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1934

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# Presidential Documents

## Title 3—THE PRESIDENT

### Executive Order 11108

#### DELEGATING AUTHORITY UNDER THE INTERNATIONAL WHEAT AGREEMENT ACT OF 1949, AS AMENDED, TO THE SECRETARY OF AGRICULTURE

By virtue of the authority vested in me as President of the United States by the International Wheat Agreement Act of 1949, as amended (7 U.S.C. 1641 *et seq.*), hereinafter referred to as the "Act," it is hereby ordered as follows:

SECTION 1. *Scope.* The Secretary of Agriculture (hereinafter referred to as "Secretary") shall exercise the power, authority, and discretion conferred on the President by the Act, and to this end the Secretary is authorized, among other things, to:

(a) Make available or cause to be made available, through the Commodity Credit Corporation, such quantities of wheat and wheat-flour and at such prices as are necessary to exercise the rights, obtain the benefits, achieve the objectives, and fulfill the obligations of the United States under the International Wheat Agreement.

(b) Prohibit or restrict the importation or exportation of wheat or wheat-flour and issue such rules and regulations as he may deem necessary in the implementation of the International Wheat Agreement.

(c) Require, in accordance with such regulations as he may prescribe, the making of such reports and the keeping of such records as he finds necessary to enable him to carry out the purposes of the Act.

(d) Examine such books, papers, records, accounts, correspondence, contracts, documents, and memoranda as are relevant to transactions under the International Wheat Agreement and are within the control of any person required to make reports or keep records under such regulations.

(e) Take such other action as may be necessary in his judgment in the implementation of the International Wheat Agreement.

SEC. 2. *Interagency Cooperation.* The Secretary, in exercising the authority delegated herein, shall consult with the Secretary of State, the Special Representative for Trade Negotiations, and other officers or agencies of the Government as may be appropriate.

SEC. 3. *Redelegation.* The Secretary is hereby authorized to redelegate within the Department of Agriculture the authority hereinabove delegated to him.

JOHN F. KENNEDY

THE WHITE HOUSE,  
May 22, 1963.

[F.R. Doc. 63-5585; Filed, May 23, 1963; 10:13 a.m.]

Federal Documents

1970-1971

U.S. GOVERNMENT PRINTING OFFICE: 1970

# Rules and Regulations

## Title 19—CUSTOMS DUTIES

### Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 55896]

#### PART 2—MEASUREMENT OF VESSELS

##### Foreign Vessels

The Bureau of Customs has recognized that the system of measurement of vessels adopted by certain nations signatory to the Convention for a Uniform System of Tonnage Measurement of Ships concluded at Oslo, Norway, on June 10, 1947, does not substantially depart from the rules concerning the measurement for tonnage of vessels of the United States and has authorized the acceptance in United States ports of tonnages derived thereunder. The Department of State at the Bureau's request has recently supplied an up-to-date list of the parties to the Convention. From that list it appears that although Cambodia, Central African Republic, Gabon Republic, Malagasy Republic, and the Republic of Senegal have become parties to the Convention, the names of those nations have not been added to the list of foreign countries whose systems of measurement have been recognized in § 2.63 of the Customs Regulations.

Further, the listing in § 2.63 appears to be inexact in listing Germany, Poland, and Russia, rather than the Federal Republic of Germany, Polish People's Republic, and Union of Soviet Socialist Republics, respectively.

Section 2.63 is accordingly amended for these and other reasons to read as follows:

##### § 2.63 Foreign vessels.

A mode of measurement for the tonnage of vessels substantially similar to that of the United States having been adopted by Belgium, Cambodia, Central African Republic, Denmark, Federal Republic of Germany, Finland, France, Gabon Republic, Great Britain, Greece, Iceland, Israel, Italy, Japan, Liberia, Malagasy Republic, the Netherlands, Norway, Panama, Polish People's Republic, Portugal, Republic of Senegal, Spain, Sweden, Union of Soviet Socialist Republics, Venezuela, and Yugoslavia, and the like courtesy having been extended to vessels of the United States, it is directed that merchant vessels of these countries, the registers of which indicate their gross and net tonnages under their present laws, shall be taken in ports of the United States to be of the tonnages so expressed in their doc-

uments. Vessels of foreign countries other than the aforesaid are to be measured according to the laws of the United States.

(R.S. 161, secs. 2, 3, 23 Stat. 118, as amended, 119, as amended, R.S. 4153, as amended, 4154, as amended, sec. 4, 28 Stat. 743, as amended; 5 U.S.C. 22, 46 U.S.C. 2, 3, 77, 79, 81)

[SEAL] N. G. STRUB,  
*Acting Commissioner of Customs.*

Approved: May 16, 1963.

JAMES A. REED,  
*Assistant Secretary of the  
Treasury.*

[F.R. Doc. 63-5541; Filed, May 23, 1963;  
8:46 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

#### SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 62-WE-76]

#### PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

##### Alteration of Amendment

On May 7, 1963, there were published in the FEDERAL REGISTER (28 F.R. 4552) amendments to the Federal Aviation Regulations which altered VOR Federal airways Nos. 23, 230, 299 and 495 between Los Angeles, Calif., and Friant, Calif.; incorporated a new VOR at Porterville, Calif., into the airway structure; altered the Palmdale, Calif., transition area; and altered reporting points. These amendments were to become effective June 27, 1963.

Subsequent to the publication of these amendments, it has been determined that the commissioning of the Porterville VOR will be delayed until July 25, 1963. Accordingly, action is taken herein to alter Airspace Docket No. 62-WE-76 by postponing the effective date until July 25, 1963.

Since more than 30 days will elapse from the time of publication of the amendments as initially adopted to the new effective date, these changes are in compliance with Section 4 of the Administrative Procedure Act.

In consideration of the foregoing, effective immediately, Airspace Docket No. 62-WE-76 is amended as follows: "Effective 0001 e.s.t., June 27, 1963." is deleted and "Effective 0001 e.s.t., July 25, 1963." is substituted therefor.

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

Issued in Washington, D.C., on May 17, 1963.

H. B. HELSTROM,  
*Acting Chief,  
Airspace Utilization Division.*

[F.R. Doc. 63-5519; Filed, May 23, 1963;  
8:45 a.m.]

[Airspace Docket No. 63-SW-44]

#### PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

##### Alteration of Control Zone

The purpose of this amendment to § 71.171 of the Federal Aviation Regulations is to alter the description of the Waco, Tex., control zone.

The Waco control zone is designated, in part, with reference to the Abbott, Tex., radio beacon. The Department of the Air Force has scheduled the decommissioning of this facility. Therefore, action is taken herein to delete reference to the Abbott radio beacon in the description of the Waco control zone and, in addition, to correct the geographical coordinates of Waco Municipal Airport. Controlled airspace requirements for this area will be reviewed at a later date under the CAR Amendments 60-21/60-29 implementation program.

Since the change effected by this amendment is editorial in nature, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, the following action is taken: In § 71.171 (27 F.R. 220-91, November 10, 1962), the Waco, Tex., control zone is amended to read:

WACO, TEX.

Within a 5-mile radius of Waco Municipal Airport (latitude 31°36'40" N., longitude 97°-13'40" W.); within a 5-mile radius of James Connally AFB, Waco, Tex. (latitude 31°38'-20" N., longitude 97°04'25" W.); and within 2 miles each side of direct lines from James Connally AFB, extending from the James Connally 5-mile radius zone to latitude 31°47'12" N., longitude 97°03'05" W., and to the Prairie Hill RBN.

This amendment shall become effective upon the date of publication in the FEDERAL REGISTER.

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

Issued in Washington, D.C., on May 20, 1963.

W. THOMAS DEASON,  
*Assistant Chief,  
Airspace Utilization Division.*

[F.R. Doc. 63-5538; Filed, May 23 1963;  
8:46 a.m.]

RULES AND REGULATIONS

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Reg. Docket No. 1714; Amdt. 321]

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 25 MAY 1963.							
City, Muskegon; State, Mich.; Airport Name, Muskegon County; Elev., 628'; Fac. Class., SBMRLZ; Ident., MJ; Procedure No. 1, Amdt. 8; Eff. Date, 18 Jul 59; Sup. Amdt. No. 7; Dated, 26 Nov. 55							
Scarsdale Int.....	LA-LFR (Final).....	Direct.....	*1500	T-dn.....	300-1	300-1	200-½
				C-dn#.....	700-1	700-2	700-2
				S-dn-22# * %.....	500-1	500-1	500-1
				A-dn##.....	800-2	800-2	800-2

Radar vectors may be substituted for the above transition.  
 Procedure turn N side NE crs, 043° Outbnd, 223° Inbnd, 1900' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1500' (\*\*1000' authorized after UR LOM).  
 Crs and distance, facility to airport, 223°-2.8 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 miles after passing La Guardia LFR, climb to 2500' on SW crs La Guardia LFR to Prospect Int. Hold SW left turns, 1 minute, 043° Inbnd.  
 CAUTION: Standard clearance not provided over obstructions in final approach area and in missed approach area. Bridge towers 383' msl 2.5 miles NE; tank 422' msl 2 miles N.  
 NOTE: La Guardia LFR must be monitored aurally if ADF approach is made on this procedure.  
 \*If UR LOM not received, straight-in minimums not authorized.  
 %Descent to landing minimums authorized only after passing La Guardia LFR.  
 #Takeoff minimums for Runways 4 and 31 will not be less than 200-1 during periods when tower advisories indicate presence of surface ships in channel.  
 #AIR CARRIER NOTE: Sliding scale not authorized for landings on Runways 13, 31, and 22.  
 ##Sliding scale not authorized for alternate minimums.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 20'; Fac. Class., SBRAZ; Ident., LA; Procedure No. 1, Amdt. 15; Eff. Date, 25 May 63; Sup. Amdt. No. 14; Dated, 30 Mar. 63

PROCEDURE CANCELLED, EFFECTIVE 25 MAY 1963.  
 City, Shreveport; State, La.; Airport Name, Greater Shreveport; Elev., 251'; Fac. Class., SBRAZ; Ident., SHV; Procedure No. 1, Amdt. 7; Eff. Date, 12 Sept. 59; Sup. Amdt. No. 6; Dated, 28 Sept. 57

SHV-VOR.....	ST-LFR.....	Direct.....	2500	T-dn.....	300-1	300-1	300-1
BAD-VOR.....	ST-LFR.....	Direct.....	2500	C-d.....	600-1	600-1	600-½
				C-n.....	600-½	600-½	600-½
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn E side NW crs, 326° Outbnd, 146° Inbnd, 2500' within 10 miles (nonstandard due to traffic).  
 Minimum altitude over facility on final approach crs, 1100'.  
 Crs and distance, facility to airport, 152°-1.6 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.6 miles after passing ST-LFR, turn left, climb to 1700' on E crs (089°) within 20 miles.  
 CAUTION: 480' MSL TV tower located 1.6 miles S of airport. Two 2049' TV antennas located approximately 12 miles WNW of ST-LFR.  
 NOTE: Air carrier use not authorized.

City, Shreveport; State, La.; Airport Name, Shreveport Downtown; Elev., 179'; Fac. Class., SBRAZ; Ident., ST; Procedure No. 1, Amdt. 12; Eff. Date, 25 May 63; Sup. Amdt. No. 11; Dated, 24 Feb. 62

PROCEDURE CANCELLED, EFFECTIVE 25 MAY 1963.  
 City, Sioux Falls; State, S. Dak.; Airport Name, Municipal; Elev., 1423'; Fac. Class., SBRAZ; Ident., SUJ; Procedure No. 1, Amdt. 7; Eff. Date, 16 Jul. 54; Sup. Amdt. No. 6; Dated, 1 Aug. 52

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		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Weaverville Int.	ABN RBN	Direct	6000	T-dn*	800-1	800-1	800-1
Asheville VOR	ABN RBN	Direct	6000	C-d**	1500-2	1500-2	1500-2
Broad River Int.	ABN RBN	Direct	6000	C-n	NA	NA	NA
Owen Int.	ABN RBN	Direct	6000	S-dn-16	1200-1	1200-1	1200-1
				A-d	1500-2	1500-2	1500-2
				A-n	NA	NA	NA

Procedure turn E side of crs, 340° Outbnd, 160° Inbnd, 5500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 4200'.  
 Crs and distance, facility to airport, 160°—5.8 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing ABN RBN, climb to 5500' on crs of 162° to AVL LOM. Hold S, 1-minute right turns.  
 \*IFR departure procedures: Takeoffs to the N will climb on course of 342° from LOM to Owen Int and continue climb if necessary in holding pattern S of Owen Int (right turns, 1-minute) to 5000' or higher as directed by ATC before proceeding on course. Takeoffs to the S will climb on crs of 162° over the LOM and continue on crs of 162° to Broad River Int. Upon reaching 5000', or higher when directed by ATC, continue climb on course.  
 \*\*CAUTION: Terrain rises rapidly 2.0 miles W of airport. All maneuvering for circling approach must be accomplished E of airport. Abrupt changes in terrain adjacent to procedure areas. During periods of thunderstorm activity, station passage (ABN RBN) will be additionally identified as passing the AVL VOR R-296. Final approach from holding pattern not authorized. Procedure turn required.

City, Asheville; State, N.C.; Airport Name, Asheville Municipal; Elev., 2161'; Fac. Class., MHW; Ident., ABN; Procedure No. 2, Amdt. 1; Eff. Date, 25 May 63; Sup. Amdt. No. Orig.; Dated, 30 Mar. 63

TVC VOR	ATM RBN	Direct	2600	T-dn	600-1	600-1	NA
TVC RBN	ATM RBN	Direct	2600	C-d	1000-1	1000-1½	NA
				C-n	1000-1½	1000-2	NA
				A-dn	NA	NA	NA

Procedure turn W side of crs, 200° Outbnd, 020° Inbnd, 2600' within 10 miles of ATM RBN.  
 Minimum altitude over RBN on final approach crs, 1600'.  
 Crs and distance, facility to airport, 014°—0.3 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.3 mile after passing ATM RBN, climb to 2600' on 020° crs and return to ATM RBN.  
 NOTES: No weather available. ATM RBN operated by Antrim County, Mich.  
 CAUTION: Airport situated in hilly terrain. Rapid rising hills to 1100' start 1 mile W of airport.

City, Bellaire; State, Mich.; Airport Name, Antrim County; Elev., 614'; Fac. Class., HW; Ident., ATM; Procedure No. 1, Amdt. 1; Eff. Date, 25 May 63; Sup. Amdt. No. Orig.; Dated, 19 Jan. 63

CLE VOR	Louis Int (final)	Direct	3000	T-dn	300-1	300-1	200-½
Vermillion Int.	LOM	(#)	3000	C-dn	400-1	500-1	500-1½
Mentor Int.	LOM	(##)	3000	S-dn-5L and R	400-1	400-1	400-1
CLE VOR	LOM	Direct	3000	A-dn	800-2	800-2	800-2
Louis Int*	LOM (final)	Direct	2200				

Radar transitions and vectoring authorized in accordance with approved radar patterns. When used in lieu of procedure turn, alignment on final approach heading within 10 miles of final approach fix is required.  
 Procedure turn S side of crs, 234° Outbnd, 054° Inbnd, 3000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2200'.  
 Crs and distance, facility to airport, 054°—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, make left-climbing turn to 3000' on STG VOR R-360 intercept and proceed outbnd on CXR R-234 to Crib Int, hold E 1-minute right turns.  
 CAUTION: TV towers approximately 1970' approximately 6 miles ESE of airport.  
 Major change: Deletes transition from CLE LFR.  
 \*Louis Int: Int CLE VOR R-141 and CLE ILS 5L SE crs.  
 #This transition via the STG VOR R-309 and the CLE ILS 5L SE crs.  
 ##This transition via the CLE VOR R-072 and the CLE ILS 5L localizer crs.

City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 789'; Fac. Class., LOM; Ident., CL; Procedure No. 1, Amdt. 5; Eff. Date, 25 May 63; Sup. Amdt. No. 4; Dated, 12 Jan. 63

Mentor Int.	Stadium RBN	Direct	3000	T-dn	300-1	300-1	200-½
Sharon Int.	Stadium RBN	(##)	3000	C-d	700-1½	700-1½	700-1½
				C-n	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring authorized in accordance with approved radar patterns. When used in lieu of procedure turn, alignment on final approach heading within 10 miles of final approach fix is required.  
 Procedure turn N side of crs, 054° Outbnd, 234° Inbnd, 3000' within 10 miles of Stadium RBN.  
 Minimum altitude over facility on final approach crs, 3000'.  
 Crs and distance, facility to airport, 234°—6.9 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.9 miles after passing SUM RBN, make right-climbing turn to 3000' direct to CLE VOR.  
 CAUTION: TV towers approximately 1970' approximately 6 miles ESE of airport.  
 Major change: Deletes transitions from CLE LFR and Vermillion Int.  
 ##This transition is via STG VOR R-183 and the STG VOR R-036.

City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 789'; Fac. Class., MHW; Ident., SUM; Procedure No. 2, Amdt. 4; Eff. Date, 25 May 63; Sup. Amdt. No. 3; Dated, 14 Dec. 61

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	NA
				C-d.....	700-1	700-1	NA
				C-n.....	700-1½	700-1½	NA
				A-dn.....	800-2	800-2	NA

Procedure turn N side of crs, 205° Outbnd, 025° Inbnd, 3200' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1900'.  
 Facility on airport.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make a climbing right turn to 3200' and hold SW of the London RBN at 3200', 1-minute right turns, 025° Inbnd.  
 City, London; State, Ky.; Airport Name, London; Elev., 1201'; Fac. Class., BMH; Ident., LOZ; Procedure No. 1, Amdt. 2; Eff. Date, 25 May 63; Sup. Amdt. No. 1; Dated, 25 Feb. 61

Liberty VHF Int.....	Prospect VHF Int.....	Via radar vectors to IDL VOR R-270 and 044° bearing to LG LOM.	2500	T-dn*.....	300-1	300-1	200-½
				C-dn**.....	700-1	700-2	700-2
				S-dn-4**.....	500-1	500-1	500-1
				A-dn#.....	800-2	800-2	800-2
Prospect VHF Int.....	LG LOM (final).....	Direct.....	1200				
LGA-VOR.....	LG LOM.....	Direct.....	2500				
LGA-LFR.....	LG LOM.....	Direct.....	2500				

Radar transitions authorized in accordance with approved radar patterns.  
 Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 2500' S of Prospect Int within 10 miles of LG LOM#.  
 Minimum altitude over facility on final approach crs, 1200'.  
 Crs and distance, facility to airport, 044°—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 LG LOM, climb to 2500' on crs 043° or NE crs LaGuardia LFR to UR LOM. Hold UR LOM right turns, 1 minute, 043° Inbnd.  
 NOTE: LaGuardia LFR must be monitored during ADF approach.  
 CAUTION: (1) Standard clearance not provided over obstructions in final approach area and in missed approach area. (2) Unlighted obstructions in approach zone (Runway 4) protruding 40' above lights at beginning of approach lightlane decreasing to 10' above lights at 1100' from approach end of runway. (3) Tower 415' msl 3.8 miles SW; tower 390' msl 3.5 miles SW; building 968' msl 6.7 miles SW.  
 \*Takeoff minimums for Runways 4 and 31 will not be less than 200-1 during such periods when tower advisories indicate presence of surface ships in channel.  
 \*\*AIR CARRIER NOTE: Sliding scale not authorized for landing on Runways 13/31 and 22.  
 #AIR CARRIER NOTE: Sliding scale not authorized for alternate minimums.  
 #Maintain 2500' Inbnd on final approach crs until crossing Prospect Int.  
 City, New York; State, N. Y.; Airport Name, LaGuardia; Elev., 20'; Fac. Class., LOM; Ident., LG; Procedure No. 1, Amdt. 20; Eff. Date 25 May 63; Sup. Amdt. No. 19; Dated, 30 Mar. 63

Ontario VOR.....	Riverside RBN or Edgemont Int.....	Direct.....	4200	T-dn.....	300-1	300-1	200-½
Edgemont Int.....	Colton RBN.....	Direct.....	4200	C-dn.....	800-1	800-1	800-1½
RIV RBN.....	Colton RBN.....	Direct.....	4200	S-dn-25.....	800-1	800-1	800-1
Colton RBN.....	LOM (final).....	Direct.....	2800	A-dn.....	800-2	800-2	800-2
Moreno Int.....	Colton RBN.....	Direct.....	4200				

Radar transitions and vectoring utilizing March Radar are authorized in accordance with approved radar patterns.  
 Procedure turn not authorized. Aircraft must be vectored to final approach by radar or proceed via the Colton RBN in accordance with approved transitions.  
 Minimum altitude over Colton RBN on final approach crs, 4200'.  
 Crs and distance, facility to airport, 255°—5.9 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles after passing LOM, climb to 3000' on crs of 255° within 14 miles of LOM.  
 Other change: Reference to Dixon Int deleted.  
 City, Ontario; State, Calif.; Airport Name, Ontario International; Elev., 952'; Fac. Class., LOM; Ident., ON; Procedure No. 1, Amdt. 17; Eff. Date, 25 May 63; Sup. Amdt. No. 16; Dated, 2 Feb. 63

PROCEDURE CANCELLED, EFFECTIVE 25 MAY 1963.  
 City, Saginaw; State, Mich.; Airport Name, Tri-City; Elev., 667'; Fac. Class., BMH; Ident., MBS; Procedure No. 2, Amdt. 1; Eff. Date, 5 Jan. 57; Sup. Amdt. No. Orig. Dated, 5 Nov. 55

PROCEDURE CANCELLED, EFFECTIVE 25 MAY 1963.  
 City, Saginaw; State, Mich.; Airport Name, Tri-City; Elev., 667'; Fac. Class., BMH; Ident., MBS; Procedure No. 3, Amdt. 1; Eff. Date, 5 Jan. 57; Sup. Amdt. No. Orig.; Dated, 5 Nov. 55

Shreveport LFR.....	LOM.....	Direct.....	3000	T-dn.....	300-1	300-1	200-½
Shreveport VOR.....	LOM.....	Direct.....	3000	C-dn.....	400-1	500-1	500-1½
Barksdale VOR.....	LOM.....	Direct.....	3000	S-dn-13.....	400-1	400-1	400-1
Bethany Int.....	LOM.....	Direct.....	3000	A-dn.....	800-2	800-2	800-2
Lucien Int.....	LOM.....	Direct.....	3000				
Beers Int*.....	Blanchard Int**.....	Direct.....	2500				
Blanchard Int**.....	LOM (final).....	Direct.....	1400				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn W side of crs, 315° Outbnd, 135° Inbnd, 3000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1400'.  
 Crs and distance, facility to airport, 135°—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 1700' on crs of 135° within 10 miles or, when directed by ATC, turn right, climb to 1700' and intercept the 180° bearing from the LOM within 15 miles.  
 CAUTION: Two 2049' MSL TV antennas approximately 11 miles NNW of LOM. 1849' MSL tower 26 miles N of LOM.  
 NOTES: Runway 13 threshold displaced 1000'.  
 \*Beers Int: Int of SHV R-238 and DTN R-285.  
 \*\*Blanchard Int: Int of DTN R-285 and SHV ILS NW crs.  
 City, Shreveport; State, La.; Airport Name, Greater Shreveport; Elev., 251'; Fac. Class., LOM; Ident., SH; Procedure No. 1, Amdt. 11; Eff. Date, 25 May 63; Sup. Amdt. No. 10; Dated, 22 Apr. 61

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
TPH VOR.....	TPH SABH.....	Direct.....	8500	T-dn..... C-dn..... A-dn.....	1000-1 1000-1 1000-2	1000-1 1000-1 1000-2	1000-1 1000-1 1000-2

Procedure turn E side of crs, 155° Outbnd, 335° Inbnd, 8000' within 10 miles. NA beyond 10 miles.  
 Minimum altitude over facility on final approach, 6400'.  
 Crs and distance, facility to airport, 168°—2.3 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make immediate right-climbing turn, climb to 8000' on 155° bearing within 10 miles.  
 City, Tonopah; State, Nev.; Airport Name, Tonopah; Elev., 5426'; Fac. Class., SABH; Ident., TPH; Procedure No. 1, Amdt. 2; Eff. Date, 25 May 63; Sup. Amdt. No. 1; Dated, 13 Apr. 63

Wheeling LOM.....	CAP RBn.....	Direct.....	3000	T-dn.....	700-1	NA	NA
Wheeling VOR.....	CAP RBn.....	Via HLG VOR R-124.	3000	C-dn.....	900-1	NA	NA
Pittsburgh VOR.....	CAP RBn.....	Via HLG VOR R-238.	3000	A-dn.....	900-2	NA	NA

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn S side of crs, 270° Outbnd, 090° Inbnd, 3000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2100'.  
 Facility on airport.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing CAP RBn, climb on heading 090° to 3000' and return to CAP RBn. Hold W 1-minute right turns, 090 Inbnd.  
 CAUTION: Antenna 1717' msl 2.0 miles E of CAP RBn.  
 City, Washington; State, Pa.; Airport Name, Washington County; Elev., 1186'; Fac. Class., MHW; Ident., CAP; Procedure No. 1, Amdt. Orig.; Eff. Date, 25 May 63 or upon commissioning of CAP RBn

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn..... C-d..... C-n..... A-dn.....	300-1 700-1 700-2 NA	300-1 700-1 700-2 NA	200-1/2 700-1 1/2 700-2 NA

Radar transitions and vectoring utilizing Atlanta Radar authorized in accordance with approved patterns.  
 Procedure turn N side of crs, 053° Outbnd, 233° Inbnd, 3000' within 10 miles.  
 Minimum altitude over facility on final approach, 3000'.  
 Crs and distance, facility to airport, 241°—9.7 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.7 miles after passing OCR-VOR, make climbing right turn to 3000' and proceed to Crabapple Int via MDU-VOR R-344.  
 NOTES: Approach authorized only during hours that control tower is in operation. No weather reporting facilities available. Air carrier use NA.  
 City, Atlanta; State, Ga.; Airport Name, De Kalb-Peachtree; Elev., 1002'; Fac. Class., BVORTAC; Ident., OCR; Procedure No. 1, Amdt. 2; Eff. Date, 25 May 63; Sup. Amdt. No. 1; Dated, 20 Jan. 62

Sharon Int.....	Strongsville VOR.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1/2
CLE VOR.....	Strongsville VOR.....	Direct.....	3000	C-dn.....	400-1	500-1	500-1 1/2
Vermillion Int.....	Strongsville VOR.....	Direct.....	3000	S-dn-36.....	400-1	400-1	400-1
Mentor Int.....	Strongsville VOR.....	Direct.....	3000	A-dn.....	800-2	800-2	800-2
Brunswick Int#.....	Strongsville VOR (final).....	Direct.....	2200				

