyn, Quebec	115.00 V	Om.	698	1,844	833	Do.
		N. 48°15′55″, W. 79°02′37″	57.50 A					
CKBI–TV–3	Central B/Cing Co., Ltd	Greenwater Lake, Saskatchewan	3.00 V	Om.	514	2,614	718	Do.
		N. 52°28′03″, W. 103°33′20″	1.60 A					
CHAB–TV	Radio Station, CHAB Ltd	Moose Jaw, Saskatchewan	54.00 V	D.A.	540	2,940	830	(–)
		N. 50°23′38″, W. 105°55′27″	27.00 A					
		Channel 5 (76–82 mc)						
CJDC–TV	Radio Station CJDC	Dawson Creek, British Columbia	5.0 V	D.A.	420	3,730	1,236	No.
		N. 55°43′44″, W. 120°26′42″	2.50 A					
CKX–TV	Western Manitoba, B/Csters, Ltd	Brandon, Manitoba	54.00 V	D.A.	525	1,828	511	(+)
		N. 49°49′42″, W. 99°59′09″	27.00 A					
CBYT	Canadian B/Cing Corp	Corner Brook, Newfoundland	0.197 V	Om.	68	346	−476	No.
		N. 48°57′16″, W. 57°56′26″	0.099 A					
CJCH–TV	CJCH, Ltd	Halifax, Nova Scotia	50.00 V	Om.	521	981	779	Do.
		N. 44°39′06″, W. 63°39′52″	26.40 A					
CHOV–TV	The Ottawa Valley B/Cing Co., Ltd	Pembroke, Ontario	19.10 V	D.A.	520.5	990	503	(+)
		N. 45°50′06″, W. 77°09′58″	9.50 A					
CKSO–TV	CKSO Radio, Ltd	Sudbury, Ontario	72.00 V	D.A.	1,023	2,806	2,049	No.
		N. 46°06′36″, W. 81°16′56″	40.00 A					
CHAU–TV	La Television de La baie de Chaleurs, Inc	New Carlisle, Province of Quebec	52.00 V	D.A.	142	1,942	1,613	Do.
		N. 48°09′45″, W. 66°06′05″	27.00 A					
CKMI–TV	Television de Quebec (Canada), Ltd	Quebec, Quebec	13.85 V	Om.	407	672	460	(–)
		N. 46°47′04″, W. 71°15′54″	6.77 A					
CKBI–TV	Central B/Cing Co., Ltd	Prince Albert, Saskatchewan	61.00 V	D.A.	542	2,292	798	No.
		N. 53°03′27″, W. 105°50′32″	36.50 A					
CJFB–TV	Swift Current T/Cing Co., Ltd	Swift Current, Saskatchewan	13.30 V	Om.	343	3,027	511	(–)
		N. 50°20′20″, W. 107°47′17″	6.60 A					
		Channel 6 (82–88 mc)						
CHAT–TV	Monarch B/Cing Co., Ltd	Medicine Hat, Alberta	5.70 V	Om.	270	2,719	315	(–)
		N. 50°04′36″, W. 110°47′40″	3.00 A					
CHCA–TV	CHCA Television, Ltd	Red Deer, Alberta	13.20 V	D.A.	321	3,676	714	(+)
		N. 52°16′15″, W. 113°41′30″	6.60 A					
CFTK–TV–1	Skeena B/Cers, Ltd	Prince Rupert, British Columbia	0.48 V	Om.	70	2,390	1,870	(+)
		N. 54°17′05″, W. 130°18′50″	0.25 A					
CHEK–TV	CHEK TV, Ltd	Victoria, British Columbia	100.00 V	Om.	298.5	199.5	1,555	No.
		N. 48°46′28″, W. 123°10′10″	50.00 A					
CBWFT	Canadian B/Cing Corp	St. Boniface, Manitoba	2.87 V	Om.	203.4	964	196	(–)
		N. 49°53′25″, W. 97°09′20″	1.72 A					
CBWT	do	Winnipeg, Manitoba	100.00 V	Om.	1,020	1,805	1,027	(–)
		N. 49°46′15″, W. 97°30′35″	50.00 A					
CHSJ–TV–1	New Brunswick B/Cing Co., Ltd	Bon Accord, New Brunswick	54.70 V	D.A.	470	1,960	1,088	(–)
		N. 46°38′59″, W. 67°35′35″	27.30 A					
CJON–TV	Newfoundland B/Cing Co., Ltd	St. Johns, Newfoundland	62.00 V	D.A.	246	926	606	(+)
		N. 47°32′08″, W. 52°48′41″	33.00 A					
CJCB–TV–1	Cape Breton B/Csters, Ltd	Inverness, Nova Scotia	6.00 V	D.A.	118.14	1,268.14	932.3	No.
		N. 46°09′13″, W. 61°23′01″	3.00 A					
CFCL–TV	J. Conrad Lavigne Enterprises, Ltd	Timmins, Ontario	100.00 V	Om.	498	1,530	562	Do.
		N. 48°29′30″, W. 81°19′45″	50.00 A					
CBLT	Canadian B/Cing Corp	Toronto, Ontario	100.00 V	Om.	966	1,401	957	(+)
		N. 43°43′50″, W. 79°19′39″	50.00 A					
CJPM–TV	John Murdock representing a company to be incorporated.	Chicoutimi, Quebec	61.00 V	D.A.	190	740	440	No.
		N. 48°24′27″, W. 71°05′08″	36.50 A					
CBMT	Canadian B/Cing Corp	Montreal, Quebec	100.00 V	Om.	152	896	805	(+)
		N. 45°30′20″, W. 73°35′32″	60.00 A					
CKCK–TV–2	Transcanada-Communications, Ltd	Willow Bunch, Saskatchewan	9.00 V	D.A.	636	3,486	864	(–)
		N. 49°20′58″, W. 105°38′08″	4.50 A					
CKOS–TV–3	Yorktown Television Co., Ltd	Wynyard, Saskatchewan	0.67 V	Om.	514	2,539	606	No.
		N. 51°42′30″, W. 104°17′55″	0.34 A					
		Channel 7 (174–180 mc)						
CJLH–TV	Lethbridge Television, Ltd	Lethbridge, Alberta	96.10 V	D.A.	600	3,619	662	Do.
		N. 49° 42′55″, W. 112°47′56″	44.90 A					
CBXAT–1	Canadian B/Cing Corp	Peace River, Alberta	0.72 V	D.A.	230	2,067	411	Do.
		N. 56°09′26″, W. 117°18′46″	0.36 A					
CHBC–TV–2	Okanogan Valley TV Co., Ltd	Vernon, British Columbia	0.31 V	D.A.	93	2,826	865	(–)
		N. 50°16′58″, W. 119°19′09″	0.16 A					
CBWBT–1	Canadian B/Cing Corp	The Pas, Manitoba	0.26 V	D.A.	120	1,001	135	No.
		N. 53°50′09″, W. 101°15′20″	0.13 A					
CJAY–TV	Channel 7 Television, Ltd	Winnipeg, Manitoba	325.00 V	Om.	925.5	1,704.5	932.5	(+)
		N. 49°34′48″, W. 97°10′04″	180.00 A					
CKCD–TV	Moncton B/Cing, Ltd	Campbellton, New Brunswick (Harrison Brook.)	0.865 V	D.A.	90	1,140	640	(–)
		N. 48°04′57″, W. 66°34′54″	0.433 A					
CFCY–TV–1	Island B/Cing Co., Ltd	New Glasgow, Nova Scotia	0.209 V	D.A.	149	699	418	No.
		N. 45°32′00″, W. 62°38′14″	0.104 A					
CBFST	Canadian B/Cing Corp	Sturgeon Falls, Ontario	9.75 V	D.A.	513	1,363	617	Do.
		N. 46°25′10″, W. 79°56′04″	5.27 A					
CHSM–TV–1	Le Syndicat de Television de Riviere-au-Renard.	Fox River, Quebec	0.063 V	Om.	90	1,290	850	Do.
		N. 48°59′15″, W. 64°27′00″	0.032 A					
CKRT–TV	Radio CJFP, Ltd	Riviere du Loup, Quebec	39.00 V	Om.	200	2,350	1,156	(+)
		N. 47°35′03″, W. 69°22′10″	19.50 A					
CHLT–TV	La Tribune, Ltd	Sherbrooke, Quebec	170.00 V	D.A.	106	2,856	1,920	No.
		N. 45°18′43″, W. 72°14′32″	100.00 A					
CKBI–TV–2	Central B/Cings Co., Ltd	North Battleford, Saskatchewan	0.315 V	D.A.	392	2,167	444	Do.
		N. 52°49′44″, W. 108°19′47″	0.157 A					
CKOS–TV–2	Yorktown Television Co., Ltd	Carlyle Lake, Saskatchewan	92.00 V	D.A.	706	3,231	891	(+)
		N. 49°44′22″, W. 102°16′38″	50.00 A					
		Channel 8 (180–186 mc)						
CHBC–TV–3	Okanogan Valley Television Co	Oliver, British Columbia	0.110 V	D.A.	57	2,487	1,346	No.
		N. 49°06′00″, W. 119°34′45″	0.055 A					
CHAN–TV	Vantel B/Cing Co., Ltd	Vancouver, British Columbia	180.00 V	D.A.	160	1,140	998	(+)
		N. 49°16′31″, W. 122°54′49″	90.00 A					
CFLA–TV	Canadian B/Cing Corp	Goose Bay, Labrador	0.348 V	Om.	97	222	103	
		N. 53°17′50″, W. 60°25′12″	0.174 A					
CKOS–TV–1	Yorkton Television Co., Ltd	Dauphin, Manitoba	23.00 V	D.A.	540	3,267	1,076	No.
		N. 51°28′17″, W. 100°43′16″	11.50 A					