Radar transition and vectoring authorized in accordance with approved radar patterns. When used in lieu of procedure turn, alignment on final approach heading within 5 miles of Brunswick Int is required.  
 Procedure turn E side of crs, 195° Outbnd, 015° Inbnd, 3000' within 10 miles of STG VOR.  
 Minimum altitude over facility on final approach crs, 2200'.  
 Crs and distance, facility to airport, 015°—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 STG-VOR, make left-climbing turn to 3000' direct to CLE-VOR.  
 CAUTION: TV towers approximately 1970' approximately 6 miles ESE of airport.  
 Other change: Deletes transition from CLE LFR.  
 #Brunswick Int: Int CLE VOR R-123 and Strongsville VOR R-195.  
 City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 789'; Fac. Class., BVOR; Ident., STG; Procedure No. 1, Amdt. 4; Eff. Date, 25 May 63; Sup. Amdt. No. 3; Dated, 12 Jan. 63

RULES AND REGULATIONS

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	NA
				C-d.....	700-1	700-1	NA
				C-n.....	700-1½	700-1½	NA
				S-dn-5.....	400-1	400-1	NA
				A-dn.....	800-2	800-2	NA

Procedure turn S side of crs, 205° Outbnd, 025° Inbnd, 3200' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2200'.  
 Crs and distance, facility to airport, 025°—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 LOZ-VOR, make a right-climbing turn and return to London VOR at 3200'. Hold SW 1-minute right turns, 025° Inbnd.  
 City, London; State, Ky.; Airport Name, London Municipal; Elev., 1201'; Fac. Class., BVORTAC; Ident., LOZ; Procedure No. 1, Amdt. 3; Eff. Date, 25 May 63; Sup. Amdt. No. 2; Dated, 25 Feb. 61

				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-32.....	500-1	500-1	500-1
				S-n-32.....	500-2	500-2	500-2
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 123° Outbnd, 303° Inbnd, 2600' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2400'.  
 Crs and distance, facility to airport, 303°—6.7 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.7 miles after passing VOR, make right turn, climb to 2600' and return to OTM-VOR.  
 City, Ottumwa; State, Iowa; Airport Name, Ottumwa Municipal; Elev., 845'; Fac. Class., BVORTAC; Ident., OTM; Procedure No. 1, Amdt. 5; Eff. Date, 25 May 63; Sup. Amdt. No. 4; Dated, 17 Sept. 60

				T-dn.....	300-1	NA	NA
				C-d.....	1000-1	NA	NA
				C-n.....	1000-2	NA	NA
				A-dn.....	NA	NA	NA

Procedure turn S side crs, 269° Outbnd, 089° Inbnd, 3600' within 10 miles.  
 Minimum altitude over facility on final approach crs, 3200'.  
 Crs and distance, facility to airport, 089°—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 PHP-VOR, turn left and climb to 3400' on R-059 within 20 miles.  
 NOTE: Airport suitable for aircraft with stall speed of 65 K or less only.  
 City, Phillip; State, S. Dak.; Airport Name, Phillip; Elev., 2210'; Fac. Class., L-BVOR; Ident., PHP; Procedure No. 1, Amdt. 4; Eff. Date, 25 May 63; Sup. Amdt. No. 3; Dated, 4 June 60

PROCEDURE CANCELLED, EFFECTIVE 25 MAY 1963.  
 City, Saginaw; State, Mich.; Airport Name, Tri-City; Elev., 667'; Fac. Class., BVOR; Ident., MBS; Procedure No. VOR-9, Amdt. 1; Eff. Date, 2 Dec. 61; Sup. Amdt. No. Orig.; Dated, 21 Dec. 57

PROCEDURE CANCELLED, EFFECTIVE 25 MAY 1963.  
 City, Saginaw; State, Mich.; Airport Name, Tri-City; Elev., 667'; Fac. Class., VOR; Ident., MBS; Procedure No. VOR-27, Amdt. Orig.; Eff. Date, 21 Dec. 57

PROCEDURE CANCELLED, EFFECTIVE 25 MAY 1963.  
 City, Saginaw; State, Mich.; Airport Name, Tri-City; Elev., 667'; Fac. Class., VOR; Ident., MBS; Procedure No. VOR-32, Amdt. Orig.; Eff. Date, 21 Dec. 57

				T-dn.....	300-1	300-1	200-½
				C-d.....	600-1	600-1	600-1½
				C-n.....	600-2	600-2	600-2
				S-d-17.....	600-1	600-1	600-1
				S-n-17.....	600-2	600-2	600-2
				A-dn.....	800-2	800-2	800-2

Procedure turn E side of crs, 015° Outbnd, 195° Inbnd, 2300' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1700'.  
 Crs and distance, facility to airport, 195°—6.9 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.9 miles after passing SPA-VOR, climb to 2300' on R-195 within 15 miles, or when directed by ATC, make left climbing turn to 2300' and return to SPA VOR via R-195.  
 CAUTION: Tower 1338' 3 miles NW of airport, tower 1070' 3 miles NE of airport.  
 City, Spartanburg; State, S.C.; Airport Name, Spartanburg Municipal; Elev., 816'; Fac. Class., BVORTAC; Ident., SPA; Procedure No. 1, Amdt. 2; Eff. Date, 25 May 63; Sup. Amdt. No. 1; Dated, 26 May 62

				T-dn.....	300-1	300-1	200-½
				C-dn.....	400-1	500-1	500-1½
				S-d-18.....	400-1	400-1	400-1
				S-n-18.....	400-1	400-1	400-1½
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 003° Outbnd, 183° Inbnd, 2700' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2200'.  
 Crs and distance, facility to airport, 183°—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 YNG-VOR, make climbing right turn and proceed to YNG-VOR, maintain 2700'. Hold YNG-VOR, right turns, 1-minute, 183° Inbnd.  
 Other change: Deletes transition from YNG LFR.  
 City, Youngstown; State, Ohio; Airport Name, Youngstown Municipal; Elev., 1196'; Fac. Class., BVOR; Ident., YNG; Procedure No. 1, Amdt. 5; Eff. Date, 25 May 63; Sup. Amdt. No. 4; Dated, 15 Oct. 60

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	
				T-dn.....	300-1	300-1	NA
				C-d.....	700-1	700-1	NA
				C-n.....	700-2	700-2	NA
				A-dn.....	1500-2	1500-2	NA

Procedure turn S side of crs, 288° Outbnd, 108° Inbnd, 5000' within 10 miles. Minimum altitude over facility on final approach crs, 3200'. Facility on airport. Crs and distance, breakoff point to approach end of runway, 101°—0.3 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb on R-108 to 5000' within 10 miles and return to the BKW VOR hold W, 1-minute right turns, 108° Inbnd. City, Beckley; State, W. Va.; Airport Name, Raleigh County Memorial; Elev., 2504'; Fac. Class., BVOR; Ident, BKW; Procedure No. TerVOR R-288, Amdt. 2; Eff. Date, 25 May 63; Sup. Amdt. No. 1; Dated, 21 Nov. 59

PROCEDURE CANCELLED, EFFECTIVE 25 MAY 1963.

City, Flint; State, Mich.; Airport Name, Bishop Field; Elev., 781'; Fac. Class., BVOR; Ident., FNT; Procedure No. TerVOR-36, Amdt. 2; Eff. Date, 28 Nov. 59; Sup. Amdt. No. 1; Dated, 28 Nov. 59

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

Procedure turn S side of crs, 260° Outbnd, 080° Inbnd, 2100' within 10 miles. Beyond 10 miles NA. Minimum altitude over facility on final approach crs, 1100'. Crs and distance, breakoff point to end Runway 9, 090°—0.6 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of VOR, climb to 1600' on R-100 within 15 miles, or when directed by ATC, turn left, climb to 2100' on R-260 within 15 miles. CAUTION: 1050' MSL tower 2.5 miles S of VOR. \*Alternate minimums authorized for air carriers only; provided such air carriers have approval of their arrangement for weather service at this airport. Weather service not available to the general public. Lighting available only on Runway 9-27. City, Greenwood; State, S.C.; Airport Name, Greenwood County; Elev., 629'; Fac. Class., M-BVOR; Ident., GRD; Procedure No. TerVOR-9, Amdt. 2; Eff. Date, 25 May 63; Sup. Amdt. No. 1; Dated, 7 Jan. 61

SHV VOR.....	DTN VOR.....	Direct.....	3000	T-dn.....	300-1	300-1	300-1
BAD VOR.....	DTN VOR.....	Direct.....	3000	C-dn.....	1000-1 1/2	1000-1 1/2	1000-1 1/2
Cotton Int.....	DTN VOR.....	Direct.....	3000	A-dn.....	1000-2	1000-2	1000-2
Tee Vee Int**.....	Lee Int*.....	Direct.....	1900	If aircraft equipped with operating dual VOR and Lee Int* received, minimums become:			
Lee Int*.....	DTN VOR (final).....	Direct.....	700	C-dn.....	600-1 1/2	600-1 1/2	600-1 1/2
				S-dn-14.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns. Procedure turn N side of crs, 310° Outbnd, 130° Inbnd, 3000' within 10 miles. Minimum altitude over facility on final approach crs, 1200'; over Tee Vee Int, 1900'; over Lee Int, 3000'. Facility on airport. Crs and distance, Lee Int to airport, 130°—6.0 miles; breakoff point to end of Runway 14, 132°—0.7 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing DTN VOR, climb on the DTN R-130 to 1700' within 20 miles. CAUTION: 2049' MSL towers 12 miles NW; 375' MSL tower 1.5 miles NW of airport on approach path. Numerous other towers and smoke stacks in area surrounding field. NOTE: Air carrier use not authorized. \*Lee Int: Int ASL R-057 and DTN R-310. \*\*Tee Vee Int: Int SHV R-213 and DTN R-310. City, Shreveport; State, La.; Airport Name, Shreveport-Downtown; Elev., 179'; Fac. Class., VOR; Ident., DTN; Procedure No. TerVOR-14, Amdt. 1; Eff. Date, 25 May 63; Sup. Amdt. No. Orig.; Dated, 3 Feb. 62

Rock Creek Int.....	TWF VOR.....	Direct.....	8000	T-dn.....	300-1	300-1	200-1/2
Buhl Int.....	TWF VOR.....	Direct.....	5100	C-dn.....	800-1	800-1	800-1 1/2
				S-dn-7.....	800-1	800-1	800-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 261° Outbnd, 081° Inbnd, 5700' within 10 miles. Minimum altitude over facility on final approach crs, 4900'. Crs and distance, breakoff point to approach end of Runway 7, 073°—0.3 mile. Facility on airport. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left, climb to 5600' on R-060 within 20 miles. Other change: Deletes transitions from BYI VOR and LFR. City, Twin Falls; State, Idaho; Airport Name, Twin Falls-Municipal (Joslin Field); Elev., 4148'; Fac. Class., BVOR; Ident., TWF; Procedure No. TerVOR-7, Amdt. 3; Eff. Date, 25 May 63; Sup. Amdt. No. 2; Dated, 23 Sept. 61

Rock Creek Int.....	TWF VOR.....	Direct.....	8000	T-dn.....	300-1	300-1	200-1/2
Buhl Int.....	TWF VOR.....	Direct.....	5100	C-dn.....	500-1	500-1	500-1 1/2
				S-dn-25.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 068° Outbnd, 248° Inbnd, 5700' within 10 miles. Minimum altitude over facility on final approach crs, 4600'. Crs and distance, breakoff point to approach end of Runway 25, 253°—0.3 mile. Facility on airport. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn right, climb to 5600' on R-292 within 20 miles. Other change: Deletes transitions from BYI VOR and LFR. City, Twin Falls; State, Idaho; Airport Name, Twin Falls Municipal (Joslin Field); Elev., 4148'; Fac. Class., BVOR; Ident., TWF; Procedure No. TerVOR-25, Amdt. 3; Eff. Date, 25 May 63; Sup. Amdt. No. 2; Dated, 23 Sept. 61

RULES AND REGULATIONS

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		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
				65 knots or less		More than 65 knots	
CID-VOR.....	LOM.....	Direct.....	2100	T-dn.....	300-1	300-1	200-1/2
IOW-VOR.....	LOM.....	Direct.....	2100	C-dn.....	400-1	500-1	500-1 1/2
Watkins Int*.....	LOM (final) (via localizer crs).....	025°—0.5 mile.....	1900	S-dn-S#.....	200-1/2	200-1/2	200-1/2
				A-dn.....	600-2	600-2	600-2

Procedure turn S side of crs, 265° Outbnd, 085° Inbnd, 2100' within 10 miles.  
 Minimum altitude at glide slope interception inbnd, 1900'.  
 Altitude of glide slope and distance to approach end of Runway at OM, 1893'—3.6 miles; at MM, 1069'—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2200' on 085° bearing from LOM within 15 miles or, when directed by ATC, make right climbing turn to 2100' and proceed to LOM.  
 \*Watkins Int: Int CID-VOR R-260 and IOW-VOR R-320.  
 #400-3/4 required when glide slope inoperative.

City, Cedar Rapids; State, Iowa; Airport Name, Municipal; Elev., 863'; Fac. Class., ILS; Ident., I-CID; Procedure No. ILS-8, Amdt. 1; Eff. Date, 25 May 63; Sup. Amdt. No. Orig.; Dated, 12 Aug. 61

CLE VOR.....	Louis Int# (final).....	Direct.....	3000	T-dn**.....	300-1	300-1	200-1/2
Vermillion Int.....	LOM.....	(@).....	3000	C-dn.....	400-1	500-1	500-1 1/2
Louis Int#.....	LOM (final).....	Direct.....	2200	S-dn-5L%*.....	200-1/2	200-1/2	200-1/2
Mentor Int.....	LOM.....	(##).....	3000	A-dn.....	600-2	600-2	600-2

Radar transitions and vectoring authorized in accordance with approved radar patterns. When used in lieu of procedure turn, alignment on final approach heading within 10 miles of final approach fix is required.

Procedure turn S side of SW crs, 234° Outbnd, 054° Inbnd, 3000' within 10 miles.  
 Minimum altitude at glide slope inbnd, 2200'.  
 Altitude of glide slope and distance to approach end of runway at OM, 2080'—3.9 miles; at MM, 1020'—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left climbing turn to 3000' on STG-VOR R-360, intercept and proceed outbound on CXR R-284 to Crib Int, hold E 1-minute right turns.

CAUTION: TV towers approximately 1970' approximately 6 miles ESE of airport.  
 Major change: Deletes transition from CLE LFR.  
 \*400-3/4 required with glide slope inoperative.  
 @This transition via the STG VOR R-309 and the ILS 5L front course.  
 #Louis Int: Int CLE VOR R-141 and CLE ILS 5L front course.  
 ##This transition via the CLE VOR R-072 and the ILS 5L localizer course.  
 %Runway Visual Range 2600' also authorized for landing on Runway 5L, provided all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 989' 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 5L in lieu of 200-1/2 when 200-1/2 authorized, providing high intensity runway lights are operational

City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 789'; Fac. Class., ILS; Ident., I-CLE; Procedure No. ILS-5L, Amdt. 22; Eff. Date, 25 May 63; Sup. Amdt. No. 21; Dated, 12 Jan. 63

Mentor Int.....	Stadium RBN.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1/2
Sharon Int.....	Stadium RBN.....	(##).....	3000	C-dn#*.....	400-1	500-1	500-1 1/2
			3000	S-dn-23R#*.....	400-1	400-1	400-1
			3000	A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns. When used in lieu of procedure turn, alignment on final approach heading within 10 miles of final approach fix is required.

Procedure turn N side NE crs, 054° Outbnd, 234° Inbnd, 3000' within 10 miles of Stadium RBN.  
 No glide slope or markers. Minimum altitude over Stadium RBN inbnd final, 3000'. Minimum altitude 1500' after RBN inbnd final until 4-mile radar fix received.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing radar fix or 6.9 miles after RBN, make right climbing turn to 3000' direct to CLE VOR.

CAUTION: TV towers approximately 1970' approximately 6 miles ESE of airport.  
 NOTE: 4-mile radar fix not provided by ATC unless weather is 700-1/4 or below.  
 Major change: Deletes transitions from CLE LFR and Vermillion Int.  
 #When radar fix not available, 700-1/4 minimums will apply.  
 \*Descend to landing minimum after passing 4-mile radar fix.  
 ##This transition is via STG VOR R-183 and the STG VOR R-036.

City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 789'; Fac. Class., ILS; Ident., I-CLE; Procedure No. ILS-23R, Amdt. 13; Eff. Date, 25 May 63; Sup. Amdt. No. 12; Dated, 16 June 62

SJ-LOM.....	Concho Int*.....	Direct.....	3500	T-dn.....	300-1	300-1	200-1/2
SJT-VOR.....	Concho Int*.....	Direct.....	3500	C-dn.....	400-1	500-1	500-1 1/2
				S-dn-21.....	400-1	400-1	400-1
				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°—2.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished with 2.2 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 N boundary of airport approximately 400' W of runway 03 centerline extended.  
 \*Concho Int: Int NE ILS-Loc Crs and SJT-VOR R-340

City, San Angelo; State, Tex.; Airport Name, Mathis Field; Elev., 1915'; Fac. Class., ILS; Ident., I-SJT; Procedure No. ILS-21, Amdt. 1; Eff. Date, 25 May 63; Sup. Amdt. No. Orig.; Dated, 27 Apr. 63

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Shreveport LFR	LOM	Direct	3000	T-dn	300-1	300-1	200-1/2
Shreveport VOR	LOM	Direct	3000	C-dn	400-1	500-1	500-1 1/2
Barksdale VOR	LOM	Direct	3000	S-dn-13	400-1	400-1	400-1
Lucien Int.	LOM	Direct	3000	A-dn	800-2	800-2	800-2
Bethany Int.	LOM	Direct	3000				
Beers Int*	Blanchard Int**	Direct	2500				
Blanchard Int**	LOM (final)	Direct	1400				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn W side of crs 315° Outbnd, 135° Inbnd, 3000' within 10 miles.  
 Crs and distance, facility to airport 135°—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 1700' on 8 crs of ILS within 10 miles or, when directed by ATC, turn right, intercept SHV VOR R-183 and climb to 1700' within 15 miles.  
 CAUTION: Two 2049' MSL TV antennas approx 11 miles NNW of LOM. 1849' MSL tower 26 miles N of LOM.  
 NOTE: Runway 13 threshold displaced 1000'.  
 \*Beers Int: Int of SHV R-238 and DTN R-285.  
 \*\*Blanchard Int: Int of DTN R-285 and SHV ILS NW crs.

City, Shreveport; State, La.; Airport Name, Greater Shreveport; Elev., 251'; Fac. Class., ILS; Ident., I-SHV; Procedure No. ILS-13, Amdt. 11; Eff. Date, 25 May 63; Sup. Amdt. No. 10; Dated, 22 Apr. 61

Shreveport LFR	Forbing Int.	Direct	1700	T-dn	300-1	300-1	200-1/2
Shreveport VOR	Forbing Int.	Direct	2300	C-dn	400-1	500-1	500-1 1/2
Barksdale VOR	Forbing Int.	Direct	1700	S-dn-31	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 of crs, 135° Outbnd, 315° Inbnd, 1700' within 10 miles. Nonstandard due to ATC requirements.  
 Minimum altitude over facility on final approach crs 1300'.  
 Crs and distance, facility to airport 315°—5.0 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing Forbing Int, climb to 3000' on NW crs of ILS within 10 miles, or when directed by ATC, turn left, climb to 1700' and intercept R-183 SHV-VOR within 10 miles.  
 CAUTION: Two 2049' TV antennas approximately 16 miles NNW, and 1849' 29 miles NNW of airport.

City, Shreveport; State, La.; Airport Name, Greater Shreveport; Elev., 251'; Fac. Class., ILS; Ident., I-SHV; Procedure No. ILS-31, Amdt. 5; Eff. Date, 25 May 63; Sup. Amdt. No. 4; Dated, 22 Apr. 61

McClure Int.	LOM	Direct	2000	T-dn	300-1	300-1	200-1/2
Waterville VOR	LOM	Direct	2000	C-dn	500-1	500-1	500-1 1/2
Wauson Int.	LOM	Direct	2000	S-dn-7*	300-3/4	300-3/4	300-3/4
Weston Int.	LOM	Direct	2000	A-dn	600-2	600-2	600-2
Harbor View Int.	LOM	Direct	2000				
Int TOL ILS SW crs and R-275 VVV-VOR.	LOM	Direct	2000				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn S side of crs, 249° Outbnd, 069° 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, 1975'—4.1 miles; at MM, 919'—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make climbing right turn to 2000' and proceed to Waterville VOR or, when requested by ATC, make climbing left turn to 2000' and return to LOM.  
 CAUTION: Tower 865' 1 1/4 miles S of LMM.  
 Other change: Deletes transition from Toledo LFR.  
 \*400-3/4 if glide slope inoperative.

City, Toledo; State, Ohio; Airport Name, Toledo Express; Elev., 684'; Fac. Class., ILS; Ident., ITOL; Procedure No. ILS-7, Amdt. 4; Eff. Date, 25 May 63; Sup. Amdt. No. 3; Dated, 23 June 62

YNG VOR	Mosquito Int#	Direct	2600	T-dn	300-1	300-1	200-1/2
				C-dn	400-1	500-1	500-1 1/2
				S-dn-14	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of NW crs, 320° Outbnd, 140° Inbnd, 2600' within 10 miles.  
 No glide slope.  
 Minimum altitude over Mosquito Int# on final approach crs, 2200'.  
 Crs and distance, Mosquito Int# to airport, 140°—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 Mosquito Int#, climb to 2700' on SE crs ILS and proceed to LOM.  
 NOTE: Procedure restricted to aircraft capable of receiving YNG ILS and YNG VOR simultaneously.  
 Other change: Deletes transitions from Youngstown LFR, Int SE crs YNG ILS and S crs YNG LFR, and Hiram Int.  
 #Mosquito Int: Int NW crs YNG ILS and R-263 YNG VOR.

City, Youngstown; State, Ohio; Airport Name, Youngstown Municipal; Elev., 1196'; Fac. Class., ILS; Ident., I-YNG; Procedure No. ILS-14, Amdt. 4; Eff. Date, 25 May 63; Sup. Amdt. No. 3; Dated, 15 Oct. 60

Youngstown VOR	LOM	Direct	2700	T-dn	300-1	300-1	200-1/2
Hubbard RBN	LOM (final)	Direct	2700	C-dn	400-1	500-1	500-1 1/2
Mercer Int.	Hubbard RBN	Direct	3000	S-dn-32	200-1/2	200-1/2	200-1/2
Sharpsville Int.	Hubbard RBN	Direct	2700	A-dn	600-2	600-2	600-2
Palestine Int.	Hubbard RBN	Direct	3000				
Canfield Int.	Hubbard RBN	Direct	3000				

Procedure turn N side of crs, 139° Outbnd, 319° Inbnd, 2700' within 10 miles.  
 Minimum altitude at glide slope interception inbnd, 2700'.  
 Altitude of glide slope and distance to approach end of runway at OM 2630'—4.7 miles; at MM 1385'—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2700' straight ahead, make right turn and proceed to Youngstown VOR. Hold N on R-003 YNG-VOR, 1-minute right turns, 185° Inbnd at 2700'.  
 Other change: Deletes transition from YNG-LFR.

City, Youngstown; State, Ohio; Airport Name, Youngstown; Elev., 1196'; Fac. Class., ILS; Ident., I-YNG; Procedure No. ILS-32, Amdt. 9; Eff. Date, 25 May 63; Sup. Amdt. No. 8; Dated, 23 June 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.

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
070°	290°	Within 15 miles	2500	T-dn	300-1	300-1	200-1½
290°	070°	Within 15 miles	3000	C-dn	800-1	800-1	800-1½
0°	360°	Within 15 to 25 miles.	3000	A-dn	800-2	800-2	800-2

Radar azimuths are clockwise with distance and altitudes based on antenna located at Atlanta Municipal Airport. Aircraft approaching FTY VOR or radar vector to Fulton Airport in a sector from 360° clockwise to 280° from FTY VOR may descend to 1600 feet after passing 5-mile radar fix to Fulton VOR or Fulton Airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing Fulton VOR, climb to 3000', proceed to Margaret intersection via FTY R-275. Hold W, 1-minute right turns or, when directed by ATC, climb to 3000' on radar vector within 10 miles of Fulton VOR.

City, Atlanta; State, Ga.; Airport Name, Fulton County; Elev., 834'; Fac. Class. and Ident., Atlanta Radar; Procedure No. 1, Amdt. 1; Eff. Date, 25 May 63; Sup. Amdt. No. Orig.; Dated, 6 Apr. 63

All directions	Transition	Course and distance	Minimum altitude	Surveillance approach			
				Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
145°	322°	10-20 miles	2500	T-dn*	300-1	300-1	200-1½
322°	155°	0-10 miles	2500	C-dn-14 L and R, 32 L and R, 27, 22.**	400-1	500-1	500-1½
All bearings are from radar site with sector azimuths progressing clockwise.				C-dn-4	600-2	600-2	600-2
				S-dn-14 L and R, 32 L and R, 27, 22.**	400-1	400-1	400-1
				S-dn-4	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2
				Precision approach			
				T-dn%*	300-1	300-1	200-1½
				C-dn	400-1	500-1	500-1½
				S-dn-14R, 27#.	200-1½	200-1½	200-1½
				S-dn-32L	300-¾	300-¾	300-¾
				A-dn	600-2	600-2	600-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—Runway 14L: Make left-climbing turn to 3000' and proceed to Evanston Int via ORD R-075 or, when directed by ATC, make left-climbing turn to 2500' and proceed to OBK-VOR via ORD R-080 and OBK R-135. Runway 32R: Make right-climbing turn to 3000', proceed to Evanston Int via ORD R-075 or, when directed by ATC, make right-climbing turn and proceed to OBK-VOR via R-170. Runway 4: Climb to 3000' on crs of 040° and proceed to Evanston Int via ORD-VOR R-075 or, when directed by ATC, climb to 2500' on crs of 040° and proceed to OBK-VOR via R-170. Runway 32L: Climb to 2000' on crs of 318°, make left-climbing turn to 3500' and proceed to DPA-VOR via R-068 or, when directed by ATC, climb to 2500' on a crs of 318°, turn right and proceed to OBK-VOR via R-180. Runway 27: Climb to 3500' on a crs of 268° and proceed to DPA-VOR via R-068 or, when directed by ATC, climb to 3500' on ORD-VOR R-271 and proceed to Elgin Int via ORD-VOR R-271. Runway 22: Climb to 3500' on a crs of 220° and proceed to DPA-VOR via R-073 or, when directed by ATC, make left-climbing turn to 3000' and proceed to Evanston Int via ORD-VOR R-075. Runway 14R: Turn right to heading 155°, climb to 1500', then make right-climbing turn to 3500' and proceed to DPA-VOR via R-085 or, when directed by ATC, turn right to heading 155°, climb to 1500', make climbing right turn to 2500' and proceed to Elgin Int via ORD-VOR R-271.