CANADIAN TELEVISION ASSIGNMENTS—(LISTED BY CHANNEL)—Continued
RECAPITULATIVE TO APR. 1, 1963—continued

Call sign	Licensee	Location	Effective radiated power (kw)	Directivity	Antenna: Height above ground (feet)	Antenna: Height above msl (feet)	Antenna: Height above terrain (feet)	Offset
		Channel 8 (180–186 mc)—Continued						
CBHT-2	Canadian B/Cing Corp	Shelburne, Nova Scotia	0.423 V	D.A.	313.5	563.5	449	Do.
		N. 43°46′35″, W. 65°18′29″	0.254 A					
CFSN-TV	do	Stephenville, Newfoundland	0.294 V	Om.	75	213	−23.78	Do.
		N. 48°33′35″, W. 58°33′52″	0.147 A					
CJSS-TV	Cornwall B/Cing, Ltd	Cornwall, Ontario	130.00 V	D.A.	638	813	615	(+)
		N. 43°10′35″, W. 74°31′38″	78.00 A					
CBWAT	Canadian B/Cing Corp	Kenora, Ontario	9.30 V	D.A.	185	1,345	240	No.
		N. 49°46′13″, W. 94°30′13″	5.50 A					
CKNX-TV	Radio Station CKNX, Ltd	Wingham, Ontario	90.00 V	D.A.	623	1,773	793	(−)
		N. 44°05′26″, W. 81°12′26″	55.00 A					
CFQC-TV	A. A. Murphy & Sons, Ltd	Saskatoon, Saskatchewan	180.00 V	D.A.	625	2,585	866	(+)
		N. 52°11′30″, W. 106°23′01″	100.00 A					
		Channel 9 (186–192 mc)						
CBUAT-1	Canadian B/Cing Corp	Nelson, British Columbia	0.56 V	D.A.	67	3,107	−1,092	No.
		N. 49°30′00″, W. 117°27′08″	0.28 A					
CKX-TV-2	Western Manitoba Broadcasters, Ltd	Melita, Manitoba	0.188 V	Om.	211	1,686	212	(+)
		N. 49°16′50″, W. 100°59′12″	0.094 A					
CFXU	Atlantic Television Co., Ltd	Antigonish, Nova Scotia	73.00 V	D.A.	446	1,446	904	No.
		N. 45°32′45″, W. 65°15′39″	36.50 A					
CBLAT	Canadian B/Cing Corp	Dryden, Ontario	8.90 V	D.A.	500	1,825	569	(−)
		N. 49°45′52″, W. 92°40′56″	4.45 A					
CBOFT	do	Ottawa, Ontario	31.00 V	D.A.	488	689	403	(+)
		N. 45°23′50″, W. 75°45′10″	17.00 A					
CFTO-TV	Baton-Aldred-Rogers B/Cing, Ltd	Toronto, Ontario	325.00 V	Om.	871	1,421	925	No.
		N. 43°46′48″, W. 79°15′34″	162.00 A					
CKLW-TV	Western Ontario B/Cing Co., Ltd	Windsor, Ontario	178.00 V	D.A.	626	1,226	631	(−)
		N. 42°18′59″, W. 83°02′58″	107.00 A					
CKBL	La Cie de Radiodiffusion	Matane, Quebec	153.00 V	D.A.	114	3,839	2,336	(−)
		N. 48°53′25″, W. 66°38′25″	92.00 A					
CKRS-TV-1	Radio Saguenay Ltee	Port Alfred, Quebec	0.019 V	D.A.	80	605	61	(+)
		N. 48°19′20″, W. 70°49′48″	0.009 A					
CHAB-TV-1	CHAB, Ltd	Regina, Saskatchewan	140.00 V	D.A.	697.5	2,654	680	(−)
		N. 50°28′58″, W. 104°30′20″	75.00 A					
		Channel 10 (192–198 mc)						
CHCA-TV-1	CHCA Television, Ltd	Coronation, Alberta	12.40 V	D.A.	218	3,218	687	No.
		N. 52°09′15″, W. 111°09′30″	6.20 A					
CBXAT	Canadian B/Cing Corp	Grand Prairie, Alberta	36.00 V	D.A.	500	3,566	967	(−)
		N. 55°29′20″, W. 118°44′50″	18.00 A					
CBUBT	do	Cranbrook, British Columbia	1.10 V	D.A.	77	4,091	832	No.
		N. 49°32′45″, W. 115°47′52″	0.505 A					
CBWBT	do	Flin Flon, Manitoba	6.80 V	Om.	275	1,355	335	(−)
		N. 54°47′30″, W. 101°52′00″	3.40 A					
CJOX-TV	Newfoundland B/Cing Co., Ltd	Argentia, Newfoundland	0.20 V	D.A.	62	523	329	No.
		N. 47°15′44″, W. 53°58′58″	0.10 A					
CJCH-TV-1	CJCH Ltd	Canning, Nova Scotia	0.905 A	D.A.	318	993	886	Do.
		N. 45°12′12″, W. 64°24′06″	0.453 V					
CFPL-TV	London Free Press Printing Co., Ltd	London, Ontario	325.00 V	Om.	946	1,860	1,000	Do.
		N. 42°57′15″, W. 81°15′58″	195.00 A					
CKGN-TV	Tel-Ad Co., Ltd	North Bay, Ontario	28.50 V	D.A.	358	1,206	459	(−)
		N. 46°12′15″, W. 79°21′05″	14.25 A					
CFIM-TV	Paul L'Anglais & Associates	Montreal, Province of Quebec	325.00 V	Om.	330	1,060	964	No.
		N. 45°30′20″, W. 73°35′32″	195.00 A					
CKBI-TV-1	Central B/Cing Co. Ltd	Alticane, Saskatchewan	0.34 V	D.A	162.5	2,662.5	590	(−)
		N. 52°51′30″, W. 107°40′00″	0.17 A					
		Channel 11 (198–204 mc)						
CBUAT	Canadian B/Cing Corp	Trail, British Columbia	0.164 V	D.A.	201	4,451	998	No.
		N. 49°08′27″, W. 117°47′06″	0.082 A					
CKX-TV-1	Western Manitoba B/Csters, Ltd	Foxwarren, Manitoba	6.64 V	Om.	261	2,031	270	Do.
		N. 50°31′14″, W. 101°04′23″	3.48 A					
CBAFT	Canadian B/Cing Corp	Moncton, New Brunswick	10.06 V	D.A.	140	756	516	Do.
		N. 46°08′27″, W. 64°54′16″	5.03 A					
CBHT-3	do	Yarmouth, Nova Scotia	0.412 V	D.A.	86	236	191	(−)
		N. 43°51′38″, W. 66°04′00″	0.248 A					
CHCH-TV	Niagara TV, Ltd	Hamilton, Ontario	230.00 V	D.A.	1,054	1,679	1,173	(+)
		N. 43°12′27″, W. 79°46′28″	143.00 A					
CKWS-TV	Frontenac B/Cing Ltd	Kingston, Ontario	130.00 V	D.A.	785	1,110	851	(−)
		N. 44°10′02″, W. 76°25′40″	78.00 A					
CBFT-1	Canadian B/Cing Corp	Mont Tremblant, Quebec	0.600 V	D.A.	97	3,047	1,779	No.
		N. 46°13′10″, W. 74°33′11″	0.300 A					
		Channel 12 (204–210 mc)						
CKAM-TV	MonctonB/Cing Ltd	Campbellton, New Brunswick	141.00 V	D.A.	733	2,793	1,331	Do.
		N. 47°27′19″, W. 66°25′07″	77.00 A					
CBHT-1	Canadian B/Cing Corp	Liverpool, Nova Scotia	0.412 V	D.A.	110	410	275	(+)
		N. 44°03′59″, W. 64°43′00″	0.248 A					
CHEX-TV	Kawartha B/Cing Co., Ltd	Peterborough, Ontario	139.00 V	D.A.	753	1,553	772	(+)
		N.44°19′45″, W. 78°18′03″	83.4 A					
CBFST-1	Canadian B/Cing Corp	Timiskaming, Ontario	7.08 V	D.A.	525	1,825	860	(−)
		N. 46°38′28″, W. 79°04′24″	3.54 A					
CKRS-TV	Radio Saguenay, Ltd	Jonquiere, Quebec	20.00 V	D.A.	228	748	311	(+)
		N. 48°24′29″, W. 71°14′52″	10.00 A					
CFCF-TV	Canadian Marconi Co	Montreal, Province of Quebec	325.00 V	Om.	330	1,060	970	No.
		N. 45°30′20″, W. 73°35′32″	160.00 A					
CKCK-TV-1	Transcanada Comm-Ltd	Colgate, Saskatchewan	15.10 V	D.A.	538	2,463	532	Do.
		N. 49°26′16″, W. 103°47′53″	7.50 A					