CAUTION: \*Takeoffs on Runway 27 when weather is below 2000-3 will intercept ORD-VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L when weather is below 2000-3, will intercept ORD-VOR R-306 and climb to 2000' before proceeding westbound.

\*\*Do not descend below 1200' until radar advises passing 928' tower 4.2 miles from end of Runway 22. #Runway visual range 2600' also authorized for landing on 14R, provided that all components of the P.A.R, high intensity runway lights, condenser discharge flashers, middle and outer compass locators and all related airborne equipment are operating satisfactorily. Descent below 867' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

%Runway visual range of 2600' also authorized for takeoff on Runway 14R in lieu of 200-1½ when 200-1½ is authorized, provided high intensity runway lights are operational.

City, Chicago; State, Ill.; Airport Name, O'Hare International; Elev., 667'; Fac. Class. and Ident., O'Hare Radar; Procedure No. 1, Amdt. 8; Eff. Date, 25 May 63; Sup. Amdt. No. 7; Dated, 13 Apr. 63

000°	Transition	Course and distance	Minimum altitude	Precision approach			
				Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
	360°	Within 30 miles	6000	T-dn#	300-1	300-1	200-1½
				C-dn%	700-1	700-1	700-1½
				S-dn-10R#	200-1½	200-1½	200-1½
				A-dn-A11	700-2	700-2	700-2
				Surveillance approach			
				T-dn*	300-1	300-1	200-1½
				C-dn-28R/10R%	700-1	700-1	700-1½
				S-dn-28R/10R%	700-1	700-1	700-1
				A-dn-28R/10R	800-2	800-2	800-2

Radar transitions and vectoring utilizing Portland Radar authorized in accordance with approved radar patterns and sector altitudes. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—All runways: Climb to 3000' direct to PO-LFR or PDX-VOR or, when directed by ATC. Runways 10R/10L: Climb to 2100' on crs 098° from DX LMM within 10 miles. Runways 28R/28L: Climb to 3200' on NW crs PDX ILS localizer 278° to Sauvies Island RBN.

AIR CARRIER NOTE: Sliding scale not authorized Runways 10L, 20, and 28L. \*200-1½ authorized on Runways 10R-L, 28R-L only. 700-2 required on Runways 20 and 2.

#Runway visual range 2600' also authorized for landing on Runway 10R; provided that all components of the P.A.R, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators, and all related airborne equipment are in satisfactory operating condition. Descent below 223' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

%Runway visual range 2600' also authorized for takeoff on Runway 10R in lieu of 200½ when 200½ is authorized providing high intensity runway lights are operational.

%Approaches to the following runways authorized as follows—Runway 10L: Ceiling minimum 800'. Runway 20: Ceiling minimum 900'. Runway 28L: Ceiling minimum 1000'.

\*Minimum altitude over 3-mile radar fix inbnd on final, 900'.

City, Portland; State, Oreg.; Airport Name, Portland-International; Elev., 23'; Fac. Class. and Ident., Portland Radar; Procedure No. 1, Amdt. 7; Eff. Date, 25 May 63; Sup. Amdt. No. 6; Dated, 9 June 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 April 19, 1963.

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

[F.R. Doc. 63-4367; Filed, May 23, 1963; 8:45 a.m.]

[Reg. Docket No. 1733; Amdt. 322]

**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 1 JUNE 1963, OR UPON CONVERSION TO RBN.

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

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

**ADF STANDARD INSTRUMENT APPROACH PROCEDURE**

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Bismarck RBN	LOM	Direct	3300	T-dn	300-1	300-1	*200-1/2
Bismarck VOR	LOM	Direct	3300	C-d	400-1	500-1	500-1 1/2
Lincoln Int**	LOM	Direct	3300	C-n	400-1 1/2	500-1 1/2	500-1 1/2
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 of crs, 126° Outbnd, 306° Inbnd, 3300' within 10 miles.

Crs and distance, facility to airport, 306°-3.5 miles.

Minimum altitude over LOM Inbnd final, 2700'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing LOM, climb to 3800' on 261° bearing from BIS RBN 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. 14; Eff. Date, 1 June 63; Sup. Amdt. No. 13; Dated, 20 Apr. 63

Bismarck VOR	Bismarck RBN	Direct	3400	T-dn*	300-1	300-1	200-1/2
				C-d	500-1	500-1	500-1 1/2
				C-n	500-1 1/2	500-1 1/2	500-1 1/2
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 072° Outbnd, 252° Inbnd, 3400' within 10 miles.

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

Crs and distance, facility to airport, 252°-1.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.9 miles after passing BIS RBN, climb to 3800' on 252° bearing from BIS RBN within 20 miles.

CAUTION: Radio towers: 1756' 0.5 mile S of airport, 2145' 2.4 miles N, 1848' 3.0 miles W, 2317' 8.1 miles NW, and 2413' 9.2 miles NE.

NOTE: Final approach from holding pattern at RBN facility not authorized. Procedure turn required.

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

City, Bismarck; State, N. Dak.; Airport Name, Municipal; Elev., 1653'; Fac. Class., SABH; Ident., BIS; Procedure No. 2, Amdt. Orig.; Eff. Date, 1 June 63, or upon commissioning of SABH

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Dundee Int.....	Mooreville Int*.....	Via VWV R-357..	2300	T-dn.....	300-1	300-1	200-1/2
Dundee Int.....	LOM.....	Direct.....	2300	C-dn.....	500-1	500-1	500-1 1/2
Mooreville Int*.....	LOM (final).....	Direct.....	2300	S-dn-5 R and L..	500-1	500-1	500-1
Salem VOR.....	LOM.....	Direct.....	2300	A-dn.....	800-2	800-2	800-2
Express Int.....	LOM.....	Direct.....	2300				
Bridgewater VHF Int.....	LOM.....	Direct.....	2300				
Bridgewater VHF Int.....	Mooreville Int*.....	Via CRL R-290..	2300				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn W side of crs, 230° Outbnd, 050° Inbnd, 2300' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2300'.  
 Crs and distance, facility to airport, 050°—5.0 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing LOM, climb to 2700' on crs 050° to Ford RBN or, when directed by ATC, make left turn climb to 2600' to SVM VOR on SVM R-170.  
 Aircraft executing missed approach may, after being reidentified, be radar controlled.  
 \*Int of 050° bearing to LOM and CRL-VOR R-290.

City, Detroit; State, Mich.; Airport Name, Willow Run; Elev., 716'; Fac. Class., LOM; Ident., YI; Procedure No. 1, Amdt. 16; Eff. Date, 1 June 63; Sup. Amdt. No. 15; Dated, 11 May 63

Monument Int.....	PDA RBN (final).....	Direct.....	1100	T-dn.....	300-1	300-1	200-1/2
La Porte Int.....	PDA RBN.....	Direct.....	1600	C-dn.....	400-1	500-1	500-1 1/2
Fairbanks Int.....	PDA RBN.....	Direct.....	1800	S-dn-21.....	400-1	400-1	400-1
Gulf Coast Int.....	PDA RBN.....	Direct.....	1600	A-dn.....	800-2	800-2	800-2
HOU-VOR.....	PDA RBN.....	Direct.....	1600				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn N side of crs, 036° Outbnd, 216° Inbnd, 1600' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1100'.  
 Crs and distance, facility to airport, 216°—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 PDA RBN, climb to 1600' on 216° bearing from PDA RBN within 15 miles or, when directed by ATC, turn right, climb to 1800' on R-306 HOU-VOR within 20 miles.  
 CAUTION: 1232' TV tower approximately 9 miles SE of HOU LOM.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., MHW; Ident., PDA; Procedure No. 4, Amdt. Orig.; Eff. Date, 1 June 63

Int HAR-VOR R-132 and 058° bearing to Lancaster RBN.	Lancaster RBN (final).....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	500-1	500-1 1/2
				S-dn-8.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 238° Outbnd, 058° Inbnd, 1800' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1500'.  
 Crs and distance, facility to airport, 058°—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 LRP RBN, make a climbing left turn and return to Lancaster RBN at 2000'. Hold SW LRP RBN, 1-minute right turns, 058° Inbnd.

City, Lancaster; State, Pa.; Airport Name, Lancaster; Elev., 401'; Fac. Class., MHW; Ident., LRP; Procedure No. 1, Amdt. 7; Eff. Date, 1 June 63; Sup. Amdt. No. 6; Dated, 24 Mar. 62

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

Procedure turn E side of crs, 013° Outbnd, 193° Inbnd, 3400' within 10 miles. Nonstandard to avoid AVP traffic.  
 Minimum altitude over facility on final approach crs, 2900'.  
 Crs and distance, facility to airport, 163°—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 TSD RBN, climb on crs 163° to 3000' within 5 miles, then make left-climbing turn returning to TSD RBN at 3400'. Hold N 1-minute left turns Inbnd crs 193°.

City, Mount Pocono; State, Pa.; Airport Name, Mount Pocono; Elev., 1925'; Fac. Class., MHW; Ident., TSD; Procedure No. 1, Amdt. Orig.; Eff. Date, 1 June 63

Allen Int.....	LOM (final).....	Direct.....	1800	T-dn.....	300-1	300-1	200-1/2
Hudsonville Int.....	Allen Int*.....	Direct.....	2300	C-dn.....	400-1	500-1	500-1 1/2
				S-dn-32.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side of crs, 137° Outbnd, 317° Inbnd, 1900' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1800'.  
 Crs and distance, facility to airport, 317°—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, make climbing left turn to 2500' and proceed to Bullfrog Int via MKG VOR R-253, or, when directed by ATC, make climbing right turn and climb to 1900' and proceed direct to LOM.  
 \*Allen Int: Int MKG VOR R-185 and 317 bearing to MKG LOM.

City, Muskegon; State, Mich.; Airport Name, Muskegon County; Elev., 628'; Fac. Class., LOM; Ident., MK; Procedure No. 1, Amdt. 1; Eff. Date, 1 June 63; Sup. Amdt. No. Orig.; Dated, 24 Sept. 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	
Neola VOR.....	LOM.....	Direct.....	2600	T-dn#.....	*300-1	*300-1	##200-1/2
				C-d.....	600-1	700-1	700-1 1/2
				C-n.....	600-1 1/2	700-1 1/2	700-1 1/2
				S-dn-14L.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar transitions authorized all sectors 2600' except 2700' within 3 miles of 1739' tower 4 miles W and 2700' within 3 miles of 1746' tower 3 miles SW of airport.

Procedure turn W side NW crs, 315° Outbnd, 135° Inbnd, 2600' within 10 miles.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 135°—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 2700' on crs 135° from LOM within 20 miles or, when directed by ATC, climb to 2500' on crs 135° from LOM, turn left and proceed direct to Neola VOR.

CAUTION: Bluff 1339' m.s.l. 1.3 miles E. Towers 1739' m.s.l. 4 miles WNW and 1746' m.s.l. 3 miles SW of airport.

Stack 1192' m.s.l. 0.8 mile SSE of LOM.

NOTE: Final approach from holding pattern at LOM not authorized. Procedure turn required.

Other change: Deletes transitions from OA LFR and California FM.

#After takeoff climb to 2000' m.s.l. before proceeding in a westerly direction.

AIR CARRIER NOTES: \*No reduction in 2-engine or less aircraft takeoff minimums authorized except on Runways 14L, 32R, 17L, and 35R. ##300-1 takeoff minimums required for more than 2-engine aircraft except on Runways 14L, 32R, 17L, and 35R.

City, Omaha; State, Nebr.; Airport Name, Eppley Airfield; Elev., 982'; Fac. Class., LOM; Ident., OM; Procedure No. 1, Amdt. 11; Eff. Date, 1 June 63; Sup. Amdt. No. 10; Dated, 26 Aug. 61

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Bismarck RBn.....	BIS-VOR.....	Direct.....	3800	T-dn.....	300-1	300-1	*200-1/2
				C-d.....	400-1	500-1	500-1 1/2
				C-n.....	400-1 1/2	500-1 1/2	500-1 1/2
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 093° Outbnd, 273° Inbnd, 3800' within 10 miles.

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

Crs and distance, facility to airport, 272°—3.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing BIS-VOR, climb to 4000' on R-262 BIS-VOR within 20 miles or, when directed by ATC, make right climbing turn to 4000' 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 W, 2317' 8.1 miles NW, and 2413' 9.2 miles NE.

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

City, Bismarck; State, N. Dak.; Airport Name, Municipal; Elev., 1653'; Fac. Class., BVOR; Ident., BIS; Procedure No. 1, Amdt. 5; Eff. Date, 1 June 63; Sup. Amdt. No. 4; Dated, 24 Feb. 62

				T-dn.....	300-1	300-1	200-1/2
				C-d.....	400-1	500-1	500-1 1/2
				S-dn-36.....	400-1	400-1	400-1
				A-dn*.....	NA	NA	NA

Procedure turn E side of crs, 168° Outbnd, 348° Inbnd, 2300' within 10 miles.

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

Crs and distance, facility to airport, 348°—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 DEC-VOR, make right turn, climb to 2300' direct to DEC-VOR.

NOTE: Weather not available to general public.

\*800-2 authorized for air carrier with approved weather service.

City, Decatur; State, Ill.; Airport Name, Decatur Municipal; Elev., 679'; Fac. Class., BVOR; Ident., DEC; Procedure No. 1, Amdt. 3; Eff. Date, 1 June 63; Sup. Amdt. No. 2; Dated, 24 Feb. 62

				T-dn*.....	300-1	300-1	200-1/2
				C-d.....	1100-1	1100-1	1100-1 1/2
				C-n.....	1100-2	1100-2	1100-2
				A-dn.....	1500-2	1500-2	1500-2

Procedure turn S side of crs, 237° Outbnd, 057° Inbnd, 2200' within 10 miles.

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

Crs and distance, facility to airport, 057°—12.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 12.6 miles after passing EVV VOR, climb to 2200' on EVV VOR R-057, make right turn and return to EVV VOR or, when directed by ATC, climb to 2000' and proceed to EV LOM.

CAUTION: 933' tower in final approach area.

AIR CARRIER NOTE: Sliding scale authorized only on Runways 3-21 and 18-36.

\*300-1 required on Runway 9-27.

City, Evansville; State, Ind.; Airport Name, Dress Memorial; Elev., 389'; Fac. Class., BVORTAC; Ident., EVV; Procedure No. 1, Amdt. Orig.; Eff. Date, 1 June 63

RULES AND REGULATIONS

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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

Procedures turn S side of crs, 287° Outbnd, 107° Inbnd, 2000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1600'.  
 Crs and distance, facility to airport, 107°—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 FKN-VOR, make a left climbing turn and return to the Franklin VOR to 2000'.  
 Hold W on R-287, 1-minute right turns.  
 NOTE: Instrument takeoff not authorized from Runway 22. Right turn after takeoff from Runway 14 not authorized.  
 CAUTION: 277' smoke stacks 0.9 mile SW of airport. 322' antenna 1.7 miles W of airport.  
 City, Franklin; State, Va.; Airport Name, Franklin Municipal; Elev., 37'; Fac. Class., BVOR-DME; Ident., FKN; Procedure No. 1, Amdt. 3; Eff. Date, 1 June 63; Sup. Amdt. No. 2; Dated, 5 Aug. 61

				T-dn*.....	300-1	300-1	NA
				C-dn.....	900-1	900-1	NA
				S-dn.....	900-1	900-1	NA
				A-dn**.....	NA	NA	NA

Procedure turn S side crs, 297° Outbnd, 117° Inbnd, 1500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1500'.  
 Crs and distance, facility to airport, 117°—10.2 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing TBD-VOR climb to 1500', turn right and return to the TBD VOR.  
 NOTES: Runway lights on request. Air Carrier use not authorized.  
 \*Aircraft must remain VFR until clearance received from ATC.  
 \*\*No weather service available.  
 City, Houma; State, La.; Airport Name, Houma Municipal; Elev., 11'; Fac. Class., BVOR; Ident., TBD; Procedure No. 1, Amdt. 1; Eff. Date, 1 June 63; Sup. Amdt. No. Orig.; Dated, 10 Sept. 60

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-13.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side crs, 299° Outbnd, 119° Inbnd, 1500' within 10 miles. Beyond 10 miles not authorized.  
 Minimum altitude over facility on final approach crs, 1000'.  
 Crs and distance, facility to airport, 119°—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 PSX-VOR, climb to 1500' on R-119 within 20 miles.  
 NOTES: Night operations authorized on Runway 12L/30R only.  
 CAUTION: 1. Two control towers 200' m.s.l. W side of airport. 2. Ammo dump E side of airport 185' m.s.l. 3. Five TV and radio antennas up to 547' m.s.l. along E edge of city from N through S, within 3 to 5 miles of airport.  
 City, Palacios; State, Tex.; Airport Name, Palacios Municipal; Elev., 13'; Fac. Class., HBVOR; Ident., PSK; Procedure No. 1, Amdt. 5; Eff. Date, 1 June 63; Sup. Amdt. No. 4; Dated, 2 Dec. 61

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-12L.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 304° Outbnd, 124° Inbnd, 1500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1100'.  
 Crs and distance, facility to airport, 124°—3.3 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing VCT VOR, climb to 1600' on the VCT R-124 within 15 miles.  
 NOTE: Night operations authorized on Runway 12L/30R only.  
 CAUTION: 1. Two control towers 200' m.s.l. W side of airport. 2. Ammo dump E side of airport 185' m.s.l. 3. Five TV and radio antennas up to 547' m.s.l. along E edge of city from N through S, within 3 to 5 miles of airport.  
 City, Victoria; State, Tex.; Airport Name, Victoria-County-Foster; Elev., 115'; Fac. Class., L-BVOR; Ident., VCT; Procedure No. 1, Amdt. 2; Eff. Date, 1 June 63; Sup. Amdt. No. 1; Dated, 15 Sept. 62

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	
				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	700-1	700-1	700-1 1/2
				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, 600'. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile, turn left, climb to 1500' on R-320 within 20 miles.  
 CAUTION: 404' m.s.l. tower 1.1 miles SS W 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. 4; Eff. Date, 1 June 63; Sup. Amdt. No. 3; Dated, 27 Apr. 63

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Lancaster RBN	Lancaster VOR	Direct	2000	T-dn	300-1	300-1	200-1/2
Landisville Int*	Lancaster VOR (final)	Direct	800	C-dn	500-1	500-1	500-1 1/2
				S-dn-S	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 268° Outbnd, 088° Inbnd, 2000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 800'.  
 Crs and distance, breakoff point to approach end of Runway 8, 076°—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 2000' on R-088 within 10 miles and return to VOR at 2000'. Hold W LRP VOR, 1-minute right turns, 088° Inbnd.  
 CAUTION: 1490' tower 16 miles SW of airport.  
 \*Int Lancaster VOR R-268 and 180° ADF bearing to LRP RBN.  
 #Maintain 1200' until after passing Landisville Int.\* If aircraft not equipped to identify Landisville Int, \*ceiling minimum of 800' is applicable for landing.  
 City, Lancaster; State, Pa.; Airport Name, Lancaster; Elev., 401'; Fac. Class., BVOR; Ident., LRP; Procedure No. TerVOR-8, Amdt. 3; Eff. Date, 1 June 63; Sup. Amdt. No. 2; Dated, 24 Mar. 62

Lancaster Rbn	LRP-VOR	Direct	2100	T-dn	300-1	300-1	200-1/2
				C-dn	500-1	500-1	500-1 1/2
				S-dn-31	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 136° Outbnd, 316° Inbnd, 2100' within 10 miles.  
 Minimum altitude over facility on final approach crs, 900'.  
 Crs and distance, breakoff point to approach end of Runway 31, 307°—0.6 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 Lancaster VOR R-290 within 10 miles, then make left turn and return to Lancaster VOR at 2000'. Hold W LRP VOR 1-minute right turns, 088° Inbnd.  
 City, Lancaster; State, Pa.; Airport Name, Lancaster; Elev., 401'; Fac. Class., BVOR; Ident., LRP; Procedure No. TerVOR-31, Amdt. 3; Eff. Date, 1 June 63; Sup. Amdt. No. 2; Dated, 24 Mar. 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	
Bismarck RBN	LOM	Direct	3300	T-dn	300-1	300-1	*200-1/2
Bismarck VOR	LOM	Direct	3300	C-d	400-1	500-1	500-1 1/2
Lincoln Int**	LOM	Direct	3300	C-n	400-1 1/2	500-1 1/2	500-1 1/2
Bell Int***	LOM	Direct	3300	S-dn-30#	300-3/4	300-3/4	300-3/4
				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 261° bearing from BIS RBN 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. 15; Eff. Date, 1 June 63; Sup. Amdt. No. 14; Dated, 20 Apr. 63

Honolulu VOR	LOM	Direct	3600	T-dn	300-1	300-1	200-1/2
Breakers Int	W crs ILS and 10-mile DME fix	Via W crs ILS	2000	C-dn**	500-1	500-1	500-1 1/2
W crs ILS and 10-mile DME fix	LOM (final)	Direct	2000	S-dn-S*	200-1/2	200-1/2	200-1/2
				A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn S side crs, 259° Outbnd, 079° Inbnd, 3600' within 10 miles.  
 When authorized by ATC, DME may be used between R-168 and R-260 HNL VOR at 2000' between 12 and 15 miles to position aircraft for final approach to the 10-mile DME fix with the elimination of procedure turn.  
 Minimum altitude at glide slope interception Inbnd 2000'.  
 Altitude at glide slope and distance to approach end of runway at OM, 1961'—5.9 miles; at MM, 247'—0.5 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make right turn, climb to 2000' and proceed to Southgate VHF Int via HNL VOR R-168.  
 CAUTION: Terrain rises sharply on N side final approach course; within 2.2 miles 1000', 4.1 miles 2566', 5.4 miles 3098'.  
 Other change: Deletes transitions from Southgate Int and Barbers Point FM and W crs ILS.  
 #Do not descend below 2000' m.s.l. until over LOM inbnd due NAS Barber's-Point traffic pattern.  
 \*400-3/4 required when glide slope not utilized.  
 \*\*Circling N of airport not authorized because of terrain 385', 1.5 miles north and 524', 2 miles NE.  
 City, Honolulu; State, Hawaii; Airport Name, International; Elev., 13'; Fac. Class., ILS; Ident., I-HNL; Procedure No. ILS-8, Amdt. 2; Eff. Date, 1 June 63; Sup. Amdt. No. 1; Dated, 10 Dec. 60

**RULES AND REGULATIONS**

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Neola VOR	Keg Int*	Direct	2500	T-dn#	300-1	300-1	%200-1½
OMA LOM	Keg Int*	Direct	2700	C-d	600-1	700-1	700-1½
OMA VOR	Keg Int*	Direct	2500	C-n	600-1½	700-1½	700-1½
Keg Int*	Stack Int** (final)	Direct	1800	S-d-32R	500-1	500-1	500-1
				S-n-32R	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Radar transitions authorized all sectors 2600' except 2700' within 3 miles of 1739' tower 4 miles W and 2700' within 3 miles of 1746' tower 3 miles SW of airport. Procedure turn E side of crs, 135° Outbnd, 315° Inbnd, 2500' within 10 miles of Keg Int.\* No glide slope. Descend to 1800' after passing Keg Int.\* Descend to landing minimums after passing Stack Int.\*\* Course and distance, Stack Int\*\* to airport, 315°—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 Stack Int,\*\* climb to 2700' on crs of 315° to LOM or, when directed by ATC, make right turn, climb to 2800' and proceed to Neola VOR. NOTE: Radar fixes authorized at Keg\* and Stack\*\* Intersections. ILS procedure not authorized when radar inoperative unless aircraft equipped to receive ILS/VOR simultaneously. CAUTION: Bluff 1339' m.s.l. 1.3 miles E; TV towers 1739' m.s.l. 4 miles WNW and 1746' m.s.l. 3 miles SW of airport. Stack 1192' m.s.l. 0.8 mile SSE of LOM. Other change: Deletes transition from OA LFR. \*Keg Int: Int Neola VOR R-196 and SE localizer crs. \*\*Stack Int: Int Neola VOR R-204 and SE localizer crs. #After takeoff, climb to 2000' m.s.l. prior to proceeding in a westerly direction. %AIR CARRIER NOTE: 300-1 required except on Runways 14L, 32R, 17L, and 35R.

City, Omaha; State, Nebr.; Airport Name, Eppley Airfield; Elev., 982'; Fac. Class., ILS; Ident., I-OMA; Procedure No. ILS-32R, Amdt. 4; Eff. Date, 1 June 63; Sup. Amdt. No. 3; Dated, 28 July 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.

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	
105° clockwise	130°	0-3 miles	2000	Surveillance approach			
105° clockwise	130°	3-25 miles	3700				
130° clockwise	240°	0-25 miles	1500	T-dn	300-1	300-1	200-½
240° clockwise	265°	0-6 miles	1500	C-dn*	500-1	500-1	500-1½
240° clockwise	265°	6-7 miles	2000	S-dn-4	400-1	400-1	400-1
240° clockwise	265°	7-11 miles	3000	A-dn	800-2	800-2	800-2
240° clockwise	265°	11-20 miles	2000				
265° clockwise	270°	0-6 miles	1500				
265° clockwise	270°	6-8 miles	3100				
265° clockwise	270°	8-25 miles	3600				

Radar vectoring authorized in accordance with approved patterns. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make climbing right turn, intercept HNL-VOR R-168 and proceed to Southgate Int at 2000'. CAUTION: 1. \*Circling N of airport not authorized due 385' terrain 1.5 miles and 524' 2 miles NE of airport. 2. 181' water tower 1 mile NNW of approach end Runway 8. Other change: Deletes ASR Runway 8.

City, Honolulu; State, Hawaii; Airport Name, International; Elev., 13'; Fac. Class. and Ident., Honolulu Radar; Procedure No. 1, Amdt. 4; Eff. Date, 1 June 63; Sup. Amdt. No. 3; Dated, 24 Nov. 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 May 1, 1963.