CANADIAN TELEVISION ASSIGNMENTS—(LISTED BY CHANNEL)—Continued

RECAPITULATIVE TO APR. 1, 1963—continued

Call sign	Licensee	Location	Effective radiated power (kw)	Directivity	Antenna: Height above ground (feet)	Antenna: Height above msl (feet)	Antenna: Height above terrain (feet)	Offset
		Channel 13 (210–216 mc)						
CHBC–TV–1	Okanogan Valley TV Co., Ltd	Penticton, British Columbia N. 49°39′34″, W. 119°34′18″	0.30 V 0.15 A	D.A.	91	4,391	2,717	Do.
CJBR–TV–1	Lower St. Lawrence Radio, Inc	Edmunston, New Brunswick N. 47°23′25″, W. 68°18′59″	0.715 A 0.357 V	D.A.	521	1,696	856	Do.
CKCO–TV	Central Ontario TV, Ltd	Kitchener, Ontario N. 43°24′15″, W. 80°38′05″	325.00 V 160.00 A	Om.	653.8	2,089	954	(+)
CJOH–TV	Bushnell TV Co., Ltd	Ottawa, Ontario N. 45°18′09″, W. 75°53′20″	152.00 V 76.00 A	D.A.	540	954	634	No.
CBFST–1	Canadian B/Cing Corp	Sudbury, Ontario N. 46°30′14″, W. 80°58′04″	0.601 V 0.361 A	D.A.	265	1,403	478	(−)
CFCY–TV	The Island Radio B/Cing Co., Ltd	Charlottestown, Prince Edward Island. N. 46°12′40″, W. 63°20′25″	38.60 V 19.30 A	D.A.	540	890	771	(+)
CKTM–TV	Television St. Maurice, Inc	Three Rivers, Quebec N. 46°29′27″, W. 72°39′00″	162.50 V 81.20 A	D.A.	1,040	1,615	1,323	(−)
		Channel 72						
CHGP–TV–1	Princeton Television, Ltd	Princeton, British Columbia N. 49°28′18″, W. 120°33′57″	0.039 V 0.020 A	D.A.	53	4,153	665	No.
		Channel 80						
CJAO–TV–1	Gaspe Television, Ltd	Mont Blanc, Province of Quebec N. 48°31′39″, W. 64°14′40″	0.401 V 0.201 A	D.A.	62.25	1,262.25	L 126.5	

[F.R. Doc. 63–4422; Filed, Apr. 29, 1963; 8:45 a.m.]

[Docket No. 15049]

ROBERT G. MASKELL

Order To Show Cause

In the matter of Robert G. Maskell, Stoneham, Massachusetts, Docket No. 15049; order to show cause why there should not be revoked the license for Radio Station KBA–5393 in the Citizens Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: Official Notice of Violation dated January 28, 1963, alleging violation of § 19.61(a) of the Commission's rules.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated March 8, 1963 also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules:

It is ordered, This 24th day of April 1963, pursuant to section 312(a)(4) and (c) of the Communications Act of 1934, as amended, and § 0.291(b)(8) of Part 0 of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order; and

It is further ordered, That the Acting Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee at his last known address of 128 D Main Street, Stoneham, Massachusetts.

Released: April 25, 1963.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 63–4587; Filed, Apr. 29, 1963; 8:48 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 24SF–3129]

ELK EXPLORATION, INC.

Notice and Order for Hearing

APRIL 24, 1963.

I. Elk Exploration, Inc. (issuer), 111 West Telegraph Street, Carson City, Nevada, a Nevada corporation, filed with the Commission on January 7, 1963, a notification and offering circular relating to an offering of 60,000 shares of its $5 par value common stock at $5 per share for an aggregate of $300,000, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

II. The Commission, on April 4, 1963, issued an order pursuant to Rule 261 of the general rules and regulations under the Securities Act of 1933, as amended, temporarily suspending the issuer's exemption under Regulation A, and affording to any person having any interest therein an opportunity to request a hearing. A written request for a hearing has been received by the Commission.

The Commission deems it necessary and appropriate that a hearing be held for the purpose of determining whether it should vacate the temporary suspension order or enter an order of permanent suspension in this matter.

It is hereby ordered, Pursuant to Rule 261 of the general rules and regulations under the Securities Act of 1933, as amended, that a hearing be held at 10:00 a.m., P.d.s.t., on May 22, 1963, at the San Francisco Regional Office of the Commission, 821 Market Street, San Francisco, California, with respect to the matters set forth in section II of the Commission's order dated April 4, 1963, which temporarily suspended the Regulation A exemption of Elk Exploration, Inc. without prejudice, however, to the specification of additional issues which may be presented in these proceedings.

III. *It is further ordered,* That William W. Swift, or any other officer or officers of the Commission designated by it for that purpose, shall preside at the hearing; that any officer or officers so designated to preside at any such hearing are hereby authorized to exercise all the powers granted to the Commission under sections 19(b), 21 and 22(c) of the Securities Act of 1933, as amended, and to hearing officers under the Commission's rules of practice.

It is further ordered, That the Secretary of the Commission shall serve a copy of this order by registered mail on Elk Exploration, Inc., and that notice of the entering of this order shall be given to all persons by general release of the Commission and by publication in the FEDERAL REGISTER. Any person who desires to be heard or otherwise wishes to participate in the hearing shall file with the Commission on or before May 20, 1963, a request relative thereto as provided in Rule 9(c) of the Commission's rules of practice.

It is further ordered, That Elk Exploration, Inc., pursuant to Rule 7 of the rules of practice of the Commission

(17 CFR 201.7), shall file an answer to the allegations set forth in section II of the Commission's order dated April 4, 1963. Such answer shall be filed in the manner, form and within the time prescribed by 17 CFR 201.7 and shall specifically admit or deny or state that Elk Exploration, Inc., does not have, and is unable to obtain, sufficient information to admit or deny each of the allegations set forth in section II of the Commission's order dated April 4, 1963.

Notice is hereby given that if Elk Exploration, Inc. fails to file an answer pursuant to 17 CFR 201.7 within fifteen days after service upon it of this notice and order for hearing, the proceedings may be determined against Elk Exploration, Inc., by the Commission upon consideration of this notice and order for hearing and said allegations in section II of the Commission's order dated April 4, 1963, may be deemed to be true.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 63-4566; Filed, Apr. 29, 1963; 8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

APRIL 25, 1963.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 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. 38293: *Substituted service—sea-land service for Allied Van Lines, Inc., et al.* Filed by Household Goods Carriers' Bureau, Agent (No. 59), for interested carriers. Rates on property loaded in highway trailers, between Port of New York, N.Y., viz: Elizabeth-Port Authority Pier and Port Newark, N.J., on the one hand, and Jacksonville, Fla., Houston, Tex., also Long Beach and Oakland, Calif., 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.

Tariffs: Supplements 4, 3, and 4 to Household Goods Carriers' Bureau, Agent, tariffs MF-I.C.C. 107, 108 and 110, respectively.

FSA No. 38294: *Substituted service—Soo Line for North American Van Lines, Inc.* Filed by Household Goods Carriers' Bureau, Agent (No. 60), for interested carriers. Rates on property loaded in highway trailers, between Chicago (Schiller Park), Ill., on the one hand, and Fond du Lac, Wis., Minneapolis, Minn., also Bismarck and Minot, N. Dak., 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.

Tariff: Supplement 4 to Household Goods Carriers' Bureau, Agent, tariff MF-I.C.C. 107.

FSA No. 38295: *Substituted service—E-L and NYNH&H for Greyhound Van Lines, Inc.* Filed by Household Goods Carriers' Bureau, Agent (No. 61), for interested carriers. Rates on property loaded in highway trailers, between East Cambridge, Mass., on the one hand, and Chicago, Ill., and Cleveland, Ohio, 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.

Tariff: Supplement 4 to Household Goods Carriers' Bureau, Agent, tariff MF-I.C.C. 107.

FSA No. 38296: *Clay to Columbus, Nebr.* Filed by O. W. South, Jr., Agent (No. A4306), for interested rail carriers. Rates on clay, kaolin or pyrophyllite, as described in the application, in carloads, from points in Alabama, Florida, Georgia, North Carolina, and South Carolina, to Columbus, Nebr., and points on the CB&Q and UP grouped therewith.

Grounds for relief: Carrier competition.

Tariff: Supplement 135 to Southern Freight Association, Agent, tariff I.C.C. S-40.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary.*

[F.R. Doc. 63-4572; Filed, Apr. 29, 1963; 8:46 a.m.]

[Notice 25]

APPLICATIONS FOR LOAN GUARANTIES

APRIL 25, 1963.