WILLARD LANE,  
Acting Director, Flight Standards Service.

[F.R. Doc. 63-4856; Filed, May 23, 1963; 8:45 a.m.]

## Title 7—AGRICULTURE

### Chapter III—Agricultural Research Service, Department of Agriculture

#### PART 302—DISTRICT OF COLUMBIA; MOVEMENT OF PLANTS AND PLANT PRODUCTS

##### Change of Address

Pursuant to sections 9 and 15 of the Plant Quarantine Act of 1912 (37 Stat. 318, 41 Stat. 726, as amended; 7 U.S.C. 162, 167), §§ 302.4(c)(2) and 302.6(c)(1) of the rules and regulations relating to the movement of plants and plant products into and out of the District of Columbia are hereby amended by deleting therefrom the parenthetical phrase "(224 Twelfth Street SW.)" and substituting therefor the parenthetical phrase "(Room 1127, Auditors Building, 14th Street and Independence Avenue SW.)".

(Sec. 9, 37 Stat. 318, 7 U.S.C. 162. Interpret or apply sec. 15, 41 Stat. 726, as amended; 7 U.S.C. 167)

These amendments shall become effective May 24, 1963.

The purpose of these amendments is to inform the public of a change in the address of an established station to which certain plants and plant products moving into or out of the District of Columbia are to be presented for inspection and/or certification. Since the change is nonsubstantive and procedural in nature, it is found upon good cause, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), that further notice and other public procedure with respect to said changes are impracticable and unnecessary.

Done at Washington, D.C., this 21st day of May 1963.

[SEAL] M. R. CLARKSON,  
Acting Administrator,  
Agricultural Research Service.

[F.R. Doc. 63-5548; Filed, May 23, 1963; 8:47 a.m.]

#### PART 319—FOREIGN QUARANTINE NOTICES

##### Subpart—Nursery Stock, Plants, and Seeds

###### LIST OF PORTS AT WHICH INSPECTORS ARE LOCATED

Pursuant to the authority conferred by sections 1, 5, and 9 of the Plant Quarantine Act of 1912, as amended (7 U.S.C. 154, 159, 162), § 319.37-25 of the regulations relating to the importation of nursery stock, plants, and seeds (7 CFR 319.37-25) is hereby amended to read as follows:

§ 319.37-25 Appendix A: List of ports at which inspectors are located.

Ports with special inspection and treating facilities are indicated by an asterisk (\*).

Alabama: Mobile, 106 Courthouse & Customs Building, St. Louis & St. Joseph Streets.

Alaska: Anchorage, International Airport.  
Arizona: Douglas, 209 U.S. Border Station, Nogales, 128 Federal Inspection Station, San Luis, U.S. Border Station.

California: Calexico, 203 Federal Inspection Building, San Diego, 300 Broadway Pier Building. \*San Francisco, 101 Agriculture Building, Embarcadero at foot of Mission Street. \*San Pedro, 104 Ferry Building, San Ysidro, 114 New Customs Building, International Border.

Delaware: Dover, 1607 ABG, Dover Air Force Base.

District of Columbia: \*Plant Inspection Station, 14th Street and Independence Avenue SW., Washington.

Florida: Jacksonville, 311 West Monroe Street. Key West, 226 Federal Building. \*Miami, 10 NE. Third Avenue, Pensacola, 312-B Federal Building. Port Canaveral, Southeast Room of Canaveral Port Authority Building, Old State Highway 401, Cape Canaveral. Port Everglades, 102 U.S. Customhouse. Tampa, 409 East Cass Street. West Palm Beach, 400 South Olive Avenue.

Georgia: Atlanta, 56 Forsyth Street, NW. Savannah, 3 East Bay Street.

Hawaii: Hilo, P.O. Box 1477. \*Honolulu, 355 South King Street.

Illinois: Chicago, 610 Canal Street.

Louisiana: Baton Rouge, 210 Old State Capitol Building. \*New Orleans, 423 Canal Street.

Maryland: Baltimore, 9 Customhouse.

Massachusetts: Boston, 408 Atlantic Avenue.

Michigan: Detroit, 100 West Larned Street.  
Minnesota: Duluth, 515 West First Street, St. Paul, 1416 New Post Office & Customs Building.

New Jersey: \*Hoboken, 209 River Street (Plant Inspection Station). Trenton, 1611th Air Terminal Squadron (MATS), McGuire Air Force Base.

New York: Buffalo, 121 Ellicott Street. New York, 641 Washington Street. \*Jamaica, New York International Airport. Rouses Point, 208 St. John's Highway Border Station.

North Carolina: Wilmington, Princess and Water Streets.

Ohio: Cleveland, 1276 West Third Street. Toledo, 1732 Spielbusch Avenue.

Oregon: Portland, 511 NW. Broadway.

Pennsylvania: Philadelphia, 2d and Chestnut Streets.

Puerto Rico: \*San Juan, 302 El Imparcial Building. Ramey Air Force Base, Building 407 (Hanger No. 5) (MATS Terminal).

South Carolina: Charleston, 31 Customhouse.

Tennessee: Memphis, Front Street at Madison Avenue.

Texas: \*Brownsville, 216 U.S. Border Station. Corpus Christi, 420 Taylor Street. Dallas, 207 Houston Street. Del Rio, International Bridge Building. Eagle Pass, 108 U.S. Border Station. El Paso, 241 U.S. Court-house. Galveston, 17th and Strand Streets. Hidalgo, U.S. Border Station Building. Houston, 7300 Wingate Street. \*Laredo, Convent Avenue and Zaragoza Street. Port Arthur, Fifth Street and Austin Avenue. Presidio, Customhouse Building. Progreso, Customhouse Building. Roma, Starr County Bridge Co. Building, International Bridge. San Antonio, 450 Airport Boulevard.

Virgin Islands of the United States: Charlotte Amalie, St. Thomas, 202 U.S. Post Office and Customhouse. Christiansted, St. Croix, Terminal Building, Alexander Hamilton Airport.

Virginia: Arlington, Washington National Airport, Washington. Chantilly, Dulles International Airport. Norfolk, 209 Customhouse.

Washington: Blaine, 211 Customhouse. \*Seattle, 904 Federal Office Building.

Wisconsin: Milwaukee, 628 East Michigan Avenue.

(Secs. 1, 5, 9, 37 Stat. 315, 316, 318; 7 U.S.C. 154, 159, 162)

This revision shall become effective May 24, 1963.

The purpose of this amendment is to revise the list of ports at which plant quarantine inspectors are stationed to show currently existing facilities. It is to the benefit of the public that this list be published at the earliest practicable date. Accordingly, pursuant to the provisions of section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and other public procedure on the revision are unnecessary and contrary to the public interest, and good cause is found for making the revision effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 21st day of May 1963.

[SEAL] M. R. CLARKSON,  
Acting Administrator,  
Agricultural Research Service.

[F.R. Doc. 63-5549; Filed, May 23, 1963; 8:47 a.m.]

#### PART 351—IMPORTATION OF PLANTS OR PLANT PRODUCTS BY MAIL

##### Miscellaneous Amendments

Pursuant to sections 7 and 9 of the Plant Quarantine Act of 1912 (7 U.S.C. 160, 162) and sections 103, 105, and 106 of the Federal Plant Pest Act of May 23, 1957 (7 U.S.C. 150bb, 150dd, 150ee), §§ 351.2, 351.3, 351.4, and 351.7 are hereby amended in the following respects:

1. Section 351.2 is amended to read as follows:

##### § 351.2 Location of inspectors.

Inspectors of the Plant Quarantine Division and customs officers are stationed at the following locations:

Anchorage, Alaska.	Houston, Tex.
Arlington, Va.	Jacksonville, Fla.
Atlanta, Ga.	Jamaica, L.I., N.Y.
Baltimore, Md.	Key West, Fla.
Baton Rouge, La.	Laredo, Tex.
Blaine, Wash.	McGuire AFB, N.J.
Boston, Mass.	Memphis, Tenn.
Brownsville, Tex.	Miami, Fla.
Buffalo, N.Y.	Milwaukee, Wis.
Calexico, Calif.	Mobile, Ala.
Chantilly, Va.	New Orleans, La.
Charleston, S.C.	New York, N.Y.
Charlotte Amalie, St. Thomas, V.I.	Newport News, Va.
Chicago, Ill.	Nogales, Ariz.
Christiansted, St. Croix, V.I.	Norfolk, Va.
Cleveland, Ohio.	Pensacola, Fla.
Corpus Christi, Tex.	Philadelphia, Pa.
Dallas, Tex.	Port Arthur, Tex.
Del Rio, Tex.	Port Canaveral, Fla.
Detroit, Mich.	Port Everglades, Fla.
Douglas, Ariz.	Portland, Oreg.
Dover, Del.	Presidio, Tex.
Duluth, Minn.	Progreso, Tex.
Eagle Pass, Tex.	Ramey AFB, P.R.
El Paso, Tex.	Roma, Tex.
Galveston, Tex.	Rouses Point, N.Y.
Hidalgo, Tex.	St. Paul, Minn.
Hilo, Hawaii.	San Antonio, Tex.
Hoboken, N.J.	San Diego, Calif.
Honolulu, Hawaii.	San Francisco, Calif.
	San Juan, P.R.
	San Luis, Ariz.

San Pedro, Calif.  
San Ysidro, Calif.  
Savannah, Ga.  
Seattle, Wash.  
Tampa, Fla.

Toledo, Ohio.  
Washington, D.C.  
West Palm Beach,  
Fla.  
Wilmington, N.C.

2. Section 351.3(b) is amended to read as follows:

§ 351.3 Procedure on arrival.

(b) Divert it to the Plant Quarantine Station at Washington, D.C., Brownsville, Tex., Hoboken, N.J., Honolulu, Hawaii, Jamaica, L.I., N.Y., Laredo, Tex., Miami, Fla., New Orleans, La., San Francisco, Calif., San Juan, P.R., San Pedro, Calif., or Seattle, Wash., for whatever disposition is deemed warranted. \* \* \*

3. Section 351.4 is amended to read as follows:

§ 351.4 Records.

The customs officers at Washington, D.C., Brownsville, Tex., Hoboken, N.J., Honolulu, Hawaii, Jamaica, L.I., N.Y., Laredo, Tex., Miami, Fla., New Orleans, La., San Francisco, Calif., San Juan, P.R., San Pedro, Calif., or Seattle, Wash., shall keep a record of such packages as may be delivered to representatives of the Department of Agriculture, and upon the return thereof shall prepare a mail entry to accompany the dutiable package and deliver it to the postmaster for delivery or onward dispatch or in appropriate cases subject the shipment to formal customs entry procedure.

4. Section 351.7(a) (2) is amended to read as follows:

§ 351.7 Regulations governing importation by mail of plant material for immediate export.

(2) Upon arrival, the shipment shall be detained by, or redispached to, the postmaster at Washington, D.C., Brownsville, Tex., Hoboken, N.J., Honolulu, Hawaii, Jamaica, L.I., N.Y., Laredo, Tex., Miami, Fla., New Orleans, La., San Francisco, Calif., San Juan, P.R., San Pedro, Calif., or Seattle, Wash., as may be appropriate, according to the address on the yellow and green tag, and there submitted to the customs officer and the Federal quarantine inspector. The merchandise shall under no circumstances be permitted to enter the commerce of the United States.

(Sec. 9, 37 Stat. 318, and sec. 106, 71 Stat. 33, 7 U.S.C. 162, 150ee. Interpret or apply sec. 7, 37 Stat. 317, and secs. 103, 105, 71 Stat. 32, 7 U.S.C. 160, 150bb, 150dd; 19 F.R. 74, as amended)

These amendments shall be effective May 24, 1963.

The purpose of the amendment is to conform the listing of inspection points in the respective sections to the currently existing facilities. Since the changes are formal or procedural in nature, it is found upon good cause, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), that further notice and other public procedure with respect to said changes are impracticable and unnecessary.

Done at Washington, D.C., this 21st day of May 1963.

[SEAL] M. R. CLARKSON,  
Acting Administrator,  
Agricultural Research Service.

[F.R. Doc. 63-5550; Filed, May 23, 1963; 8:47 a.m.]

PART 353—PHYTOSANITARY EXPORT CERTIFICATION

Miscellaneous Amendments

Pursuant to section 102, 58 Stat. 735, as amended (7 U.S.C. 147a) of the Department of Agriculture Organic Act of 1944, as amended, the provisions in Title 7, Chapter III, Part 353, Code of Federal Regulations, are hereby amended in the following respects:

1. "Part 353—Sanitary Export Certification" is redesignated as "Part 353—Phytosanitary Export Certification."

2. Paragraphs (b) (4) and (b) (6) of § 353.1 are amended to read as follows:

§ 353.1 Definitions.

(b) \* \* \*

(4) *Inspector*. An inspector of the Plant Quarantine Division, United States Department of Agriculture, or other person authorized by the Secretary of Agriculture to inspect and certify to shippers and other interested parties, as to the phytosanitary condition of the products inspected under the act.

(6) *Certificate*. A certificate of the phytosanitary condition of the products concerned, based on inspection of the entire lot or representative samples, issued by an inspector.

3. Section 353.3 is amended to read as follows:

§ 353.3 Where service is offered.

Inspectors who may issue phytosanitary export certificates are stationed at the following locations:

Agana, Guam.	Hidalgo, Tex.
Anchorage, Alaska.	Hilo, Hawaii.
Arlington, Va.	Hoboken, N.J.
Atlanta, Ga.	Honolulu, Hawaii.
Baltimore, Md.	Houston, Tex.
Baton Rouge, La.	Jacksonville, Fla.
Blaine, Wash.	Key West, Fla.
Boston, Mass.	Laredo, Tex.
Brownsville, Tex.	Mayaguez, P.R.
Buffalo, N.Y.	McGuire AFB, N.J.
Calexico, Calif.	Memphis, Tenn.
Chantilly, Va.	Miami, Fla.
Charleston, S.C.	Milwaukee, Wis.
Charlotte Amalie, St.	Mobile, Ala.
Thomas, V.I.	New Orleans, La.
Chicago, Ill.	New York, N.Y.
Christiansted, St.	Newport News, Va.
Croix, V.I.	Nogales, Ariz.
Cleveland, Ohio.	Norfolk, Va.
Corpus Christi, Tex.	Pensacola, Fla.
Dallas, Tex.	Philadelphia, Pa.
Del Rio, Tex.	Ponce, P.R.
Detroit, Mich.	Port Arthur, Tex.
Douglas, Ariz.	Port Canaveral, Fla.
Dover, Del.	Port Everglades, Fla.
Duluth, Minn.	Portland, Ore.
Eagle Pass, Tex.	Presidio, Tex.
El Paso, Tex.	Progreso, Tex.
Fajardo, P.R.	Ramey AFB, P.R.
Galveston, Tex.	Roma, Tex.

Rouses Point, N.Y.  
Saint Paul, Minn.  
San Antonio, Tex.  
San Diego, Calif.  
San Francisco, Calif.  
San Juan, P.R.  
San Luis, Ariz.  
San Pedro, Calif.  
San Ysidro, Calif.

Savannah, Ga.  
Seattle, Wash.  
Tampa, Fla.  
Toledo, Ohio.  
Washington, D.C.  
West Palm Beach,  
Fla.  
Wilmington, N.C.

(Sec. 102, 58 Stat. 735, as amended; 7 U.S.C. 147a)

These amendments shall become effective May 24, 1963.

The purpose of the redesignation of the title of this part is to conform it to current international nomenclature for such a service. The amendment of § 353.3 revises the list of locations where there are stationed inspectors who may issue phytosanitary export certificates.

Since the changes are formal or procedural in nature, it is found upon good cause, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), that further notice and other public procedure with respect to said changes are impracticable and unnecessary.

Done at Washington, D.C., this 21st day of May 1963.

[SEAL] M. R. CLARKSON,  
Acting Administrator,  
Agricultural Research Service.

[F.R. Doc. 63-5551; Filed, May 23, 1963; 8:47 a.m.]

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

[965.305, Amdt. 1]

PART 965—TOMATOES GROWN IN THE LOWER RIO GRANDE VALLEY IN TEXAS

Limitation of Shipments

*Findings.* (a) Pursuant to Marketing Order No. 965 (7 CFR Part 965), regulating the handling of tomatoes grown in the Counties of Cameron, Hidalgo, Starr and Willacy in Texas (Lower Rio Grande Valley), 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 recommendations and information submitted by the Texas Valley Tomato Committee, established pursuant to the said marketing order, and other available information, it is hereby found that the amendment to the limitation of shipments regulations, hereinafter set forth, will maintain orderly marketing conditions tending to increase returns to tomato growers in the production area.

(b) It is hereby found that it is impracticable and contrary to the public interest to give preliminary notice, or engage in public rule making procedure, and that good cause exists for not postponing the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1003) in that (1) the marketing season for

1962-63 crop Lower Valley tomatoes has begun, (2) regulations have been issued under the order since 1959, so compliance with this amendment will not require any special preparation on the part of handlers, and (3) this amendment relieves restrictions on the handling of tomatoes grown in the production area.

*Order, as amended.* In § 965.305 (28 F.R. 4748), delete the introductory paragraph and in lieu thereof substitute a new introductory paragraph as set forth below.

#### § 965.305 Limitation of shipments.

Except as otherwise provided in this section during the period May 20, 1963, through July 15, 1963, the following regulations shall be effective with respect to all varieties of tomatoes handled except cerasiform type tomatoes commonly referred to as cherry tomatoes, as defined in § 965.5 of Order No. 965, and no person shall handle such tomatoes or cause such tomatoes to be handled unless they are inspected and certified as required by paragraph (b) of this section, and meet the requirements of paragraph (a) of this section. Elongated types of tomatoes, commonly referred to as pear shaped or paste tomatoes and including but not limited to San Marzano, Red Top, and Roma varieties, are not subject to the requirements of subparagraphs (2) and (3) of paragraph (a) of this section.

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

*Effective date.* Dated May 22, 1963, to become effective May 23, 1963.

PAUL A. NICHOLSON,  
Deputy Director,  
Fruit and Vegetable Division.

[F.R. Doc. 63-5582; Filed, May 23, 1963;  
8:49 a.m.]

[Amdt. 1]

### PART 980—VEGETABLES; IMPORT REGULATIONS

#### Tomatoes; Restrictions

Pursuant to the requirements of section 8e (7 U.S.C. 608e) of the Agricultural Marketing Agreement Act of 1937, as amended (Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674) the regulation, published in the FEDERAL REGISTER May 11, 1963, (28 F.R. 4748), restricting the importation of tomatoes is hereby amended as set forth below.

*Order, as amended.* In § 980.201 *Tomato Regulation No. 8* (28 F.R. 4748), delete introductory paragraph and paragraph (a), and substitute a new introductory paragraph and paragraph (a), as follows:

#### § 980.201 Tomato Import Regulation No. 8.

Except as otherwise provided, during the period May 20, 1963, through July 15, 1963, no person may import fresh tomatoes of any variety except cerasiform type commonly referred to as cherry tomatoes unless they are inspected and meet the requirements of this section.

(a) *Minimum grade and size requirements*—(1) *Grade.* U.S. No. 2, or better grade.

(2) *Size.* 2 $\frac{1}{32}$  inches minimum diameter or larger.

(i) *Exceptions to size requirement.* Elongated types, commonly referred to as pear shaped or paste tomatoes and including, but not limited to, San Marzano, Red Top, and Roma varieties are exempt from the minimum size requirement.

(ii) *Tolerance for size.* Not more than ten (10) percent, by count, of the tomatoes in any lot of 7 x 7 (2 $\frac{1}{32}$  inches minimum diameter to 2 $\frac{3}{32}$  inches maximum diameter) may be smaller than the specified minimum diameter.

This amendment accords with simultaneous amendment to the limitation of shipments regulation effective on domestic shipments of tomatoes (965.305, Amendment No. 1) under Marketing Order No. 965 (7 CFR Part 965) regulating the handling of tomatoes grown in the Counties of Cameron, Ridalgo, Starr, and Willacy in Texas (Lower Rio Grande Valley) and relieves restrictions on the importation of tomatoes from the effective date hereof through July 15, 1963. Accordingly notice of rule making and publication procedure hereon are unnecessary and impractical and there is no reason to postpone the effective date of this amendment beyond May 23, 1963 (5 U.S.C. 1003).

Dated: May 22, 1963 to become effective 12:01 a.m. c.s.t., May 23, 1963.

PAUL A. NICHOLSON,  
Deputy Director,  
Fruit and Vegetable Division.

[F.R. Doc. 63-5583; Filed, May 23, 1963;  
8:49 a.m.]

### Chapter X—Agricultural Marketing Service (Marketing Agreements and Orders; Milk), Department of Agriculture

[Milk Order 68]

#### PART 1068—MILK IN THE MINNEAPOLIS-ST. PAUL, MINNESOTA MARKETING AREA

##### Order Terminating Certain Provisions

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and of the order regulating the handling of milk in the Minneapolis-St. Paul, Minnesota marketing area (7 CFR Part 1068), it is hereby found and determined that:

(a) The following provisions of the order no longer tend to effectuate the declared policy of the Act:

(1) In the second proviso of § 1068.9 (b) (1) the provision "also located within the city limits of Minneapolis or St. Paul"; and

(2) Section 1068.9(b)(2) in its entirety.

(b) Notice of proposed rule making, public procedure thereon, and 30 days notice of effective date hereof are impractical, unnecessary and contrary to the public interest in that:

(1) This termination order does not require of persons affected substantial or extensive preparation prior to the effective date.

(2) This termination order is necessary to reflect current marketing conditions and to maintain orderly marketing conditions in the marketing area.

(3) This termination order will assure the continued pooling of the market's supply plants. A reduction in the number of days processing plants operate weekly has resulted in a wide fluctuation in their day-to-day requirements from supply plants that cannot continue to qualify for pooling without resorting to impractical and uneconomic movements of milk, the need for which would tend to be eliminated by this termination order.

(4) This termination order will enable a cooperative, if 30 percent of its total member producer milk is delivered in each of the months of August, September and October as direct-shipped milk to distributing plants in Minneapolis or St. Paul, to consider such producer milk as a receipt at any of its supply plants to qualify them as pool plants.

(5) This termination order will eliminate the requirement that a cooperative supply plant outside Minneapolis or St. Paul must receive a producer's milk on more than 45 days in April through June in order to consider as a receipt at such plant for pooling purposes such producer's milk delivered directly from the farm to distributing plants in August, September and October.

(6) This termination order is approved by producer cooperative associations which market about 98 percent of the milk pooled under the order.

(7) Interested parties were afforded opportunity to file written data, views and arguments concerning this termination. None were filed.

Therefore, good cause exists for making this order effective on date of publication.

*It is therefore ordered,* That the aforesaid provisions of the order are hereby terminated.

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

Effective date: Upon publication.

Signed at Washington, D.C., on May 21, 1963.

JOHN P. DUNCAN, JR.,  
Assistant Secretary.

[F.R. Doc. 63-5547; Filed, May 23, 1963;  
8:47 a.m.]

### Chapter XIV—Commodity Credit Corporation, Department of Agriculture

#### SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

#### PART 1421—GRAINS AND RELATED COMMODITIES

##### Subpart—1963 Payment-in-Kind Regulations—Price Support and Diversion

EDITORIAL NOTE: In F.R. Doc. 63-4941, appearing at page 4607 in the FEDERAL REGISTER of May 8, 1963, §§ 1421.3801 to 1421.3818 should appear as §§ 1421.3701 to 1421.3718, inclusive.

## RULES AND REGULATIONS

## Title 23—HIGHWAYS

Chapter I—Bureau of Public Roads,  
Department of CommercePART 2—STATEMENT OF POLICY AS  
TO ADMINISTRATIVE ACTION TO  
BE TAKEN BY THE FEDERAL HIGH-  
WAY ADMINISTRATOR IN IN-  
STANCES OF IRREGULARITIESHearings Pending Investigations or  
Court Proceedings

Effective upon publication in the FEDERAL REGISTER, paragraph (a) of § 2.7 is amended to read as follows:

## § 2.7 Hearings.

(a) *Pending completion of investigations.* Hearings shall not be conducted pending the completion of investigations by the Bureau; or without approval of the Department of Justice when the matter is under investigation by that Department; or after notice of and during such court proceedings as may ensue.

(Sec. 315, 72 Stat. 915, 23 U.S.C. 315)

Dated: May 15, 1963.

Recommended:

REX M. WHITTON,  
*Federal Highway Administrator.*

Issued:

LUTHER H. HODGES,  
*Secretary of Commerce.*

[F.R. Doc. 63-5529; Filed, May 23, 1963;  
8:45 a.m.]

# Proposed Rule Making

## DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[ 50 CFR Part 32 ]

### HUNTING

#### List of Open Areas; Big Game

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by the Migratory Bird Conservation Act of February 18, 1929, as amended (45 Stat. 1222; 16 U.S.C. 715), it is proposed to amend 50 CFR 32.31 as set forth below.

The purpose of this amendment is to provide for public hunting of elk on the National Elk Refuge, Wyoming. Hunting of elk in this area is considered to be a necessary management measure to control the sedentary herd for the protection of the habitat and food supplies required to care for the large wintering herds which migrate into the refuge.

It is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rulemaking process. Accordingly, interested persons may submit written comments, suggestions, or objections, with respect to this proposed amendment, to the Director, Bureau of Sport Fisheries and Wildlife, Washington 25, D.C., within 30 days of the date of publication of this notice in the FEDERAL REGISTER.

1. Section 32.31 is amended by the addition of the following area as one where the hunting of big game is authorized.

#### § 32.31 List of open areas; big game.

##### WYOMING

National Elk Refuge.

FRANK P. BRIGGS,  
Assistant Secretary  
of the Interior.

MAY 20, 1963.

[F.R. Doc. 63-5518; Filed, May 23, 1963;  
8:45 a.m.]

## FEDERAL AVIATION AGENCY

[ 14 CFR Part 71 [New] ]

[Airspace Docket No. 62-CE-85]

### CONTROLLED AIRSPACE

#### Alteration of Proposal

In a notice of proposed rule making published in the FEDERAL REGISTER on February 19, 1963 (28 F.R. 1558), it was stated, in part, that the Federal Aviation Agency proposed to designate a transition area at Madison, Wis.

Subsequent to the publication of the notice, it was determined by the FAA that the lateral configuration proposed for the portion of the Madison transition

area with a floor of 700 feet above the surface would require expansion if existing Truax Field instrument approach landing minimums were to be retained. The boundaries recommended for the 700-foot portion proposed in the notice were predicated on raising the procedure turn altitudes of prescribed Truax Field VOR instrument approach procedures to more than 1,500 feet above the surface. However, it was later determined that in raising these procedure turn altitudes, the established straight-in landing minimums would no longer be applicable. Accordingly, the notice is hereby amended to describe the portion of the proposed Madison transition area which would extend upward from 700 feet above the surface as that airspace within a 9-mile radius of Truax Field (latitude 43°08'15" N., longitude 89°20'10" W.), within 2 miles each side of the Madison ILS localizer south course, extending from the 9-mile radius area to 12 miles south of the OM, within 8 miles northeast and 5 miles southwest of the Truax Field VOR 134° True radial, extending from the 9-mile radius area to 12 miles southeast of the VOR, within 8 miles southwest and 5 miles northeast of the Truax VOR 320° True radial, extending from the 9-mile radius area to 12 miles northwest of the VOR.

In order to provide interested persons time to adequately evaluate this proposal, as modified herein, and an opportunity to submit additional written data, views or arguments, the date for filing such material is extended to May 29, 1963.

Communications should be submitted in triplicate to the Assistant Administrator, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo.

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

Issued in Washington, D.C., on May 17, 1963.

H. B. HELSTROM,  
Acting Chief,  
Airspace Utilization Division.

[F.R. Doc. 63-5520; Filed, May 23, 1963;  
8:45 a.m.]

[ 14 CFR Part 71 [New] ]

[Airspace Docket No. 63-CE-27]

### TRANSITION AREA, CONTROL AREA EXTENSION AND CONTROL ZONE

#### Proposed Designation, Revocation and Alteration

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

The Springfield, Mo., control zone is presently designated within a 5-mile radius of Springfield Municipal Airport

(latitude 37°14'35" N., longitude 93°23'-20" W.); within 2 miles either side of the 321° True bearing from the Springfield radio beacon, extending from the 5-mile radius zone to 8 miles northwest of the radio beacon, and within 2 miles either side of the 019° and 199° True radials of the Springfield VORTAC, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC.

The Springfield control area extension is designated within a 25-mile radius of the Springfield radio beacon; within 8 miles southeast and 12 miles northwest of the Springfield VORTAC 058° True radial, extending from the 25-mile radius area to 42 miles northeast of the VORTAC; that airspace bounded on the northeast by the Springfield VORTAC 119° True radial, on the southeast by a line 10 miles southeast of and parallel to V-72, on the southwest by the Springfield VORTAC 162° True radial and on the northwest by the Springfield 25-mile radius area, and within 12 miles southeast and 8 miles northwest of the Springfield VORTAC 210° True radial extending from the 25-mile radius area to 46 miles southwest of the VORTAC.

To implement the provisions of CAR Amendments 60-21/60-29 in the Springfield area, the Federal Aviation Agency has under consideration the following airspace actions:

1. Alter the Springfield control zone by redesignating it to comprise that airspace within a 5-mile radius of the Springfield Municipal Airport (latitude 37°14'35" N., longitude 93°23'20" W.); and within 2 miles west and 2.5 miles east of the Springfield VORTAC 200° True radial, extending from the 5-mile radius zone to the VORTAC.

2. Revoke the Springfield control area extension.

3. Designate a transition area at Springfield to comprise that airspace extending upward from 700 feet above the surface within a 7-mile radius of the Springfield Municipal Airport (latitude 37°14'35" N., longitude 93°23'20" W.); within 2 miles each side of the 324° True bearing from the Springfield radio beacon, extending from the 7-mile radius area to 8 miles northwest of the radio beacon; within 5 miles west and 8 miles east of the Springfield ILS localizer south course, extending from 1 mile north to 12 miles south of the OM; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Springfield Municipal Airport; within 9 miles east and 6 miles west of the Springfield VORTAC 210° True radial, extending from the 25-mile radius area to 41 miles southwest of the VORTAC.

The proposed alteration of the Springfield control zone would eliminate the existing extension based on the Springfield radio range. Additionally, the portion of the extension based on the Springfield VORTAC 019° and 199° True radials northeast of the VORTAC would be eliminated. The alignment of the

later extension would also be changed to correspond with the prescribed VOR instrument approach to the Springfield Municipal Airport.

The portion of the proposed transition area with a floor of 700 feet above the surface would provide protection for aircraft executing the prescribed Springfield Municipal Airport ILS and ADF approaches and the prescribed ILS outer marker holding pattern procedure. The portion with a floor of 1,200 feet above the surface would provide protection for aircraft executing the higher altitude portion of prescribed instrument approach procedures, and for aircraft maneuvering in the Springfield VORTAC and radio beacon holding patterns, and the holding patterns established at the Conway, Sparta, Dogwood and Billings Intersections.

The designation of the proposed transition area would permit the revocation of the existing Springfield control area extension, lessen the lateral extent of presently designated controlled airspace in the Springfield terminal area, and raise the floor of controlled airspace beyond the immediate area of the Springfield Municipal Airport from 700 to 1,200 feet. The portions of airspace released would become available for other aeronautical purposes. The floors of the airways which traverse the transition area proposed herein would automatically coincide with the floor of the transition area.

Certain minor revision to prescribed instrument procedures would accompany the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or established landing minimums be adversely affected. Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room 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 May 17, 1963.

H. B. HELSTROM,  
Acting Chief,  
Airspace Utilization Division.

[F.R. Doc. 63-5521; Filed, May 23, 1963;  
8:45 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[ 47 CFR Part 3 ]

[Docket No. 15084; FCC 63-468]

### AM STATION ASSIGNMENT STANDARDS AND THE RELATIONSHIP BETWEEN THE AM AND FM BROADCAST SERVICES

#### Notice of Proposed Rule Making

1. Notice is hereby given of rule making in the above-entitled matter.

2. On May 10, 1962, the Commission amended its procedural rules to bring a limited halt to the acceptance of standard broadcast applications.<sup>1</sup> This action came about as a result of our recognition that the maturing pattern of station assignments in the standard broadcast field was, from both an engineering point of view and as a matter of allocation policy, far less efficient than we would desire. We concluded that it would be necessary to revise many of the rules now governing AM station assignments and, to avoid compounding existing problems while we studied these matters at length, we imposed the present limited "freeze".

3. On January 7 and 8, 1963, the Commission held a two day public conference with industry representatives regarding AM growth problems. The first day was devoted to a detailed presentation by the National Association of Broadcasters and on the second day other interested parties appeared to express their views. Considerable interchange occurred between members of the Commission and the various persons appearing as witnesses and a number of constructive suggestions for changes in the AM allocation rules were discussed. In many respects, the problems which troubled the industry representatives are problems which have also caused the Commission considerable concern. The provision of adequate broadcast service

<sup>1</sup> Report and Order, FCC 62-516 (23 R.R. 1545). Most applications for new stations and for major changes in existing stations were affected.

to growing suburban communities, the maintenance of sound engineering standards, and the financial qualifications required of persons seeking to enter the broadcast field illustrate such matters of common concern. In some of these areas, the suggestions made at the radio conference form the basis for proposals or further questions in the paragraphs that follow. In other areas, the significance of certain facts has appeared different to the Commission than to the participants in the Radio Conference and, in these areas, our proposals depart substantially from those suggested at the Conference. On the whole, we believe that the Radio Conference was valuable in helping us to clarify our thinking about AM problems and the transcript of the proceedings will, therefore, be incorporated into the present rule making docket.

4. This Notice reflects the preliminary results of the Commission's own study of AM problems as well as certain of the suggestions brought forth in the AM Conference. Upon considerable reflection and after review of all relevant material now at our disposal, we have found it necessary to broaden the scope of matters under consideration to include not only the question of AM station assignments but, also, more basic problems concerning the future development of the aural service as a whole. Specifically, we believe it is impossible to produce meaningful proposals for rules governing AM allocations without giving substantial thought to the relationship between that service and the FM service.<sup>2</sup>

5. The specific rule-making proposals contained in this Notice are concerned only with those rules most basically involved in determining the structure of our station assignment system. It is our intention to issue a subsequent further notice of rule making concerning various other matters which we deem important but which would not, in our estimation, bring about basic changes in aural broadcast allocations. Examples of matters reserved until our subsequent notice would include questions pertaining to the showing of financial qualifications required of applicants; proposals to change certain of our rules concerning city signal requirements, dual-city identification, and studio location; and, proposals to require additional engineering data with renewal applications. This separation between more basic rules and the other proposals reserved for our second notice has been dictated largely by "freeze" considerations. The Commission wishes to bring an end to the current AM "freeze" with the least possible delay and this can be done, we believe, upon adoption of new rules which will determine our basic allocation policy for the future. For this reason, the proposals set out in this document are submitted for comment with a view toward the earliest possible implementation.

<sup>2</sup> The rules proposed herein would not disturb our tentative conclusions in Docket 14185, the overall FM rule making, and have been developed in the light of those conclusions.

## THE PRESENT AM RULES

6. As enacted in 1934, the Communications Act contained a modified version of the station allocation plan which had existed under the old Federal Radio Act—a plan involving a relatively complex system of geographical zones and station quotas within these zones. This system proved cumbersome and, therefore, in 1936, the Act was amended to eliminate all specific directions controlling allocations and to substitute the general language now contained in section 307(b):

In considering applications for licenses, and modifications and renewals thereof, when and insofar as there is demand for the same, the Commission shall make such distribution of licenses, frequencies, hours of operation, and of power among the several States and communities as to provide a fair, efficient, and equitable distribution of radio service to each of the same.<sup>3</sup>

The general language in which this allocation goal is expressed has left the Commission an appropriately wide area of discretion in formulating a plan, or plans, to implement the statutory mandate. Through the years, it has become clear that there are various alternative methods for achieving an efficient distribution of facilities. The methods chosen by the Commission have differed considerably, depending upon the type of service involved and the conditions prevalent in the country at the time a particular approach has been adopted. At the present time, the method by which television and FM stations are allocated is radically different from the method used to assign AM stations.<sup>4</sup>

7. Standard broadcast assignment principles have not changed appreciably since the late 1930's. There are 107 standard broadcast channels and these are divided, under the Commission's rules, into four categories or "classes".<sup>5</sup> This categorization is designed to strike a balance between the two extreme conflicting potentialities of any allocation system—i.e., a relatively small number of high powered stations with extensive interference-free service areas, as opposed to a very large number of lower powered stations with service areas highly restricted by interference. The two extremes are represented, under the Commission's rules, by Class I stations and Class IV stations. The former are assigned on 46 designated channels, are permitted power up to fifty kilowatts, are highly limited in number (normally, no more than two are assigned to a single channel), and receive extensive protection from interference both day and night. These stations provide service not only to their designated communities, but to many remote areas having no nearby local station.<sup>6</sup> Class IV stations, on the other hand, are assigned in great numbers on only six channels.<sup>7</sup> These

stations are restricted in power to one kilowatt daytime and 250 watts at night, are highly limited by interference at night and, generally, serve little more than the immediate communities to which they are assigned.<sup>8</sup> Between the two extremes, the other two classes of stations represent a compromise of conflicting goals. Class III stations broadcast with a maximum power of five kilowatts and are intended to serve a particular city and the rural area in the region around the city.<sup>9</sup> Class II stations, finally, are quite heterogeneous and are assigned to make the best possible use of "leftover" assignment potential on certain of the domestic and foreign Class I channels. Class II stations may range from 250 watts to fifty kilowatts and must provide complete protection to Class I stations on the channel.<sup>10</sup>

8. On each of these channels, an assigned station is afforded protection, under the rules, to a certain defined service contour.<sup>11</sup> Various technical portions of the rules set forth standards which permit a determination of potential interference that would be caused by a proposed new assignment to an existing station on the same, or an adjacent, channel and, also, of the interference that would be received by the new station.<sup>12</sup> In general, a new station (or a change in the facilities of an existing station) is not to be allowed if interference would be caused within the protected service contour of an existing facility—unless the need for the new service is found, in hearing, to outweigh the need for the service lost.<sup>13</sup> Moreover, to insure efficiency of allocation, the application for new or changed facilities is not to be granted if the interference received exceeds a specified percentage of population loss within the proposed normally protected contour.<sup>14</sup>

9. Within the limitations expressed above, assignment of standard broadcast stations has proceeded almost entirely on a "demand" basis.<sup>15</sup> Applicants have been free to apply for a new station in any community at which an available frequency can be found, without regard to the number of stations already assigned to that community or the paucity of assignments elsewhere. The latter considerations have been brought into play only when two or more applicants

seek mutually exclusive facilities with substantially different service areas. In those circumstances, the applications are consolidated for hearing and, pursuant to section 307(b) of the Act, a determination is made as to which one would best achieve the goal of "fair, efficient and equitable distribution" of facilities. Even these determinations have proceeded narrowly, in terms of the standard broadcast service alone, and the availability of FM service has usually been ignored in the assignment of AM stations.

10. In many ways, the present AM assignment rules have worked well. With improvements in engineering techniques, it has been possible to assign new stations in numbers thought quite impossible prior to World War II.<sup>16</sup> Today, the total number of authorized AM stations approaches 4000 and the number of separate communities with at least one local station is approximately 2300. Nevertheless, it must be recognized that our achievement in AM allocations has not been a balanced one. As we noted at some length in our "freeze" order of May 10, 1962, our relative failure in the AM field has been in bringing about an optimum distribution of new facilities, especially during nighttime hours. More than this, overconcentration on the "squeezing in" of many new stations in multiserved areas has sometimes worked to undermine good engineering standards. We summarize these problems in the May 10th Report:

A large majority of communities (outside metropolitan statistical areas) of 10,000 and over (and many with a population of under 10,000) have their own local outlets. There are few counties in the United States which do not have a choice of multiple signals. Multistation communities have grown similarly, so that lack of competition in the standard broadcast band can no longer be regarded as a serious problem. At the same time, this tremendous proliferation of stations has occurred without significant reduction of "white" areas. The outlying areas which lacked primary (nighttime) service in 1945 have been reduced only a minute degree by the continual flow of new assignments. More than this, concentration upon the creation of multistation markets has led to a derogation of engineering standards, so that service rendered by existing stations has been impaired, future power increases to extend the interference-free contour over growing suburban populations are often rendered impossible, and the available channels for the establishment of new stations in growing underserved areas have been continually reduced in number.<sup>17</sup>

## RELATIONSHIP WITH FM

11. There is another, thus far unexplored, facet to the overall problem of aural broadcast allocations. The Commission believes that the time has come to reexamine the relationship between

<sup>3</sup> 47 U.S.C. sec. 307(b).

<sup>4</sup> Cf. 47 CFR 3.24, 3.205, 3.606.

<sup>5</sup> 47 CFR 3.21.

<sup>6</sup> 47 CFR 3.21(a)(1), 3.25(a), (b).

<sup>7</sup> At the present time, there are approximately 1,000 Class IV stations. As many as 170 stations operate on a single Class IV channel.

<sup>8</sup> 47 CFR 3.21(c), 3.27.

<sup>9</sup> 47 CFR 3.21(b), 3.26.

<sup>10</sup> 47 CFR 3.21(a)(2), 3.22, 3.25(a)(1), (b), (c), (d), (e).

<sup>11</sup> 47 CFR 3.182(a).

<sup>12</sup> 47 CFR 3.182(o)-(w).

<sup>13</sup> 47 CFR 3.24(b). See also 47 U.S.C. sec. 316, and FCC v. National Broadcasting Co. (KOA), 319 U.S. 239 (1943).

<sup>14</sup> 47 CFR 3.28(d)(3). This section of the rules provides several significant exceptions, however. If the proposed facility would provide a first local nighttime service to the community in which it would be located, or if twenty-five percent or more of the proposed nighttime service area has no primary service, the limitations of § 3.28(d)(3) do not apply.

<sup>15</sup> An exception to this statement is the provision made in § 3.22 of the rules (47 CFR 3.22) for certain new Class II-A stations to be assigned according to a table of assignments. None of the proposed II-A facilities has thus far been assigned.

<sup>16</sup> The N.A.B. submitted extensive engineering studies depicting the great increase in AM service in six Southeastern States since 1940.

<sup>17</sup> FCC 62-516 (May 10, 1962), 23 R.R. 1545.

the AM and FM services. The hopes and expectations which attended the establishment of the FM service in its present form and the measures we have employed to promote the growth of FM in recent years are not adequate to guide the development of the service for the indefinite future. We must look toward a more precise definition of FM as an aural service. As set forth more fully below, we have concluded that our long term goal must be the establishment of an integrated AM-FM aural service and that we must now make a gradual beginning in proposing rules which will reflect that ultimate end.

12. A brief review of the Commission's experience with FM is helpful in placing our current problems in perspective. In the early 1940's when the first FM stations were in operation in the 42-50 mc band, the Commission entertained the hope that FM would develop into an independent, parallel, broadcast service. By regulation, each FM station associated with an AM operation was required to devote at least one hour each day prior to 6 p.m. and one hour each evening, to programming which would not duplicate the existing AM offerings.<sup>18</sup> By the time the FM service was transferred to its present higher position on the band, however, the conception of FM as a supplemental service had been supplanted by the idea that FM stations would, gradually, replace most existing AM facilities. For this reason, the Commission rejected proposals which would have reserved certain frequencies for future independent FM operations and declined to impose any rules prohibiting complete duplication of program service on new FM stations owned by AM licensees.<sup>19</sup> Gradually, however, it became clear that a number of unanticipated factors would prevent a changeover to an all-FM system. The immediate postwar demand for new AM stations exceeded all expectations; 1,123 such stations were authorized in the brief period, 1946 through 1948. This tremendous investment in AM facilities was obviously not compatible with a changeover from AM to FM. Additionally, the appearance of television and its rapid growth attracted much of the capital and the interest that would otherwise have gone into a new aural service. The result of these factors was a blunting of the early expectations and, for FM, a period of rapid decline.

13. Although FM licenses and permits reached a high of approximately 1020 in 1948, only 58 percent of the authorized facilities were actually in operation. By this point, it had become clear that FM would not replace AM and the many AM licensees who had acquired FM authori-

zations as "insurance policies" against technological change began to decide that this type of insurance was not only expensive, but completely unnecessary. When the Commission acted to compel holders of FM construction permits to either put their stations on the air or surrender their permits, many chose the latter alternative. From 1948 through the mid-50's, deletions of FM stations greatly exceeded new assignments with the result that, by 1956, commercial FM authorizations had fallen to 546, approximately 97 percent of which were on the air. During this period, and thereafter, the Commission's actions in the FM field have focused largely upon measures designed to prevent the collapse of the service. We have imposed few new obligations upon FM licensees, fearing that any new stresses could only impede the growth of a not yet healthy industry. The present minimum operating requirement of only 36 hours per week has remained substantially unchanged since 1945; no rules have been adopted which would affect the practice of AM-FM program duplication; and no attempt has been made to consider the duopoly aspects of AM-FM ownership by the same licensee in a single city. On the other hand, FM operation has been made more attractive by the granting of subsidiary communications authorizations (SCA's), allowing the FM licensee to provide music and other subscription services on a subcarrier of its licensed frequency.<sup>20</sup>

14. Nine hundred and thirty-eight FM stations submitted financial reports for operation in 1961. Of this number, 249 were not owned by AM licensees in the same city and it may be assumed that these stations were independently programmed. Of the stations owned by AM licensees, 405 reported no FM revenues and were presumably utilized to duplicate the programming of the AM station in its entirety. Two hundred eighty-four FM stations owned by AM licensees in the same community reported some FM revenues, a portion of which is attributable to nonduplicated programming and the balance to SCA operations. Approximately 300 licensees have been granted one or more subsidiary communications authorizations and approximately 200 have begun to broadcast stereophonically through use of the multiplex system authorized in § 3.322 of the rules. Implicit in these figures is the fact that licensees are directed by no unified concept in using their FM facilities. Some FM licensees, programming independently, utilize their facilities both to multiply and to supplement the other aural services in their communities. Some, licensees of both AM and FM stations in the same community, use FM to "fill in" areas not reached by their AM signal or to provide nighttime service when the AM station must sign off at sunset. Still others, it may be presumed, have applied for an FM facility primarily to acquire the concurrently available SCA, regarding the SCA as the primary source of income and activity. Finally, some licensees still regard their licenses as insurance policies—insurance against the day

when FM may develop into a more viable service and an FM license may become a valuable property.<sup>20a</sup>

15. The Commission believes that the time has come to move significantly toward the day when AM and FM stations can be regarded as component parts of a total aural service. We believe that the ultimate role of FM broadcasting is to supplement the aural service provided by AM stations and that, eventually, there must be an elimination of FM stations which are no more than adjuncts to AM facilities in the same community. Owing to the differing technical characteristics of AM and FM and to the separate historical development of the two services, each is able to accomplish certain tasks better than the other. It is our hope that each of the services can be developed to its maximum potential within an integrated system, and that such an integrated system will represent the best possible utilization of the frequencies allotted for aural broadcast stations.

16. The technical advantages of FM have often been set forth in the past. Briefly, FM is markedly superior to AM in the lack of interference and "static" that occurs within a station's primary service area. The virtual absence of skywave propagation at night makes possible the assignment of FM stations with nighttime service areas no more restricted by interference from other stations than during the daytime. FM is also capable of providing high fidelity musical transmissions to a degree impossible with present AM facilities. Finally, the recent authorization of multiplex stereophonic broadcasting over FM stations has opened an entirely new dimension in high fidelity musical broadcasting.<sup>21</sup> Apart from these technical advantages, the potentialities of FM differ from those of AM in the assignment system to be utilized in the future. As a result of the recent FM rulemaking proceeding, it has been concluded, tentatively, that future assignment of FM facilities is to be governed by a table of mileage separations which makes possible a relatively limited number of omnidirectional stations rather than an extremely large number of stations with limited, directionalized service areas.<sup>22</sup>

17. AM, on the other hand, has its own unique potentialities. The nighttime skywave propagation characteristics of AM, so troublesome in the assignment of multiple stations on a single channel, makes possible clear channel nighttime operations rendering usable secondary service to vast rural areas not otherwise served by any nearby station. Standard broadcast receivers are, of

<sup>18</sup> This regulation, then § 3.261(b) of the rules, also contained an additional paragraph which read as follows:

"(c) In addition to the foregoing minimum requirements, the Commission will consider, in determining whether public interest, convenience and necessity has been or will be served by the operation of the station, the extent to which the station has made or will make use of the facility to develop a distinct and separate service from that otherwise available in the service area."

<sup>19</sup> See the proceedings and final report in Docket 6768, August 1945.

<sup>20</sup> See 47 CFR 3.293, 3.294, 3.295.

<sup>20a</sup> It should be noted, in this respect, that although most FM stations are still unprofitable operations, the demand for FM facilities far exceeds the supply, in many areas of the country. Of our fifty largest cities, approximately half have no unassigned FM channels available under our proposed table. In our largest cities, it has been impossible to find an available FM frequency for over five years.

<sup>21</sup> See 47 CFR 3.322.

<sup>22</sup> See "First Report and Order" in Docket No. 14185, 23 E.R. 1801 (1962). The Commission still has pending numerous petitions for reconsideration of the FM "First Report."

course, present today in far greater numbers of homes than FM receivers and, significantly, constitute nearly the entire bulk of car radios.<sup>23</sup> Since the automotive audience will, for some years to come, be largely an AM audience, it is desirable that at least some AM service be provided at every possible location. Finally, the AM assignment system which has grown up throughout the years is one oriented around a maximum number of facilities, many of which, by reason of their very low power or extremely directionalized antennas, have highly limited and specialized service areas. Even in its present near saturated condition, the AM band still affords numerous opportunities to establish small stations in communities which would otherwise be unable to obtain local aural assignments.

18. In view of the factors we have noted above, our proposals for AM discussed in paragraphs 37 through 45, infra, entitled "Additional Rules to Control Allocations", take account of FM assignments in any particular area and do not proceed in terms of AM alone.<sup>24</sup> In addition, we believe that our ultimate goal for the aural services necessitates consideration of several other problems, the most significant of which involves the practice of AM-FM program duplication. It has never been seriously contended that the use of an FM facility to duplicate programs broadcast by an AM station in the same community represents an efficient use of the FM frequency. At best, AM-FM program duplication has been regarded as a temporary expedient—originally, as a means of bringing about a changeover from AM to FM and, more recently, as a stopgap measure to avoid the collapse of the FM service. It was our hope that dual operators could utilize the economies made possible through duplication of staff, programming, and physical facilities to develop FM to a point of independent viability. Moreover, it was urged that the establishment of these AM-FM operations would act to spur FM receiver sales and would be a major force to create a market for future independent operations.

19. We now feel that this interim policy concerning FM has been of more limited value than expected and, with the demand for FM facilities increasing rapidly, we believe it is appropriate to consider a gradual change in our policy regarding duplicated AM-FM programming. It is still true that most independent FM stations do not report profitable operations. We believe, however, that the prospects of profitable independent FM operation may be improved if these stations are not forced to compete for advertising revenues with AM-FM duplicators giving away FM advertising free with AM time sales. Moreover, we have considerable doubt that

AM-FM duplicators are a substantial force acting to put FM sets in the home or automobile. With certain localized exceptions, it does not appear reasonable to assume that significant numbers of people buy FM sets merely to hear what they can receive, quite adequately, on their AM radio.<sup>25</sup> These factors, combined with our great concern over the frequency wastage represented by program duplication in areas where no more vacant FM channels remain, have caused us to reach the tentative conclusion that total AM-FM duplication is no longer a force acting to promote FM but is, to the contrary, a practice which, in many areas, will retard the growth of an efficient and viable service.<sup>26</sup>

20. Our ultimate goal, of course, is to achieve a system in which all, or nearly all, of the programming broadcast by AM and FM stations in the same community is separate. At the present time we propose to make a start toward this ultimate goal in the larger cities where vacant FM channels are no longer available and in which there are the most FM receivers. In cities of greater than 100,000 population, in which no unassigned FM channels exist under the FM table of assignments to be issued, it would be required that each FM station devote no more than 50 percent of its average broadcast week to programs duplicated from any AM station in the same local area.<sup>27</sup> (In the alternative, we request comments as to whether such a rule should be applied to metropolitan statistical areas over 100,000 population with no vacant FM channels, rather than cities over 100,000. To apply the rule in this manner would recognize the large number of AM-FM operations in communities adjacent to large cities—or "straddling" a large city and a nearby suburb). Existing FM stations in the cities designated by our final rules would be expected to conform to this standard within one year following adoption of the rules.<sup>28</sup> Stations in cities under 100,000 would not be affected by the proposed rules nor, at present, would sta-

<sup>23</sup> It is recognized, of course, that some duplicating FM operations provide service to areas not reached by the licensee's AM signal. Other FM stations duplicate the programs of a daytime only AM station but then continue with independent programming after the AM goes off the air. To this extent, duplicating stations may provide some impetus to FM set sales. We believe, however, that this impetus is relatively minor compared to the set sales generated by nonduplicating operators.