Notice is hereby given of the filing of the following application under part V of the Interstate Commerce Act:

Finance Docket No. 22577 filed April 24, 1963, by Missouri-Kansas-Texas Railroad Company, Katy Building, Dallas 2, Texas, for guaranty by the Interstate Commerce Commission of a loan in amount not exceeding $12,000,000. Applicant's representative: William A. Thie, General Counsel, Missouri-Kansas-Texas Railroad Company, Barrett Building, Denison, Texas. Loan is for the purpose of reimbursing applicant's treasury for expenditures made from its own funds after January 1, 1957, for additions and betterments and other capital improvements.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary.*

[F.R. Doc. 63-4573; Filed, Apr. 29, 1963; 8:46 a.m.]

[Notice 793]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 25, 1963.

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

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

No. MC-FC 35382. By order of April 23, 1963, the Transfer Board approved the lease of Roland Cash, doing business as Atlas Haulers Company, Dallas, Tex., as applicant in No. MC 56794 Sub 3, BOR-99, filed in the name of Atlas Haulers, Inc., Dallas, Tex., for a certificate of registration to operate in interstate or foreign commerce authorizing operations under the former second proviso of section 206(a)(1) of the Act supported by Texas certificate No. 6035, authorizing the transportation of oilfield equipment and pipe, when moving as oilfield equipment, between all points in Texas. James W. Hightower, Wynnewood Professional Building, Dallas 24, Tex., attorney for applicant.

No. MC-FC 65590. By order of April 23, 1963, the Transfer Board approved the transfer to Hirschbach Motor Lines, Inc., Sioux City, Iowa, of Certificate Nos. MC 117686, MC 117686 Sub 1, MC 117686 Sub 4, MC 117686 Sub 5, MC 117686 Sub 8, and MC 117686 Sub 12, issued December 4, 1961, June 21, 1962, December 4, 1961, August 4, 1961, February 15, 1962, and April 15, 1963, respectively, to Raymond C. Hirschbach, doing business as Hirschbach Motor Lines, Sioux City, Iowa, authorizing the transportation of: Bananas, sweet potatoes and cocoanuts when moving with bananas, from New Orleans, La., to Rock Island, Ill., Detroit Lakes, Minn., Grand Island, Norfolk, and Omaha, Nebr., Sioux Falls, S. Dak., and to points in Iowa; from Mobile, Ala., to Des Moines and Sioux City, Iowa, Omaha, Nebr., and Sioux Falls, S. Dak.; bananas and yams and cocoanuts when transported in mixed shipments with bananas, from Gulfport, Miss., to Sioux Falls, S. Dak., Rock Island, Ill., and to points in Iowa, Minnesota, Nebraska, and North Dakota; bananas, from Mobile, Ala., New Orleans, La., and Gulfport, Miss., to Peoria, Ill., and to points in Minnesota (except Detroit Lakes), Montana, and South Dakota (except Sioux Falls); bananas from New Orleans, La., to Kearney and Grand Island, Nebr.; meats, packing house products, dairy products, poultry and eggs (with certain exceptions), from Kansas City, Kans., Kansas City, Springfield, and Carthage, Mo., and Fayetteville, Ark., to Memphis, Tenn., points in Mississippi and Louisiana, and points in Arkansas, (with exceptions); rice, from specified points in Arkansas to Kansas City, Kans., and to specified points in Missouri and Omaha, Nebr.; dried apples from Bentonville, Ark., to Memphis, Tenn.; cream and cheese boxes, from Bentonville, Ark., to Springfield, Mo.;