<sup>24</sup> The question of duplication was raised, in general terms, in Docket 14185. Comments were sharply divided. We feel that the specific proposals herein will serve to focus discussion more precisely than in Docket 14185.

<sup>25</sup> What constitutes the "same local area" for the purposes of this rule would be developed on a case-to-case basis. Obviously, stations in the same city or in contiguous cities would be in the "same local area".

<sup>26</sup> Of course, the Commission will examine individual requests for waiver of the rule with great care. In specific situations in which it can be shown that the FM station serves a substantially different area than the AM, it might be concluded that strict application of the antiduplication rule would not serve the public interest.

tions in cities over 100,000 in which there are still vacant FM channels. As the vacant channels in the larger cities are assigned, however, more cities will become subject to the rules limiting program duplication. The 50 percent non-duplication rule would be brought into play, in cities over 100,000, one year from the time a grant was made for the last vacant FM channel assigned to that city. An exact definition of what will be regarded as program "duplication" would be spelled out in the final rule and comments are requested to aid in framing such a definition.

21. The Commission recognizes that considerations pertaining to common ownership, or "duopoly", are closely related to the problem of AM-FM duplication. At such time as FM stations are independently programmed and reach some degree of independent economic viability, the same policy that bars ownership of two AM stations or two FM stations in the same community should apply to AM-FM common ownership.<sup>29</sup> The Commission believes that separating ownership of AM and FM stations in the same community is a necessary long range goal. We do not feel, however, that the present state of FM development permits us to initiate a general process of separation at this time. Under present conditions, there are still many small markets in which establishment of an FM station can perhaps only be undertaken successfully by an existing AM operator.

22. Although we do not propose any rules regarding AM-FM duopoly, we believe that there is another factor which will work naturally toward our long range goal of independent FM operation. As FM frequencies become more and more scarce, it is to be expected that there will be an inevitable increase in the number of competing applications filed at renewal time against dual AM-FM operators in the largest markets. In these situations, some dual AM-FM operators may well be vulnerable as against competing renewal applications, particularly if the existing licensee has been presenting the bare minimum of non-duplicated programming and has otherwise indicated that he regards his FM obligation as secondary to those in the AM field.

#### IMMEDIATE GOALS IN STANDARD BROADCAST ALLOCATION

23. Traditionally, the Commission has expressed its goals in standard broadcast allocation in terms of providing (a) some service of satisfactory signal strength to all areas of the country, (b) as many program choices to as many listeners as possible, and (c) service of local origin to as many communities as possible. The desirability of these traditional objectives remains unchallenged, but their usefulness as guides to case-by-case AM station assignment has proved limited. Goals (a) and (c) are necessarily inconsistent, to some degree, and, because no general plan has existed

<sup>29</sup> See 47 CFR 3.35(a), 3.240(a). See also the "Notice of Proposed Rule Making" regarding these rules, Docket 14711, FCC 62-747 (1962).

<sup>23</sup> Although FM car radios have begun to increase in number, their total is still an insignificant percentage compared with AM sets in cars.

<sup>24</sup> Our proposals, in their present form, assume a table of mileage separations and a table, of assignments for FM. However, should the Commission reconsider its conclusions in the FM rule making, our proposals in this Notice would need to be modified in only minor respects.

to insure balanced achievement in each area, our greatest achievement has been in the area of greatest demand—i.e., the provision of multiple reception services in densely populated areas plus the provision of local stations for a large number of small communities. Moreover, although it would seem implicit that attainment of the three objectives requires maintenance and protection of existing services, the pattern of assignments that has emerged in standard broadcast is one that favors the grant of a new license at the expense of an existing station's service area.

24. For these reasons, we find it necessary to redefine our goal for AM in terms which will reflect, more specifically, our desire to bring about the most efficient possible distribution of the remaining unallocated facilities. This redefined, our objectives are expressed as follows, listed in order of descending priority:

(a) To assign new and changed standard broadcast facilities at sufficient separations from cochannel and adjacent channel stations to preserve the service areas of existing stations and to enable new facilities to provide unimpaired service within their normally protected contours.

(b) To bring a primary aural service to areas lacking such service, insofar as possible consistent with (a) above.

(c) To bring a first local aural service to as many independent communities as possible, consistent with (a) and (b), above, and to make possible a maximum number of such assignments in the future.

(d) To bring multiple local, aural services to as many independent communities as possible, consistent with our other objectives.

Paragraphs 25 through 36, *infra*, discuss proposed changes in our engineering rules which would aid effectuation of our goals. Paragraphs 37 through 45, *infra*, propose additional, non-engineering rules which, we believe, will be more helpful in achieving our goals than the present use of a flexible "demand" system.

#### PROPOSED ENGINEERING RULES—DAYTIME

25. We have concluded that in AM, as in FM, the present highly flexible system of engineering standards must now be replaced by a "go-no go" approach, allowing the Commission and potential applicants to predict in advance whether a particular proposal may be granted.<sup>30</sup> Our reasons for adopting this approach are essentially two. First, the greater the degree of flexibility built into an allocation system, the more pronounced is the tendency of the system to focus upon the facts of each particular case rather than general problems of allocation. The results of this intense concentration on the particular to the exclusion of the general were discussed and illustrated in our Report and Order imposing the present AM "freeze". We

<sup>30</sup> See paragraphs 9-11 of the "First Report and Order", Docket 14185, 23 R.R. 1801, 1807, the general FM rule making proceeding.

noted that the two most basic rules governing current AM allocations are those dealing with interference caused by a new proposal to an existing station and interference to be received by the new station. With regard to the former, we stated:

Section 3.24(b) of the rules provides that a new facility must not cause interference to existing stations unless the need for the new service outweighs the need for the service to be lost. Unfortunately, neither of the factors to be weighed takes into consideration, except most indirectly, the values inherent in maintaining what is ordinarily considered to be an adequate separation between stations. Since most often in an individual case, a proposed new station will provide a new service to a considerably greater number of persons than reside in the area of interference, interference to existing stations, unless extraordinary in amount, has not been a major factor leading to denial of applications.<sup>31</sup>

With regard to the rule involving the integrity of the new station's service area, we noted:

The rule concerning interference received by a proposed operation has more directly involved a weighing of engineering considerations against nonengineering factors, again to the detriment of the former. Section 3.28(d) (3) provides that a proposed facility may receive no more than ten percent population loss by reason of interference within its normally protected contour. However, § 3.28(d) (3) contains several significant exceptions which have permitted numerous grants of proposals receiving interference far in excess of ten percent. Beyond the exceptions, an ever-increasing number of nonengineering factors has been found to justify waiver of the rule in individual cases, each of which has been added to the body of precedent that inextricably merges with the rule itself as it is applied in subsequent cases. The result has been a developing system of assignments that may be justified in terms of each individual case, but which, on the whole, bears little relation to the rational assignment system represented by the protected contour concept in undiluted form.<sup>32</sup>

26. A second reason persuading us that a "go-no go" system is now in order is our belief that the time-consuming process utilized to weigh the many conflicting factors relevant under our present flexible system can no longer be justified in terms of the results achieved. We stated in our recent "First Report and Order", in Docket 14185, the general FM rule making:

The absence of [a "go-no go" system] in the AM service necessitates, in many cases, the elaborate consideration of various factors on a case-to-case basis in connection with each application. Service gains must be weighed against losses in each case; populations must be counted; field strength measurements and often

<sup>31</sup> FCC 62-516, 23 R.R. 1545 (1962).

<sup>32</sup> FCC 62-516, 23 R.R. 1545, 1547 (1962).

counter-measurements are submitted to attempt to determine the exact location of contours; extent of other service available must be considered. The controversies over all of these matters often result in long, involved, and costly hearings. The whole process has led to the great delays and burdens, on the Commission, on private parties, and on the public, all too familiar in the standard broadcast service. \* \* \* Nearly a generation of experience with such "flexibility" in the AM field \* \* \* demonstrates that, whatever advantages may accrue therefrom in some individual cases, those are outweighed by drawbacks, burdens, and delays involved. \* \* \*<sup>33</sup>

27. The Commission has considered several alternative approaches in attempting to develop engineering rules for AM which will embody the "go-no go" concept. We have considered and rejected the idea of a table of assignments or of a table of mileage separations, in view of obstacles which in combination, appear insurmountable. First, the development of a table of mileage separations is unduly complex for the standard broadcast service, owing to wide variations in ground conductivities, differing propagation characteristics of the various frequencies, and the wide range of power limitations for most classes of stations. Secondly, and even more significant, is the fact that a vast number of existing stations, many of which employ complex directional antenna systems, would not conform to any table of separations. Additionally, the nearly 4,000 existing stations would limit new assignments to an extreme degree, particularly in view of the fact that any general table would necessarily be based upon maximum separation between stations. These factors compel us to conclude that a plan allowing greater flexibility than an assignment table or mileage separation table is to be desired.

28. The alternative to a table of mileage separations is some variation of a system based on the protected contour concept. In this connection, we have considered the possibility of prohibiting overlap of certain defined contours of existing and proposed stations, basing these predicted contours upon operation with maximum permissible facilities as is done in FM and in television. We have concluded, for reasons similar to those expressed in the preceding paragraph, that such a plan is now impractical for AM. A rule based upon maximum facilities would, to point out one problem, have to be based on assumed omnidirectional operations—an assumption much at variance with fact insofar as existing stations are concerned, and, at this point, undesirable for proposed new operations.

29. We propose therefore, to control future daytime assignments by prohibiting overlap of defined service contours between a proposed new station and other existing stations as set forth below and to accept no applications which do not meet these criteria:

<sup>33</sup> 23 R.R. 1801, 1807.

Frequency separation	Contour of proposed new station (class II-B, II-D, III, and IV)	Contour of any other station
Co-channel	0.005 mv/m	0.1 mv/m (class I).
	0.025 mv/m	0.5 mv/m (classes II, III, IV).
10kc	0.5 mv/m	0.025 mv/m (all classes).
	0.5 mv/m	0.5 mv/m (all classes).
20kc	2 mv/m	25 mv/m (all classes).
	25 mv/m	2 mv/m (all classes).
30kc	25 mv/m	25 mv/m (all classes).

Major changes in the facilities of existing stations (other than Class IV daytime power increases) would also be prohibited if overlap of the contours above would occur in any area where there is not already such overlap between the station seeking to change facilities and any other existing station. Concurrently pending proposals for new stations or for major changes would be regarded as mutually exclusive if they involved any prohibited overlap of contours and would be designated for hearing on appropriate 307(b) or comparative issues.<sup>34</sup>

30. The contours we have chosen to define prohibited overlap between co-channel stations and stations 10 kc removed reflect the standards currently used to determine interference. It is to be emphasized, however, that our proposed use of the contours is quite different—i.e., to establish a required separation between stations. Thus, once the relevant contours of the existing and proposed stations or of two proposed stations are determined, further computations concerning "interference" are unnecessary. For example: the fact that an existing station already receives interference within its 0.5 mv/m contour would be irrelevant in the determination of required separation between that station and a proposed new station on the same, or immediately adjacent, channel. This result is not unreasonable when the proposed rule is read in terms of its purpose—i.e., a standard of allocation used to insure adequate separation between stations, and, ultimately, an efficient distribution of the limited, unallocated, standard broadcast facilities.

31. The contours chosen to define prohibited overlap between stations 20 kc and 30 kc removed are the separation standards presently contained in § 3.37 of the Commission's rules. The present thirty to one ratio used to determine 20 kc removed interference would not be employed in our proposed rules. We have also rejected suggestions made at the January 7-8 Radio Conference that the 2 mv/m-25 mv/m prohibited overlap standard for stations 20 kc removed be liberalized. It is our opinion that the present separation standards contained in § 3.37 of the rules are not unreasonable

<sup>34</sup> It is appropriate to note here that use of directional antenna systems will often eliminate prohibited overlap. Under the present rules, applicants are reluctant to propose directional systems if relatively small amounts of interference do not seem likely to prevent grant of the application.

in the great majority of cases. We would continue to make special case-by-case provision for those few cases in which a long salt water path between transmitter sites of stations 20 kc and 30 kc removed causes overlap at unusually large distances.

32. We have also considered the possibility of eliminating measurement data as a basis for predicting relevant service contours, relying instead on either the present or an updated version of the Figure M-3 conductivity map.<sup>35</sup> Elimination of measurement data in making future assignments would be an approach most consistent with a "go-no go" system. It would enable a potential applicant to predict the acceptability of his proposal with certainty and would eliminate those presently troublesome aspects of the hearing process concerned with conflicts between opposing sets of measurement data. The key question in this area, it appears, is to what extent, if any, the overall degree of uncertainty inherent in predicting service contours by any method or combination of methods would be increased if measurement data were no longer to be accepted. As we noted in our "First Report" in Docket 14185, field strength measurements are themselves far from an exact tool:

It must be borne in mind that the results obtained by measurements, in a particular situation, will vary with locations chosen, time of day, season, and method of taking. Even in a particular situation, involving the same small area and period of time, measurements taken by one party often indicate that interference would exist, while measurements taken by another party indicate absence of interference—a phenomenon all too familiar in AM hearings.<sup>36</sup>

Despite the disadvantages in using measurement data, however, we feel that the imperfections in the present M-3 map are sufficiently great to preclude its sole use. The present conductivity map was completed in 1954 and, in many areas of the country, was based on measurements that were few and far between. It is probable that the present map is most deficient precisely in those areas where it would be most used—i.e., where there are now few stations. For this reason, we feel that the degree of approximation we would introduce in eliminating measurements would be too high a price to pay for the advantages of a completely predictable allocations system.

33. We do request, however, that comments be directed toward the possibility of eventually eliminating the use of measurement data for allocations purposes upon a thorough updating of the conductivity map. Since the last revision of M-3, much additional measurement data has been filed with the Commission and it appears likely that incorporation of this data would lessen substantially the degree of error inherent in the use of any such map. We request comments as to the worth and feasibility of such an operation.

<sup>35</sup> Figure M-3 is an enlarged version of Figure R-3, contained in 47 CFR 3.190.

<sup>36</sup> 23 R.R. 1801, 1808.

#### PROPOSED ENGINEERING RULES— NIGHTTIME

34. At the present time, only around 10 percent of the applications for new facilities or major changes on file with the Commission request nighttime operation. In part, this relatively low total may be attributed to the declining economic health of nighttime AM radio, particularly in small markets. To a large degree, however, the lack of nighttime proposals is simply a result of the almost complete saturation of the standard broadcast band. The potential applicant is confronted with this saturation in two ways. First, it has become increasingly difficult to fit in a new nighttime facility which affords the required amount of protection from skywave interference to other stations on the channel. If such protection can be provided at all, increasingly complex and expensive directional antenna systems are necessary to do so. Secondly, it has become virtually impossible to propose a new nighttime facility in the continental United States which will have an interference-free service area of respectable size. An analysis of nighttime applications now on file (and of recent grants of similar applications) indicates that very few propose interference-free service areas extending more than ten miles from the transmitter site, and that many are limited to an even greater degree.

35. More significant than this analysis of pending applications, however, is the finding that emerges from a study of nighttime RSS limitations on selected channels over various states containing large percentages of nighttime "white area". This study, involving representative Class II (I-B) and Class III channels in Montana, Idaho, Nevada, Utah, Arizona, and Wyoming, has indicated to the Commission that, apart from the use of clear channels, the addition of new nighttime AM stations cannot provide any substantial reduction of white area.<sup>37</sup> The prevailing nighttime RSS limitations on Class II (I-B) and III channels are so high—even over these relatively unpopulated areas—that the addition of new stations would add very little service. At best, most new nighttime standard broadcast allocations could provide only a first, or a multiple, local service. Paradoxically, use of AM facilities to provide only a first or local service, always a secondary allocation goal, may well act to create new white areas, since each new station added on a particular channel at night raises the general interference level on the channel. Even though no interference to any existing station is considered to exist under our present 50 percent exclusion RSS method of calculation, each new assignment does degrade the service of existing stations on a particular channel to some degree, and, the cumulative effect of many such technically "noninterfering" grants may cause a substantial reduction in service offered by existing stations. To the

<sup>37</sup> We do not consider here the question of nighttime operation on Class I-A channels. This is an entirely separate problem, involving numerous nonengineering considerations. See Docket No. 6741.

extent that existing service is affected, the deterioration will be most acute at the outermost fringes of the existing station's service area. These outermost fringes are, of course, the areas most likely to be lacking in other primary service.

36. For these reasons, the Commission believes that the licensing of any substantial number of new nighttime AM facilities, other than those few that can actually provide service to a significant percentage of white area, can only have the net, long-term effect of decreasing total AM coverage. Coverage of most nighttime aural service white area can only be provided by FM facilities.<sup>38</sup> We propose, therefore, to accept no more applications proposing new nighttime operation (other than Class II-A) unless it is demonstrated that the proposed station would not raise the RSS limitation of any other station (under the 50 percent exclusion rule) and would provide a first primary AM service to at least 25 percent of the area within the proposed interference-free service contour. If these requirements are met, and the proposed station would, in addition, meet the city service requirements of § 3.188 of the rules, we do not propose to place a quantitative limit on the amount of interference which can be received. It is not contemplated that a substantial number of proposals will be able to meet this white area requirement and, for that reason, we do not at this time propose any basic change in the present method of calculating nighttime interference.<sup>39</sup> Existing nighttime stations would be permitted to make major changes in their facilities only upon a showing that no new interference would be caused to any other station.<sup>40</sup>

#### ADDITIONAL RULES TO CONTROL ALLOCATION

37. Insofar as a particular region of the country or a particular city is crowded with a great number of stations, "tight" engineering requirements make it increasingly difficult to fit in new assignments. At the January 7-8 Radio Conference, representatives of the National

<sup>38</sup> Complete utilization of the assignments provided in the FM table would leave little aural service white area at night, except in areas of extremely sparse population.

<sup>39</sup> We have proposed no basic change in the present RSS 50 percent exclusion method used to calculate nighttime interference. We are, however, proposing changes in the method used in obtaining the values of radiation employed in the calculations. Because these changes involve matters closely related to the Commission's new computer program and must be initiated with some urgency, we deem it advisable to issue a separate Notice of Rule Making. The proposed rules would eliminate the present "MEOV concept" used in predicting radiation from directional antennas and substitute a new standard method for calculating predicted radiation. We also propose to utilize theoretical values of radiation, nighttime, in place of the measured values of radiation now used in computing interference and coverage.

<sup>40</sup> At the present time, the Commission receives only a small number of applications seeking to effect a major change in licensed nighttime facilities.

Association of Broadcasters took the position that enforcement, and perhaps a "tightening", of engineering standards would solve most problems connected with AM station assignments. The N.A.B. and most other witnesses strongly urged that no attempt be made to develop rules limiting the number of stations in a city on the basis of "economic" factors.

38. The Commission is in general agreement with the N.A.B. concerning treatment of economic factors as overall allocation tools. It is extremely difficult to determine just how many stations a given community can support, even on a case-by-case basis under the Carroll doctrine.<sup>41</sup> To attempt a similar determination for all cities of all sizes would involve consideration of a tremendous number of highly variable factors.

39. Yet, if we agree with the N.A.B. that general rules based upon economic criteria will not solve our allocation problems, we cannot agree that enforcement of the engineering rules will, of itself, insure an efficient assignment system. Engineering rules alone cannot bring about a "fair, efficient, and equitable distribution" of facilities because such rules can be applied only to one particular case at hand. It is possible, for example, to grant any number of applications for new stations in the same small community, so long as there is no engineering conflict among the applications, no objection from an existing licensee pursuant to the Carroll case, supra, and no immediate conflicting application for a new station in another community. It seems clear, however, that the granting of many stations in a single small community would represent a pre-emption of frequencies and the potential future denial of a station for some other more needful community. In AM today, many smaller communities are finding it impossible to obtain a local transmission service, owing to the fact that all available frequencies have been used earlier in some area of more concentrated population.<sup>42</sup>

40. Additional restrictions on future new stations are necessary if the limited number of unallocated facilities are to be used where they are most needed today or retained for use in areas where they may be needed in the future. We wish to emphasize that these proposed additional restrictions are based directly upon section 307(b) considerations. We do not purport to say that a particular community can never support more than its allotted number of stations.<sup>43</sup> Our

<sup>41</sup> Carroll Broadcasting Company v. FCC, 103 U.S. App. D.C. 346, 258 F. 2d 440, 17 R.R. 2066 (1958).

<sup>42</sup> Redding, California, population 12,800, now has five AM stations, three of which are licensed for unlimited time operation. Woodland, California, on the other hand, has a population of 13,500 and no existing or proposed AM station. Admittedly, Redding offers an extreme example, but we are not prepared to defend this type of situation as efficient allocation.

<sup>43</sup> Statistics available to the Commission indicate that, in some instances, economic factors would not be a bar to a greater number of AM stations than those allotted in the table.

assignment plan is based upon a less complex allocation theory—i.e., the concept that the highly limited number of available broadcast facilities should be allotted so that their distribution coincides, very roughly, with the distribution of population and communities throughout the country. Since we do not believe that optimum distribution has been achieved or can be through an unchanneled "demand" system, we propose to modify that system in certain respects.<sup>44</sup>

41. We have set forth the manner in which we propose to limit future nighttime applications in paragraph 36, supra. For daytime assignments, we would impose specific non-engineering requirements related directly to the area or the community to be served. It would be required that each applicant for a new AM station comply with all relevant engineering rules and, in addition, meet one of the following criteria:<sup>45</sup>

(a) The proposal would provide a first or a second primary, daytime, aural service to at least 25 percent of the area within the proposed normally protected service contour.<sup>46</sup> The requirement here is somewhat less restrictive than the standard for nighttime service, in that need for a second primary service would also be recognized. There is now little daytime aural service "white area", except in regions of extremely sparse population.

(b) The proposed station would not cause the total number of AM stations in a particular city, town, or other community to exceed the "Maximum Permissible Number of AM assignments" given in the table below:

Population of particular city, town, or other community:	Maximum permissible number of AM assignments
Under 10,000	a 2
10,001-25,000	a 3
25,001-50,000	b 4
50,001-75,000	b 5
75,001-100,000	c 6
Over 100,000	c 7

<sup>a</sup> The maximum permissible number of AM assignments is reduced by one if one or more FM assignments (used or unused) are provided for the community in the FM table.

<sup>b</sup> The maximum number of permissible AM assignments is reduced by one if one FM assignment is provided for the community in the FM table, and is reduced by two if two or more FM assignments are provided.

<sup>c</sup> The maximum number of permissible AM assignments is reduced by one if one FM assignment is provided for the community in the FM table, is reduced by two if two FM

<sup>44</sup> The rules we propose here, while not constituting a table of assignments, are similar to such a table in that they seek to limit the range of adjudicatory activity in the assignment process through prior rule making. The Commission's power to proceed in this manner was affirmed in Logansport Broadcasting Corporation v. United States, 93 U.S. App. D.C. 342, 210 F. 2d 24 (D.C. Cir. 1954).

<sup>45</sup> Apart from our discussion of merger applications in paragraph 46, infra, existing assignments would not be affected by the rules proposed in this section.

<sup>46</sup> Primary AM service is defined in present § 3.182(g) of the rules. For the purpose of this particular rule, primary FM service would be considered a signal of 1 mv/m or greater.

assignments are provided in the table, and is reduced by three if three or more FM assignments are provided.<sup>47</sup>

NOTE: No new AM station will be authorized for a community under 50,000 persons if the proposed operation would place a signal of 2 mv/m or greater over more than 25 percent of the area within any other community of 50,000 or more persons.

The table set out above reflects our long-term goal of establishing an integrated AM-FM service. Communities in each size range would be allotted a specific number of AM stations, increasing with increasing population. This maximum number of permissible AM assignments would vary, however, within certain limits, depending on the number of FM assignments provided for the community in the FM table, regardless of whether or not the FM assignments were actually in use.<sup>48</sup>

42. As used in the proposed rule, "a particular city, town or other community" will most often be synonymous with the U.S. Census listing of an incorporated or unincorporated "place". We have considered and rejected the idea of employing some different concept of "community" such as standard metropolitan statistical area, or urbanized area. These terms often describe areas of immense size and often include, in a single SMSA or urbanized area, more than one separate community. We do request comments, however, as to the possibility of broadening our concept of "community" to include large concentrations of population without defined boundaries, such as may be found in growing suburban areas.

43. We have considered and rejected the idea of adopting a minimum size limitation as a prerequisite for eligibility to receive a first or second assignment. Our studies show that a substantial number of communities under 5,000 persons, outside metropolitan statistical areas, have demonstrated the ability to sustain local stations.<sup>49</sup> Some of these communities have demonstrated the ability to sustain more than one such station and, in view of this fact, we do not deem it advisable to propose nonen-

<sup>47</sup> If, upon reconsideration, it should be concluded that no table of assignments will be adopted for FM, footnotes a, b, and c, above, would be modified to this extent: The maximum number of AM assignments would be reduced as provided in footnotes a, b, and c, on the basis of existing FM stations in the community, rather than FM assignments in a table. It is requested that parties filing comments also consider this alternative proposal.

<sup>48</sup> In general, the minimum number of allotted AM stations is similar to the existing average distribution of AM facilities among communities in each size grouping. It is not intended that the restrictions proposed here for future AM assignments will limit, in any way, the Commission's freedom of action in devising a system of FM assignments.

<sup>49</sup> There are more than 500 such communities. The percentage of stations reporting a profit in these communities compares favorably with the percentage in most large communities. Average revenues in the small communities are, of course, considerably lower.

gineering rules which would create aural service monopolies in any community.<sup>50</sup>

44. A "Note" to the table provides that no new AM station will be authorized for a community under 50,000 persons if the proposed station would place a signal of 2 mv/m or greater over more than 25 percent of the area within any other community of 50,000 or more persons. This standard is also reasonably related to our goal of efficient allocation and is specifically designed to preclude grants intended to provide a multiple service to a large community while ostensibly providing the first local service to a nearby suburb.<sup>51</sup> The proposed rule would not bar a new station placing a 2 mv/m signal over a small portion of a large city. The Commission wishes to encourage new stations which will provide a genuine local service to growing suburban communities. We wish to discourage new suburban facilities which are merely sub-standard big city stations.

45. According to 1960 Census figures, there are 130 cities in the United States with populations in excess of 100,000 persons. We have stated, in paragraph 41(b), supra, that four to seven AM stations would be permitted in cities of this size, depending upon the number of FM assignments. We recognize that four to seven AM stations may be too small a number for a city greatly in excess of 100,000 population but we have not attempted to define additional population groupings for several reasons. First, engineering considerations preclude the establishment of additional AM stations in many of the largest cities and, to this

extent, further refinement of the station allotment table would be an academic exercise. Secondly, most of the very large cities already have AM stations equal to or in excess of the number of allotments which we would specify in an extended table. Should there be exceptional cases in which this is not true and the engineering rules would not bar a new station, requests for waiver of the allotment rules would be considered on a case-by-case basis. It would be necessary for the applicant requesting waiver to demonstrate that the particular city was underserved by aural facilities, compared with the average city of similar size.<sup>52</sup>

APPLICATIONS FOR MERGER

46. The real problem in the larger cities (and in some smaller cities), is not a lack of AM stations but, in certain locations, a superabundance of stations. This overconcentration of facilities is clearly inconsistent with the concept of an efficient distribution of radio facilities. For this reason, we have decided to consider the possibility of mergers between existing stations in certain locations. The rules we propose would rigorously define the conditions under which applications for merger would be considered. The substance of our proposal is as follows:

(a) Applications for approval of merger between two or more existing stations in the same city would be accepted only when the proposed merger would not reduce the number of AM or FM stations in the city below the following levels:

Population	AM stations	FM stations
Under 100,000-----	"Maximum Permissible Number of AM Assignments" as given in paragraph 41(b), supra.	f Under 50,000— 2 150-100,000— 4
100,000-250,000-----	7-----	4
250,000-1,000,000-----	9-----	6
Over 1,000,000-----	12-----	12

For the purposes of this table, population figures refer to persons residing within the city limits.<sup>53</sup>

<sup>50</sup> If it appears that economic consideration would cause a deterioration of service available to the public upon the licensing of a second station, an existing licensee may file an appropriate objection pursuant to the Carroll doctrine.

<sup>51</sup> Applications of this type have, under our present rules, come to be a source of major concern to the Commission. The problem has been most acute in two areas: Applicants seeking to gain a comparative "307(b) advantage" have come to specify small communities adjacent to large cities so that they may, nominally, provide a first local service to the small town. The applicant's signal, of course, provides excellent coverage to the big city. A similar problem has arisen in the case of applicants seeking to take advantage of the nighttime "first local service exception" to § 3.28(d)(3) of the rules. In Denver Broadcasting Company, 28 FCC 1060, 19 RR 1205 (1960), and several similar cases, the Commission attempted to deal with these situations on an ad hoc basis. See also *Huntington Broadcasting Company v. FCC*, 89 U.S. App. D.C. 222, 192 F. 2d 33, 7 R.R. 2030 (1951). The National Association of Broadcasters also expressed concern about this problem at the January 7-8 Radio Conference.

(b) Each applicant would be required to make the following minimal showings (in addition to any other information the Commission may request in the particular case):

(1) That the deletion of one or more AM stations in the particular city in

<sup>52</sup> It is entirely possible that an applicant might be able to demonstrate that waiver of the numerical limitation rules would serve the public interest in certain other situations. For example, if City A already has AM stations far in excess of its quota, an applicant might wish to file a mutually exclusive application against the renewal of a station in City A, proposing to move the station to nearby City B which already has AM stations only slightly in excess of its quota. Depending upon the various evidentiary factors present in such a case, waiver of the numerical limitation rules for City B would be considered. There may well be other situations in which 307(b) considerations could provide the basis for a waiver.

<sup>53</sup> As with our AM allotment table in paragraph 41(b), supra, our proposed merger requirements seek to bring about an efficient distribution of stations pursuant to Section 307(b) of the Act. See paragraphs 39 and 40, supra.

## [ 47 CFR Part 9 ]

[Docket No. 15078, RM-417; FCC 63-448]

**AVIATION SERVICES TO PERMIT,  
UNDER CERTAIN CONDITIONS,  
MORE THAN ONE FLIGHT TEST  
STATION FOR OPERATION ON THE  
GROUND AT AN AIRDROME**

**Notice of Proposed Rule Making**

1. Notice is hereby given of proposed rule making in the above-entitled matter.

2. In response to a petition for rule making (RM-417) filed by the Aerospace Flight Test Radio Coordinating Council (AFTRCC), it is proposed to amend § 9.613 to permit, after an adequate showing, more than one flight test station for operation on the ground at an airdrome.

3. Section 9.613(a) presently provides, in part, that "only one flight test station for operation on the ground will be licensed to serve an airdrome \* \* \*". The flight test station authorized at a landing area is required to provide service without discrimination on a cooperative basis to all persons eligible for a flight test station license. The AFTRCC proposal would modify this paragraph to allow additional stations, after a showing made pursuant to a new § 9.613(d). The showing under the new paragraph, as envisaged by the AFTRCC proposal, would include a factual showing of coordination with the existing licensees at the airdrome, and the results of the coordination, with respect to questions of whether an additional station at the airdrome could be accommodated and should be authorized within the frequencies available, taking into account economic considerations, and whether the additional grant would result in undue degradation of the reliability of existing facilities.

4. The petitioner represents that the experience of the membership of AFTRCC, which includes a large number of the present flight test station licensees, sometimes shows the cooperative arrangements, as required by § 9.613, do not meet the existing needs—particularly at large airdromes. Specifically, problems arise with respect to the manner in which facilities should be shared, the division of expenses; and, the question whether a licensee can, for example, give appropriate attention to its own testing requirements and still accommodate the needs of another company at the time communications are desired by the other company.

5. The language in the section set forth below differs from the AFTRCC proposal in that the phrase concerning economic conditions is not included. Necessary information concerning economic considerations can be presented under the last portion of the proposed rule which provides for submission of "such other factors as may have a bearing upon the particular case."

6. The proposed amendment to the rules, as set forth below is issued pursuant to the authority contained in sec-

tion 303 (d), (f) and (r) of the Communications Act of 1934, as amended.

7. Pursuant to applicable procedures set forth in § 1.213 of the Commission's rules, interested persons may file comments on or before June 24, 1963, and reply comments on or before July 8, 1963. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

8. In accordance with the provisions of § 1.54 of the Commission's rules, an original and 14 copies of all statements, briefs, or comments filed shall be furnished the Commission.

Adopted: May 15, 1963.

Released: May 17, 1963.

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

Section 9.613 is amended to read as follows:

**§ 9.613 Cooperative use of facilities.**

(a) Except as provided in paragraph (d) of this section, only one flight test station for operation on the ground will be licensed to serve an airdrome.

(b) Flight test stations for operation on the ground will be required to provide service without discrimination, but on a cooperative maintenance basis, to all manufacturers eligible for a license for flight test station.

(c) Where licensees desire to conduct flight tests in adjacent airdrome control areas, or where radio interference may result from simultaneous operation of stations at nearby airdromes, they shall arrange for a satisfactory time division by mutual agreement. If such an agreement cannot be reached the Commission will determine and specify the time division upon request of either licensee.

(d) An application for a flight test station for operation on the ground at an airdrome where such a station is currently authorized shall be accompanied by a factual showing which shall include the following:

(1) That there has been coordination with the current licensee(s) of the flight test station(s) at the airdrome;

(2) The results of such coordination;

(3) That the additional station can be accommodated without undue degradation of the reliability of existing facilities; and,

(4) That there are valid reasons why use of the currently licensed facilities, on a shared basis, is not in the best interest of flight test communications.

In addition, the applicant may present such other factors as may have a bearing upon the particular case.

[F.R. Doc. 63-5544; Filed, May 23, 1963;  
8:47 a.m.]

which merger is requested would make possible a more efficient distribution of standard broadcast facilities.

(2) That the proposed merger would make possible an improvement of programming service available to the public by the remaining station or stations involved in the merger transaction. This showing must include detailed presentation of improvements in programming, staffing, etc., which will be possible as a result of the proposed merger.

(c) Upon examination of the application for merger, the Commission would either grant the application or if it could not be determined that a grant of the application would serve the public interest, designate the proposal for hearing.

(d) Upon a grant of a merger application, the license and call letters of the station which was absorbed would be deleted. The frequency of the deleted station would not be reassigned to the city involved.<sup>54</sup>

**FILING OF COMMENTS**

47. This notice contains the substance of proposed rules which would bring about basic changes in our system of aural broadcast station assignments. Should the proposed rules be adopted, we will attempt to bring about their codification with the least possible disruption of the present section numbering system.

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

49. Pursuant to applicable procedures set out in § 1.213 of the Commission's rules, interested parties may file comments on or before July 17, 1963, and reply comments on or before August 17, 1963. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

50. In accordance with the provisions of § 1.215 of the rules, an original and 14 copies of all written comments and statements shall be furnished to the Commission.

Adopted: May 15, 1963.

Released: May 17, 1963.

FEDERAL COMMUNICATIONS  
COMMISSION,<sup>55</sup>  
[SEAL] BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 63-5543; Filed, May 23, 1963;  
8:47 a.m.]

<sup>54</sup> Our proposed rules in paragraph 41(b), supra, would prevent assignment of an AM frequency at any other location if the proposed station would place a signal of 2 mv/m or greater over more than 25 percent of a city over 50,000. A deleted FM frequency would, if possible, be reassigned elsewhere in the table.

<sup>55</sup> Dissenting statement of Commissioner Hyde, statement of Commissioner Bartley dissenting in part and concurring in part and concurring statement of Commissioner Ford are filed as part of the original document.

## SECURITIES AND EXCHANGE COMMISSION

[ 17 CFR Part 230 ]

### CERTAIN GROUP ANNUITY CONTRACTS

#### Extension of Time for Comments on Proposed Exemptions

The Securities and Exchange Commission has announced an extension of time, from May 16 to July 1, 1963, within which comments may be submitted on proposed § 230.156 (Rule 156 under the Securities Act of 1933) relating to transactions involving certain group annuity contracts. The proposed rule was published in Securities Act of 1933 Release No. 4598 and in the FEDERAL REGISTER of April 23, 1963, 28 F.R. 3990.

The extension was granted at the request of persons who desire additional time to consider the proposed rule and submit comments thereon.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

MAY 17, 1963.

[F.R. Doc. 63-5525; Filed, May 23, 1963;  
8:41 a.m.]

### [ 17 CFR Parts 240, 249 ]

[Release 34-7077]

### CERTAIN REAL ESTATE COMPANIES

#### Filing of Quarterly Reports

Notice is hereby given that the Securities and Exchange Commission has under consideration certain proposed amendments to Rules 13a-15 and 15d-15 (§§ 240.13a-15 and 240.15d-15) and Form 7-K (§ 249.307) under the Securities Exchange Act of 1934. These rules require certain real estate companies to file with the Commission pursuant to section 13 and 15(d) of the Act quarterly reports with respect to distributions to shareholders. Form 7-K is the form prescribed for such reports.

At the time of the adoption of the above rules and form, the Commission announced that it would consider all views and comments submitted with respect thereto by interested persons and would make such changes, if any, as it might deem necessary or appropriate in the light of such views and comments. A number of persons have submitted views and comments on the rules and form and these have been considered in connection with the proposed amendments.

The above-mentioned rules as proposed to be amended would require the filing of quarterly reports on Form 7-K (§ 249.307) by real estate investment trusts and by real estate companies which as a matter of policy or practice make distributions to shareholders from sources other than current or retained earnings. Other real estate companies would be required to file reports with respect to quarters in which a distribution is made from a source other than current or retained earnings.

It is proposed to amend Form 7-K (§ 249.307) to eliminate the two-column reporting now required and to clarify the language of the items of the form so as to simplify the preparation and filing of the required reports.

The sections as proposed to be amended are set forth below.

#### § 240.13a-15 Quarterly reports of certain real estate companies.

(a) Except as provided in paragraph (b) of this section every issuer of a security registered on a national securities exchange (1) which is a real estate investment trust, as defined in Section 856 of the Internal Revenue Code, or (2) a substantial portion of whose business is that of acquiring and holding for investment real estate or interests in real estate or interests in other issuers a substantial portion of whose business is that of acquiring and holding real estate or interests in real estate for investment, shall file a report on Form 7-K for each fiscal quarter ending on or after June 1, 1962, or the date on which a class of securities of the issuer first becomes effectively registered on a national securities exchange, whichever date is later. Such reports shall be filed not more than 45 days after the end of the fiscal quarter for which they are filed.

(b) Notwithstanding paragraph (a) of this section, no report need be filed pursuant to this rule with respect to—

(1) Any investment company registered under the Investment Company Act of 1940;

(2) Any partnership all of whose properties are under long term net lease to other persons; or

(3) Any issuer which during the fiscal quarter covered by the report has not made any cash distribution to shareholders from any source other than current or retained earnings, unless such issuer is a real estate investment trust or as a matter of policy or practice makes cash distributions to shareholders from any source other than current or retained earnings.

(c) Notwithstanding § 240.13a-13, any issuer which files quarterly reports pursuant to this rule for the first two fiscal quarters of any fiscal year need not file a semi-annual report on Form 9-K for the period covered by such quarterly reports.

#### § 240.15d-15 Quarterly reports of certain real estate companies.

(a) Except as provided in paragraph (b) of this section, every issuer which, by reason of an undertaking contained in a registration statement under the Securities Act of 1933, is required to file periodic information, documents and reports pursuant to section 15(d) of the Securities Exchange Act of 1934, and (1) which is a real estate investment trust, as defined in Section 856 of the Internal Revenue Code, or (2) a substantial portion of whose business is that of acquiring and holding for investment real estate or interests in real estate or interests in other issuers a substantial portion of whose business is that of acquiring and holding real estate or interests in real estate for investment, shall file a report on Form 7-K for each fiscal quarter ending on or after June 1, 1962,

or the date on which such registration statement becomes effective, whichever date is later. Such reports shall be filed not more than 45 days after the end of the fiscal quarter for which they are filed.

(b) Notwithstanding paragraph (a) of this section, no report need be filed pursuant to this rule with respect to—

(1) Any investment company registered under the Investment Company Act of 1940;

(2) Any partnership all of whose properties are under long term net lease to other persons; or

(3) Any issuer which during the fiscal quarter covered by the report has not made any cash distribution to shareholders from any source other than current or retained earnings, unless such issuer is a real estate investment trust or as a matter of policy or practice makes cash distributions to shareholders from any source other than current or retained earnings.

(c) Notwithstanding § 240.15d-13, any issuer which files quarterly reports pursuant to this rule for the first two fiscal quarters of any fiscal year need not file a semi-annual report on Form 9-K for the period covered by such quarterly reports.

#### § 249.307 Form 7-K for quarterly reports of certain real estate companies.

(a) *General instructions*—(1) *Rule as to use of Form 7-K.*

(i) Form 7-K is to be used for the quarterly reports required by Rules 13a-15 and 15d-15 of the General Rules and Regulations under the Securities Exchange Act of 1934 (§§ 240.13a-15 and 240.15d-15). Reports are to be prepared and filed in accordance with Rules 12b-11 and 12b-12 (§§ 240.12b-11 and 240.12b-12), within 45 days after the end of the period covered thereby.

(ii) This is not a blank form to be filled in. It is a guide copy to be used in preparing the report in accordance with Rules 12b-11 and 12b-12 (§§ 240.12b-11 and 240.12b-12). The Commission does not furnish blank copies of this form to be filled in for filing.

(iii) These general instructions are not to be filed with the report. The instructions to the various captions of the form are also to be omitted from the report as filed.

(2) *Persons for whom the information is to be given.* (i) The required information is to be given as to the registrant or, if the registrant files consolidated financial statements with its annual reports, it shall be given for the registrant and its consolidated subsidiaries. If the information is given for the registrant and its consolidated subsidiaries, it need not be given separately for the registrant.

(ii) The required information shall also be given separately as to each unconsolidated subsidiary or group of such subsidiaries for which separate individual or group statements are required to be filed with the registrant's annual reports. It need not be furnished, however, for any such unconsolidated subsidiary which would not be required to file semi-annual reports if it were a registrant.

(3) *Presentation of information.* The information is not required to be certi-

PROPOSED RULE MAKING

fied and may carry a notation to that effect and any other qualification considered necessary or appropriate. Except where amounts are required to be stated on a per share basis, amounts may be stated in thousands of dollars (000 omitted), provided it is stated that such has been done.

(4) Incorporation by reference to published statements. If the registrant makes available to its stockholders or otherwise publishes, within the period prescribed for filing the report, a quarterly financial statement containing the information required by this form, the information called for may be incorporated by reference to such published statement provided copies thereof are filed as an exhibit to the report on this form.

(5) Delay in filing information. If a delay in filing the report or in furnishing any of the required information becomes necessary, a request for an extension of time shall be made pursuant to § 240.12b-25.

(b) Cover sheet of report.

SECURITIES AND EXCHANGE COMMISSION
WASHINGTON 25, D.C.
Form 7-K
QUARTERLY REPORT

Pursuant to Section 13 or 15(d) of the Securities Exchange Act of 1934 for the fiscal quarter ended

(Exact name of registrant as specified in charter)

(Address of registrant's principal executive offices)

(c) Information required in report.

(I) Profit and loss statement prepared on an accrual basis

(1) Income \$-----
Instruction: State separately any item of a material amount.

(2) Deductions -----
Instruction: State separately any item of a material amount.

(3) Extraordinary items -----
Instruction: State separately any material amounts of other income or deductions of an unusual or non-recurring nature included in the determination of net income or loss during the period covered by the report. Profits or losses from syndications shall be included herein.

(4) Net income (loss) -----
Instruction: Indicate clearly whether the amount stated represents income or loss.

(5) Special items -----
Instruction: State separately and describe each material item not included in Caption (4). Profits or losses from sales of properties shall be included herein.

(6) Net income (loss) and special items -----

(II) Funds generated, funds disbursed and cash balance

(7) Net income (loss), as reported in caption (4) \$-----
Instruction: Changes in cash balances resulting from transactions reported in Caption (5) are not to be reported here, but shall be reported under Caption (14).

(II) Funds generated, funds disbursed and cash balance—Continued

(8) Add Back: Depreciation or amortization of property-- \$-----
Instruction: The amount reflected hereunder shall be the amount deducted in Caption (2) and shall be stated separately by major classes such as depreciation on fixed property, depreciation on personal property and amortization of leases.

(9) Total -----
(10) Deduct:
A. Principal payments on mortgages
B. Replacements of personal property and payments into funds for such replacements -----
Instruction: Amounts called for under Captions (16) and (18) shall be excluded here.

(11) Balance of funds generated... -----
Instruction: If cash distributions are made to minority interests, this caption shall read "Balance of funds generated before distributions to minority interests" from which shall be deducted the distribution to minority interests in arriving at balance of funds generated.

(12) Cash distributions to shareholders -----
Instruction: Include a tabulation of the amounts per share and the number of shares outstanding at each distribution date. A note to this item shall indicate the amounts representing income and the amounts representing a return of capital.

(13) Excess (deficiency) of funds generated over distributions before special items -----
(14) Special items—cash generated. -----
Instruction: State separately any material item. In reporting cash generated from property sales, separate amounts shall be reflected hereunder, in tabular form indented under this caption, for the profits or losses reported under Caption (5), and shall be adjusted by the amount of accumulated depreciation applicable to the property sold. Where a purchase money mortgage is received as part of the consideration in the sale of property, the profit, if any, represented by the purchase money mortgage shall be recognized hereunder as cash generated only as cash collections are received. The recovery of principal payments on mortgages, previously deducted under Caption (10), and any other adjustments in arriving at cash generated shall be separately stated. Any balance of the proceeds from sales of properties shall be shown under Caption (16).

(15) Excess (Deficiency) of funds generated over distributions after special items -----

(16) Other sources of funds -----
Instruction: State separately any item of a material amount. Net proceeds of refinancing of mortgages shall be included here. The change in net current assets and other miscellaneous items shall be reflected here or under Caption (18), as appropriate.

(17) Total ----- \$-----
(18) Other disposition of funds. -----
Instruction: State separately any item of a material amount. "Balloon" payments on mortgages not refinanced shall be reflected here.

(19) Net increase (decrease) in funds -----
(20) Cash balance at beginning of quarterly period covered by this report -----
(21) Cash balance at close of quarterly period covered by this report -----

(III) Cumulative amounts of excess (deficiency) of funds generated over distributions after special items

(22) Cumulative excess (deficiency) of funds generated over distributions after special items at the beginning of the fiscal year ----- \$-----
Instruction: The amount reflected hereunder shall be computed from the beginning of the first fiscal year ending on or after January 1, 1959, or the date of organization of the registrant, whichever is later.

(23) Net increase (decrease) in excess (deficiency) of cash generated over distribution after special items from beginning of the fiscal year to end of period covered by this report -----
(24) Cumulative excess (deficiency) of funds generated over distribution after special items at end of fiscal period to date -----
(25) Per share amounts declared at the date of this report for distribution in the forthcoming period(s). List separately the declaration by payment period:

(II) Funds generated, funds disbursed and cash balance—Continued

(17) Total ----- \$-----
(18) Other disposition of funds. -----
Instruction: State separately any item of a material amount. "Balloon" payments on mortgages not refinanced shall be reflected here.

(19) Net increase (decrease) in funds -----
(20) Cash balance at beginning of quarterly period covered by this report -----
(21) Cash balance at close of quarterly period covered by this report -----

(III) Cumulative amounts of excess (deficiency) of funds generated over distributions after special items

(22) Cumulative excess (deficiency) of funds generated over distributions after special items at the beginning of the fiscal year ----- \$-----
Instruction: The amount reflected hereunder shall be computed from the beginning of the first fiscal year ending on or after January 1, 1959, or the date of organization of the registrant, whichever is later.

(23) Net increase (decrease) in excess (deficiency) of cash generated over distribution after special items from beginning of the fiscal year to end of period covered by this report -----
(24) Cumulative excess (deficiency) of funds generated over distribution after special items at end of fiscal period to date -----
(25) Per share amounts declared at the date of this report for distribution in the forthcoming period(s). List separately the declaration by payment period:

Remarks: -----

Instruction: Under Remarks furnish any material information necessary to make the information called for by this form not misleading.

(Registrant)
By -----
(Signature)\*
Date -----

\*Print name and title of signing officer under his signature.

All interested persons are invited to submit their views and comments on the proposed amendments, in writing, to the Securities and Exchange Commission, Washington 25, D.C., on or before June 17, 1963. Except where nondisclosure is requested, all such communications will be considered available for public inspection.

By the Commission.
ORVAL L. DuBOIS,
Secretary.

MAY 16, 1963.
[F.R. Doc. 63-5526; Filed, May 23, 1963; 8:45 a.m.]

# Notices

## DEPARTMENT OF THE TREASURY

Office of the Secretary

[T.D. Order 150-58]

### REDESIGNATION OF CERTAIN INTERNAL REVENUE REGIONS AND DISTRICTS

By virtue of the authority vested in me as Secretary of the Treasury by Reorganization Plan No. 26 of 1950, Reorganization Plan No. 1 of 1952, section 7621 of the Internal Revenue Code of 1954, as amended, and Executive Order 10289, approved September 17, 1951, made applicable to the Internal Revenue Code of 1954 by Executive Order 10574, approved November 5, 1954: *It is hereby ordered:*

1. *Abolition of office of Regional Commissioner.* The office of Regional Commissioner of Internal Revenue, Omaha, is abolished.

2. *Realignment of boundaries of Internal Revenue Regions—(a) Chicago.* The territory of the Chicago Internal Revenue Region and of the office of the Regional Commissioner of Internal Revenue, Chicago, shall include the States of Illinois, Iowa, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin. The headquarters office shall be in Chicago, Illinois.

(b) *Cincinnati.* The territory of the Cincinnati Internal Revenue Region and of the office of the Regional Commissioner of Internal Revenue, Cincinnati, shall include the States of Indiana, Kentucky, Michigan, Ohio, and West Virginia. The headquarters office shall be in Cincinnati, Ohio.

(c) *Dallas.* The territory of the Dallas Internal Revenue Region and of the office of the Regional Commissioner of Internal Revenue, Dallas, shall include the States of Arkansas, Colorado, Kansas, Louisiana, New Mexico, Oklahoma, Texas, and Wyoming. The headquarters office shall be in Dallas, Texas.

(d) *Philadelphia.* The territory of the Philadelphia Internal Revenue Region and of the office of the Regional Commissioner of Internal Revenue, Philadelphia, shall include the States of Delaware, Maryland, New Jersey, Pennsylvania, Virginia, and the District of Columbia. The headquarters office shall be in Philadelphia, Pennsylvania.

(e) *Other regions.* The boundaries and headquarters offices of the Atlanta, Boston, New York City, and San Francisco Internal Revenue Regions remain as they existed immediately prior to the effective date of this order.

3. *Abolition of certain Internal Revenue Districts and Offices of District Director.* The following Internal Revenue Districts and offices of District Director of Internal Revenue are abolished:

Internal Revenue District, Camden;  
Internal Revenue District, Kansas City;  
Internal Revenue District, Scranton;  
Internal Revenue District, Syracuse.

4. *Realignment of Internal Revenue Districts.* For all purposes authorized by the internal revenue laws of the United States:

(a) *Buffalo.* The boundaries of the Internal Revenue District, Buffalo, are extended to include within such district the area comprising the Internal Revenue District of Syracuse, as such district existed immediately prior to the effective date of this order.

(b) *Newark.* The boundaries of the Internal Revenue District, Newark, are extended to include within such district the area comprising the Internal Revenue District of Camden as such district existed immediately prior to the effective date of this order.

(c) *Philadelphia.* The Internal Revenue District, Philadelphia, shall include the Counties of Adams, Berks, Bradford, Bucks, Carbon, Chester, Columbia, Cumberland, Dauphin, Delaware, Juniata, Lackawanna, Lancaster, Lebanon, Lehigh, Luzerne, Lycoming, Monroe, Montgomery, Montour, Northampton, Northumberland, Perry, Philadelphia, Pike, Schuylkill, Snyder, Sullivan, Susquehanna, Tioga, Union, Wayne, Wyoming, and York within the State of Pennsylvania.

(d) *Pittsburgh.* The Internal Revenue District, Pittsburgh, shall include the Counties of Allegheny, Armstrong, Beaver, Bedford, Blair, Butler, Cambria, Cameron, Centre, Clarion, Clearfield, Clinton, Crawford, Elk, Erie, Fayette, Forest, Franklin, Fulton, Greene, Huntingdon, Indiana, Jefferson, Lawrence, McKean, Mercer, Mifflin, Potter, Somerset, Venango, Warren, Washington, and Westmoreland, with the State of Pennsylvania.