empty cans, from Fayetteville, and Bentonville, Ark., to Springfield, Mo.; bananas, from New Orleans, La., to Hot Springs, Ark.; sugar, from Little Rock, Ark., to Bentonville, Siloam Springs, Rogers, and Fayetteville, Ark., and specified points in Missouri; from Reserve, La., to Fort Smith, Ark., and Joplin, Mo.; canned goods, from points in Mississippi, and Louisiana, to Fort Smith, Ark.; and specified points in Missouri, and Kansas; from Wiggins, Miss., to Little Rock, Ark.; from Biloxi, Miss.; to Fayettteville, and Rogers, Ark., and Kansas City, Kans.; cheese, from points in Missouri, to Memphis, Tenn., points in Arkansas, Mississippi, and Louisiana; from Bentonville, Ark., to Memphis, Tenn., and points in Mississippi and Louisiana; vinegar, from Rogers, Ark., to points in Kansas; glass containers, from points in Mississippi, to Omaha, Nebr., and Kansas City, Kans., and points in Missouri, and Arkansas; packing-house products, in truckloads (with exceptions) from Omaha, Nebr., to Memphis, Tenn., and points in Arkansas, Louisiana and Mississippi; dairy products (with exceptions) from Omaha, Nebr., to points in Arkansas, Louisiana and Mississippi; from Fayetteville, Ark., to Omaha, Nebr.; paper and paper products, from Pascagoula, and Moss Point, Miss., to points in Arkansas; canned goods and fresh fruit, from Summers, Ark., to Kansas City and St. Joseph, Mo., and points in Oklahoma; spinach, from specified points in Oklahoma, to Summers, Ark.; fresh fruits, from points in Arkansas, to Kansas City and St. Joseph, Mo., and points in Oklahoma; coal, from points in Oklahoma to Summers, Ark., livestock, from points in Arkansas, to points in Missouri; flour and feed, from Kansas City. Mo., to Summers and Lincoln, Ark.; grain, between points in Washington County, Ark., on the one hand, and, on the other, points in Adair County, Okla.; and canned goods, from points in Louisiana, to Wichita, Kans., points in Minnesota, Missouri, North and South Dakota, Oklahoma, Iowa and Nebraska; from Biloxi, Miss., to points in Kansas, Nebraska, South Dakota, Missouri, and Iowa. J. Max Harding and Donald E. Leonard, c/o Nelson, Harding & Acklie, Box 2028 14th and J Streets, Lincoln, Nebr., attorney for applicants.

No. MC–FC 65765. By order of April 23, 1963, the Transfer Board approved the transfer to Morris Pollon, doing business as M. Pollon, Philadelphia, Pa., of Certificate No. MC 2849, issued April 4, 1958, to Charles J. Sekula, Philadelphia, Pa., authorizing the transportation of: Household goods, office furniture and equipment, and store fixtures, between Philadelphia, Pa., on the one hand, and, on the other, points in New York, New Jersey, Maryland, and Delaware. Raymond A. Thistle, Jr., 1500 Walnut, Philadelphia 2, Pa., attorney for applicants.

No. MC–FC 65827. By order of April 23, 1963, the Transfer Board approved the transfer to McConnell Heavy Hauling, Inc., Little Rock, Ark., of Certificate Nos. MC 102906 and MC 102906 Sub 7, issued May 24, 1955 and April 24, 1961, respectively, to F. O. McConnell and Mrs. F. O. McConnell, a partnership, doing business as McConnell Heavy Hauling, Little Rock, Ark., authorizing the transportation of Fly ash, in bulk, in air slice trailers, from Little Rock, Ark., to Greer's Ferry Dam Site, Ark., near Heber Springs, Ark.; heavy machinery and equipment (other than oilfield equipment), which because of its size or weight requires the use of special equipment, between points in Arkansas; and between points in Arkansas, on the one hand, and, on the other, points in Missouri, Oklahoma, Texas, Louisiana, Mississippi and Tennessee. Louis Tarlowski, 914 Pyramid Life Building, Little Rock, Ark., attorney for applicants.

No. MC–FC 65831. By order of April 22, 1963, the Transfer Board approved the transfer to Fox Rigging & Hauling Corp., New York, N.Y., of Certificate No. MC 55809, issued October 18, 1961, to Fox Industrial Trucking, Inc., New York, N.Y., authorizing the transportation of machinery, over irregular routes, between Newark, N.J., New York, N.Y., and points in New Jersey within 10 miles of Newark, N.J., on the one hand, and, on on the other, Albany and Binghamton, N.Y., and points in that part of New Jersey, New York, Pennsylvania, and Connecticut, within 125 miles of Newark, N.J. Joseph Schwartzman, 654 Madison Avenue, New York 21, N.Y., attorney for applicants.

[SEAL] HAROLD D. McCOY,
Secretary.

[F.R. Doc. 63–4574; Filed Apr. 29, 1963; 8:46 a.m.]

ALEXANDER W. WUERKER

Statement of Changes in Financial Interests

Pursuant to subsection 302(c), Part III, Executive Order 10647 (20 F.R. 8769) "Providing for the Appointment of Certain Persons under the Defense Production Act of 1950, as amended," I hereby furnish for filing with the Office of the Federal Register for publication in the FEDERAL REGISTER the following information showing any changes in my financial interests and business connections as heretofore reported and published (26 F.R. 8958, 27 F.R. 3829, and 27 F.R. 9469) during the six months' period ended March 14, 1963.

No change.

Dated: March 14, 1963.

ALEXANDER W. WUERKER.

[F.R. Doc. 63–4571; Filed, Apr. 29, 1963; 8:46 a.m.]

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