(e) *St. Louis.* The boundaries of the Internal Revenue District, St. Louis, are extended to include within such district the area comprising the Internal Revenue District of Kansas City as such district existed immediately prior to the effective date of this order.

(f) *Other Internal Revenue Districts.* The boundaries and headquarters offices of all Internal Revenue Districts not mentioned in this order remain as they existed immediately prior to the effective date of this order.

5. *Implementation.* Effective immediately, the Commissioner of Internal Revenue is authorized to effect, at appropriate times and in an orderly manner, such transfers of functions, personnel, positions, equipment, and funds as may be necessary to implement the provisions of this order.

6. *Effective date of other provisions.* The provisions of sections 1, 2, 3, and 4 of this order shall be effective January 1, 1964.

7. Treasury Department Order No. 150-57, dated March 4, 1963, is revoked.

Dated: May 17, 1963.

DOUGLAS DILLON,  
Secretary of the Treasury.

[F.R. Doc. 63-5542; Filed, May 23, 1963; 8:46 a.m.]

## DEPARTMENT OF THE INTERIOR

Bureau of Land Management

CALIFORNIA

### Notice of Proposed Withdrawal and Reservation of Lands

MAY 16, 1963.

The Geological Survey, United States Department of the Interior, has filed an application, Serial Number Sacramento 075738 for the withdrawal of the lands described below, from all forms of appropriation under the public land laws subject to existing valid rights. The applicant desires the land for a reservoir site reserve.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Room 4201, U.S. Courthouse and Federal Building, 650 Capitol Avenue, Sacramento 14, California.

If 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:

Reservoir Site Reserve No. 23.  
Tributaries of Sacramento River, California.

MOUNT DIABLO MERIDIAN

T. 40 N., R. 4 W.,  
Sec. 30, Lot 1 (NW $\frac{1}{4}$ NW $\frac{1}{4}$ ).

T. 40 N., R. 5 W.,  
Sec. 25, SE $\frac{1}{4}$ NE $\frac{1}{4}$ .

The lands in the two foregoing townships are all in the Shasta National Forest.

T. 40 N., R. 8 W.,  
Sec. 14, NE $\frac{1}{4}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ ,  
and E $\frac{1}{2}$ SE $\frac{1}{4}$ ;

Sec. 20, lots 1, 2, 3, 9, 11, and 38 (partial);  
Sec. 21, lot 38 (partial);  
Sec. 22, SW $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
Sec. 24, NW $\frac{1}{4}$ NW $\frac{1}{4}$ ;  
Sec. 30, lot 1.

The lands in the foregoing township are all in the Klamath National Forest except for that portion of lot 38 in Section 21.

T. 28 N., R. 6 W.,

Sec. 18, lot 2, SE $\frac{1}{4}$ NW $\frac{1}{4}$ .

T. 28 N., R. 7 W.,

Sec. 14, NW $\frac{1}{4}$ NE $\frac{1}{4}$ .

NOTICES

T. 27 N., R. 7 W.,  
Sec. 36, NW 1/4, and S 1/2.  
T. 26 N., R. 7 W.,  
Sec. 2, lot 4;  
Sec. 24, NW 1/4 NE 1/4, and N 1/2 NW 1/4.

The afore-described areas aggregate approximately 1,341 acres.

WALTER E. BECK,  
Manager, Land Office  
Sacramento.

[F.R. Doc. 63-5517; Filed, May 23, 1963;  
8:45 a.m.]

Geological Survey  
ALASKA ET AL.

Definition of Known Geologic Structures of Producing Oil and Gas Fields

Former paragraph (c) of § 227.0, Title 30, Chapter II Code of Federal Regulations (1947 Supp.), codification of which has been discontinued by a document published in Part II of the FEDERAL REGISTER dated December 31, 1948, is hereby supplemented by the addition of the following list of defined structures effective as of the dates shown.

Name of Field, Effective Date, Acreage	
(2) ALASKA	
Kenai (revision), Nov. 20, 1960-----	22, 272
(5) CALIFORNIA	
Guijarral Hills (revision), Sept. 26, 1962-----	4, 290
(6) COLORADO	
Douglas Creek-Dragon Trail (revision and consolidation), Oct. 13, 1961-----	67, 892
Elk Springs-Winter Valley (definition and consolidation), May 28, 1962-----	4, 833
Piceance Creek (revision), Apr. 4, 1962-----	40, 889
Plateau, Jan. 8, 1962-----	10, 303
Prairie Canyon, Mar. 21, 1962-----	9, 117
Willow Creek, July 8, 1961-----	3, 841
(24) MISSISSIPPI	
Bude, Oct. 4, 1960-----	513
North Knoxville, Feb. 12, 1959-----	307
(26) MONTANA	
Flat Coulee (revision), June 7, 1962-----	2, 000
Flat Coulee (revision), Oct. 6, 1962-----	2, 640
Fred and George Creek, Feb. 1, 1962-----	1, 480
Elk Basin (revision), Apr. 4, 1962-----	11, 728
Keg Coulee, Sept. 19, 1961-----	882
West Keg Coulee, July 14, 1961-----	574
(31) NEW MEXICO	
Allison-Crossroads-Bluit (revision), Oct. 29, 1962-----	17, 499
Artesia-Maljamar (revision), June 1, 1962-----	214, 974
Bell Lake (revision), Sept. 17, 1962-----	17, 212
Double X Delaware, Oct. 25, 1962-----	2, 758
Hackberry, May 15, 1962-----	4, 511
High Lonesome-West Henshaw (revision and consolidation), Jan. 30, 1962-----	13, 357
North Caprock (Queen), June 1, 1962-----	1, 720
Sawyer (revision), Aug. 15, 1962-----	7, 487
Shugart (revision), Jan. 25, 1962-----	21, 191
South Bitter Lake, Jan. 10, 1962-----	2, 600
South Prairie, Jan. 1, 1962-----	2, 200
Turkey Track (revision), Nov. 2, 1962-----	5, 305

(34) NORTH DAKOTA

Black Slough, June 20, 1962----- 7, 485

(44) UTAH

Bitter Creek, Dec. 31, 1961----- 87, 505  
Buck Canyon, Aug. 11, 1962----- 8, 351  
Chapita Wells (revision), Feb. 2, 1962----- 3, 920  
Farnham (revision), Mar. 13, 1962----- 4, 224  
Grassy Trail Creek, Apr. 24, 1962----- 1, 552  
Red Wash (revision), Dec. 20, 1961----- 44, 504  
Rock House, Feb. 12, 1962----- 14, 674  
Southman Canyon, Dec. 6, 1961----- 8, 037

(50) WYOMING

Badwater, Apr. 3, 1962----- 1, 259  
Barton, Apr. 20, 1962----- 840  
Bates Creek, Apr. 6, 1962----- 920  
Big Piney-La Barge (revision), Oct. 1, 1961----- 152, 684  
Black Butte Creek, Sept. 27, 1962----- 1, 600  
Borie, Apr. 12, 1962----- 1, 840  
Castle Garden, Sept. 28, 1962----- 360  
Cherokee Creek, Oct. 3, 1962----- 1, 160  
Clareton (revision), Nov. 27, 1962----- 64, 985  
Cole Springs Draw, Oct. 11, 1962----- 640  
Coon Creek, Oct. 12, 1962----- 160  
Cooper Reservoir, Oct. 17, 1962----- 1, 000  
Cow Creek, Oct. 18, 1962----- 840  
Coyote Creek (outpost), Oct. 15, 1962----- 360  
Deep Creek, Oct. 22, 1962----- 520  
Diamond Dome, Apr. 17, 1962----- 456  
Dolis Hills, May 16, 1962----- 932  
Donkey Creek (revision), Oct. 15, 1962----- 7, 579  
Emigrant Springs, Mar. 15, 1962----- 6, 640  
Five Mile, Apr. 19, 1962----- 640  
Flat Top-Shawnee, North (revision), May 11, 1962----- 14, 307  
Grass Creek (revision), May 29, 1959----- 7, 453  
Grasshopper Butte, Apr. 20, 1962----- 362  
Green River Bluffs, May 8, 1962----- 622  
Joyce Creek, Aug. 22, 1962----- 1, 845  
Kirby Draw, Oct. 2, 1962----- 600  
Little Medicine Bow, Oct. 1, 1962----- 240  
Lost Cabin (revision), May 16, 1962----- 1, 760  
Lost Cabin (West), May 16, 1962----- 600  
Lost Soldier (revision), June 5, 1962----- 1, 796  
Mush Creek-Skull Creek (revision), Nov. 27, 1962----- 21, 828  
North Fork-Cellers Ranch (revision), July 30, 1962----- 2, 321  
North Sand Draw, Nov. 2, 1962----- 320  
Robinson Ranch (revision), Oct. 15, 1962----- 1, 240  
Robinson Ranch East, Oct. 15, 1962----- 360  
Sage Spring Creek (revision), Sept. 28, 1962----- 2, 347  
Salt Creek (revision), Jan. 2, 1962----- 26, 702  
Schrader Flats, Nov. 26, 1962----- 160  
Sherwin (Clareton area), Oct. 8, 1962----- 880  
Thornton (revision), Apr. 20, 1962----- 1, 554  
Tomcat Creek, Apr. 20, 1962----- 360  
Ward Creek, May 14, 1962----- 715

ARTHUR A. BAKER,  
Acting Director.

[F.R. Doc. 63-5471; Filed, May 23, 1963;  
8:45 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration  
AMERICAN EXPORT LINES, INC.

Notice of Application

Notice is hereby given that American Export Lines, Inc., has filed application

for a waiver under the provisions of section 804 of the Merchant Marine Act, 1936, as amended, to allow this company to represent in the United States and Canada the Hellenic Mediterranean Lines for the sale of their passenger tickets to Greece, Egypt, Cyprus and the Levant from Naples, Genoa or Marseilles and also passenger and car-ferry service from Brandisi, Italy to Patras, Greece.

American Export Lines, Inc., will act for Hellenic Lines as their General Passenger Sales Agency but not act for that line in any capacity associated with freight. Automobiles, carried on the car-ferry service or to and from other ports as an adjunct to the passengers are considered as automobiles accompanying passengers and not freight.

Any person, firm or corporation having an interest in such application who desires to offer views and comments thereon for consideration by the Maritime Administrator should submit same in writing, in triplicate, to the Secretary, Maritime Administration, Washington, D.C. by close of business on June 4, 1963. The Maritime Administrator will consider these views and comments and take such action with respect thereto as may be deemed appropriate.

Dated: May 20, 1963.

By order of the Maritime Administrator.

JAMES S. DAWSON, Jr.,  
Secretary.

[F.R. Doc. 63-5534; Filed, May 23, 1963;  
8:46 a.m.]

DELTA STEAMSHIP LINES, INC.

Notice of Application

Notice is hereby given that Delta Steamship Lines, Inc., has filed an application for waiver under the provisions of section 804 of the Merchant Marine Act, 1936, as amended, for permission to furnish agency services to the foreign-flag vessels of Compagnie Maritime Belge, S.A., and its affiliated companies, Compagnie Maritime Congolaise, S.C.R.L. and/or Deppe Line, at United States Gulf Coast ports, without solicitation on behalf of the foreign-flag operator.

Any person, firm or corporation having an interest in such application who desires to offer views and comments thereon for consideration by the Maritime Administrator should submit same in writing, in triplicate, to the Secretary, Maritime Administration, Washington, D.C., by close of business on June 4, 1963. The Maritime Administrator will consider these views and comments and take such action with respect thereto as may be deemed appropriate.

Dated: May 20, 1963.

By order of the Maritime Administrator.

JAMES S. DAWSON, Jr.,  
Secretary.

[F.R. Doc. 63-5535; Filed, May 23, 1963;  
8:46 a.m.]

# CIVIL AERONAUTICS BOARD

[Docket No. 13777; Order E-19597]

## TRAFFIC CONFERENCE 1 AND JOINT CONFERENCE 3-1 OF THE INTERNATIONAL AIR TRANSPORT ASSOCIATION

### Order Relating to Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 20th day of May 1963.

Agreements adopted by Traffic Conference 1 and Joint Conference 3-1 of the International Air Transport Association relating to specific commodity rates, Docket No. 13777, Agreement C.A.B. 16947, R-13 through R-19, Agreement C.A.B. 17004, R-5.

There have been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, agreements between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Traffic Conference 1 and Joint Conference 3-1 of the International Air Transport Association (IATA) and adopted pursuant to the provisions of Resolution 590 (Commodity Rates Board).

The agreements, adopted pursuant to unopposed notices to the carriers, name

additional specific commodity rates, as set forth in the attachment hereto.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the subject agreements to be adverse to the public interest or in violation of the Act, provided that approval thereof is conditioned as hereinafter ordered.

Accordingly, it is ordered, That Agreement C.A.B. 16947, R-13 through R-19 and Agreement C.A.B. 17004, R-5, are approved, provided that such approval does not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication.

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON, Secretary.

C.A.B. agreement	IATA memorandum	Commodity item No.	Rates
R-13	TC1/Rates 1485	3060	10 cents per kilogram, minimum weight 200 kilograms, from Medellin to Panama City.
R-14	TC1/Rates 1491	0006	11 cents per kilogram, minimum weight 500 kilograms, from Guatemala to Miami/New Orleans.
R-15	TC1/Rates 1492	0193	15 cents per kilogram, minimum weight 500 kilograms, from Panama City to Guatemala.
R-16	TC1/Rates 1493	4245	36 cents per kilogram, minimum weight 45 kilograms, from Miami to Panama City.
R-17	TC1/Rates 1494	0006	18 cents per kilogram, minimum weight 100 kilograms, from Guatemala City to Los Angeles/San Francisco.
R-18	TC1/Rates 1487	6810	10 cents per kilogram, minimum weight 200 kilograms, from Medellin to Panama City.
R-19	TC1/Rates 1489	9994	17 cents per kilogram, minimum weight 500 kilograms, from Caracas to Miami.
C.A.B. agreement 17004	IATA memorandum	Commodity item No.	Rates
R-5	JT 3-1/Rates 264	2199	150 cents per kilogram, minimum weight 500 kilograms, from Auckland to New York.

[F.R. Doc. 63-5540; Filed, May 23, 1963; 8:46 a.m.]

# FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15080; FCC 63-456]

## JAMES S. RIVERS, INC. (WJAZ)

### Order Designating Application for Hearing on Stated Issues

In re application of James S. Rivers, Inc. (WJAZ), Albany, Georgia, has: 960 kc, 5 kw, DA, day, requests: 960 kc, 1 kw, 5 kw-Ls, DA-2, U, Class III-B; Docket No. 15080, File No. BP-15114; for construction permit.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 15th day of May 1963;

The Commission having under consideration the above-captioned and described application;

It appearing that, except as indicated by the issues specified below, the applicant is legally, technically, financially, and otherwise qualified to construct and operate as proposed; and

It further appearing that, the normally protected nighttime interference-free service area of the proposed Class III-B operation is 4 mv/m; and

It further appearing that, according to the applicant's data, the nighttime interference-free service area would be limited to the 23.85 mv/m contour, thereby resulting in a loss of 23.6 percent of the population within the 4 mv/m contour in contravention of § 3.28(d) (3) of the Commission's rules; a waiver of which rule has been requested; and

It further appearing that, the applicant has submitted no data in support of the request for waiver, and that, therefore, it must be determined in the hearing ordered below whether circumstances warrant a waiver; and

It further appearing that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject application would serve the public interest, convenience, and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the application is designated for hearing, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the proposed operation of Station WJAZ and the availability of other primary service to such areas and populations.

2. To determine whether interference received from all sources would affect more than ten percent of the population within the normally protected nighttime primary service area of the proposed operation of Station WJAZ, in contravention of § 3.28(d) (3) of the Commission's rules, and, if so, whether circumstances exist which would warrant a waiver of said section.

3. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether a grant of the application would serve the public interest, convenience and necessity.

It is further ordered, That, in the event of a grant of the application of James S. Rivers, Inc., the construction permit shall contain the following conditions:

Before program tests are authorized, permittee shall submit antenna current distribution measurements to establish that the antenna towers have been top-loaded to produce the electrical characteristics of 90-degree towers, as proposed.

Subsequent to the installation of the new tower and adjustments of the nighttime array, permittee shall submit field intensity measurements to prove that the daytime radiation pattern remains adjusted essentially as authorized; and remeasure the common point impedance of the daytime array and, if it is found to be different from value specified in the license, file with the Commission an application for modification of license.

It is further ordered, That, to avail itself of the opportunity to be heard, the applicant, pursuant to § 1.140 of the Commission's rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a) (2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, within the time and in the

manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362 (h) of the rules.

Released: May 21, 1963.

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

[F.R. Doc. 63-5545; Filed, May 23, 1963;  
8:47 a.m.]

[Docket No. 15079; FCC 63-455]

### O.K. BROADCASTING CORP. (WEEL)

#### Order Designating Application for Hearing on Stated Issues

In re application of O.K. Broadcasting Corporation (WEEL), Fairfax, Virginia, has: 1310 kc, 500 w, 1 kw-LS, DA-N, U, requests: 1310 kc, 500 w, 5 kw-LS, DA-2, U, Docket No. 15079, File No. BP-15343; for construction permit.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 15th day of May 1963;

The Commission having under consideration the above-captioned and described application;

It appearing that, except as indicated by the issues specified below, the applicant is legally, technically, financially, and otherwise qualified to construct and operate as proposed; and

It further appearing that the following matters are to be considered in connection with the aforementioned issues specified below:

1. According to data on file, the proposal would cause adjacent channel (10 kw removed), interference to Station WFBR, Baltimore, Maryland and co-channel interference to Station WGH, Newport News, Virginia.

2. The licensees of Stations WFBR and WGH, on September 18 and November 9, 1962, respectively, have filed petitions to deny, requesting that the above application be designated for hearing and that they be made parties thereto because of the objectionable interference which they allege would result.

3. According to the applicant's data, the number of persons residing within the 1000 mv/m contour would exceed the number permitted by § 3.24(g) of the Commission's rules. The applicant has submitted a request for a waiver of the aforementioned rule but the Commission will take no action with respect thereto until after the conclusion of the evidentiary hearing ordered below.

It further appearing, that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject application would serve the public interest, convenience, and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below:

It is ordered, That pursuant to section 309(e) of the Communications Act of 1934, as amended, the application is designated for hearing, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the proposed operation of Station WEEL and the availability of other primary service to such areas and populations.

2. To determine whether the proposal of O.K. Broadcasting Corporation would cause objectionable interference to Station WFBR, Baltimore, Maryland or Station WGH, Newport News, Virginia, or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

3. To determine whether the proposal of O.K. Broadcasting Corporation is in compliance with § 3.24(g) of the Commission rules concerning population within the 1000 mv/m contour, and, if not, whether circumstances exist which would warrant a waiver of said section.

4. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether a grant of the application would serve the public interest, convenience and necessity.

It is further ordered, That the petitions to deny filed by Baltimore Radio Show, Incorporated and Hampton Roads Broadcasting Corporation, on September 18 and November 9, 1962, respectively, insofar as they request a hearing, are granted.

It is further ordered, That Baltimore Radio Show, Incorporated and Hampton Roads Broadcasting Corporation, licensees of Stations WFBR and WGH, respectively, are made parties to the proceeding.

It is further ordered, That, in the event of a grant of the application, the construction permit shall contain the following conditions:

Permittee shall submit new common point impedance measurements and sufficient field intensity measurement data to clearly show that the adjustment of the daytime directional antenna array has not adversely affected the operation of the nighttime directional antenna.

Pending a final decision in Docket No. 14419 with respect to presunrise operation with daytime facilities, the present provisions of § 3.87 of the Commission rules are not extended to this authorization, and such operation is precluded.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicant and parties respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, within the time and in the manner prescribed in such rule, and shall advise the Commission of the pub-

lication of such notice as required by § 1.362(h) of the rules.

Released: May 21, 1963.

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

[F.R. Doc. 63-5546; Filed, May 23, 1963;  
8:47 a.m.]

## FEDERAL POWER COMMISSION

[Project 2341]

### GEORGIA POWER CO.

#### Notice of Application for License

MAY 17, 1963.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Georgia Power Company (correspondence to: E. C. Hamond, Vice President and Secretary, Georgia Power Company, P.O. Box 4545, Atlanta 2, Georgia), for license for constructed Project No. 2341, known as the Langdale Project, situated on the Chattahoochee River, in the counties of Harris, Georgia, and Chambers, Alabama, near the Town of West Point, Georgia.

The project consists of: a rubble masonry dam having a 1,362-foot long spillway with maximum height of about 15 feet, and 530 feet of abutments; a concrete and brick powerhouse approximately 35 feet by 245 feet in plan and containing two vertical generating units each rated at 520 kilowatts.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is July 3, 1963. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 63-5532; Filed, May 23, 1963;  
8:46 a.m.]

[Docket No. E-7038]

### SOUTHWESTERN PUBLIC SERVICE CO.

#### Order Fixing Date of Hearing

MAY 17, 1963.

The Commission, by Order issued May 15, 1962, suspended proposed rate schedule changes of twelve rate schedules of Southwestern Public Service Company, Amarillo, Texas (Southwestern), for service to twelve rural electric cooperatives, instituted investigation as to the lawfulness of all rate schedules filed pursuant to section 205 of the Federal Power Act by Southwestern, and ordered a public hearing to be held at a time and place to be specified at a future date.

The Commission finds: It is necessary and appropriate for the purposes of the Federal Power Act that a date for public hearing be specified and that a schedule for service of testimony, motions to strike

and answers to motions to strike be ordered all as hereinafter provided.

The Commission orders:

(A) Pursuant to the authority contained in the Federal Power Act, particularly sections 205, 206, 304, 307, 308 and 309 thereof, and the Commission's rules of practice and procedure, a public hearing shall be held commencing on October 29, 1963, at 10:00 a.m., e.s.t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., in the above entitled matter.

(B) The following schedule for the service of testimony, motions to strike prepared testimony, and answers to motions to strike prepared testimony:

- August 27, 1963, service of direct testimony by all parties, including the Commission staff.
- October 7, 1963, service of rebuttal testimony by all parties, including the Commission staff.
- October 21, 1963, service of motions to strike testimony by all parties, including the Commission staff.
- October 28, 1963, service of answers to motions to strike by all parties, including the Commission staff.
- October 29, 1963, commencement of hearing.

By the Commission,

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 63-5533; Filed, May 23, 1963; 8:46 a.m.]

## INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

### CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS UNDER LONG-TERM ARRANGEMENT REGARDING INTERNATIONAL TRADE

#### Announcement of Restraint Levels MAY 6, 1963.

The Interagency Textile Administrative Committee on December 20, 1962, released information on the implementation of the Long-Term Cotton Textile Arrangement since that Arrangement became effective on October 1, 1962. That information was published on December 28, 1962 (27 F.R. 12849) and was supplemented by other announcements, published in the FEDERAL REGISTER, of the completion of other arrangements with countries under which imports into the United States of categories of cotton textiles and cotton textile products from listed countries were restrained in the amounts indicated for periods listed (February 8, 1963, 28 F.R. 1275; and April 23, 1963, 28 F.R. 4004). This announcement further supplements previous publications.

Agreement has been reached with the Government of India for restraint by that government in the listed categories of cotton textiles and cotton textile products for a 15-month period commencing January 17, 1963, at the levels indicated. The restraint levels are in square yards.

Category <sup>1</sup>	Restraint level
9-----	10,625,000
19-----	2,718,000
22-----	6,657,000
26-----	17,500,000

<sup>1</sup>The description of all categories was included in the Announcement of Restraint Levels published on December 28, 1962, in the FEDERAL REGISTER (27 F.R. 12849).

Agreement has also been reached with the Government of the Republic of China for restraint in the listed categories of cotton textiles and cotton textile products for a 12-month period commencing December 1, 1962, at the levels indicated. These restraint levels are enforced by the Customs officials of the United States in accordance with directives of the President's Cabinet Textile Advisory Committee to the Commissioner of Customs. Your attention is invited to the directives regarding these categories published in the FEDERAL REGISTER: Letter of December 20, 1962, published on January 11, 1963 (28 F.R. 324); letter of January 17, 1963, published on January 29, 1963 (28 F.R. 832); letter of January 25, 1963, published on February 21, 1963 (28 F.R. 1684); and letter of February 27, 1963, published on March 23, 1963 (28 F.R. 2926).

Category <sup>1</sup>	Restraint level
5-----	721,000 sq. yds.
19-----	150,000 sq. yds.
41-----	64,000 dozen.
42-----	10,000 dozen.
43-----	10,000 dozen.
45-----	9,000 dozen.
55-----	3,000 dozen.
60-----	18,000 dozen.
64-----	20,000 pounds.

<sup>1</sup>The description of all categories was included in the Announcement of Restraint Levels published on December 28, 1962, in the FEDERAL REGISTER (27 F.R. 12849).

We are advised by Customs officials that all levels of restraint applicable to these categories for the twelve-month period commencing December 1, 1962, have been exhausted.

JAMES S. LOVE, JR.,  
Deputy to the Secretary of  
Commerce for Textile Programs.

[F.R. Doc. 63-5530; Filed, May 23, 1963; 8:45 a.m.]

## SMALL BUSINESS ADMINISTRATION

[Delegation of Authority No. 30-XI]

### CHIEF, FINANCIAL ASSISTANCE DIVISION ET AL.

#### Delegation of Authority To Conduct Program Activities in Denver Regional Area

I. Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30 (Revision 8), 28 F.R. 3228, the following authority is hereby redelegated to the specific positions as indicated herein:

A. *Size determinations* (Delegated to the positions as indicated below). To make original determinations and de-

terminations upon the reconsideration thereof as to which concerns are small business within the meaning of the Small Business Size Standards Regulations, as amended, but not in cases which involve questions of dominance, questions relating to cooperatives, and questions involving franchise, license or other contractual agreements, unless otherwise authorized. This authorization does not permit the issuance of Small Business Certificates.

B. *Eligibility determinations* (Delegated to the positions as indicated below). To determine eligibility of applicants for assistance under any program of the Agency in accordance with Small Business Administration standards and policies.

C. *Chief, Financial Assistance Division* (and Assistant Chief, if assigned).

1. Item IA (Size Determinations for Financial Assistance only.)

2. Item IB (Eligibility Determinations for Financial Assistance only.)

3. To approve the following:

a. Business loans:

1. Direct not exceeding \$50,000.

2. Participation not exceeding \$150,000.

b. Disaster loans:

1. Direct not exceeding \$50,000.

2. Participation not exceeding \$100,000.

4. To decline business and disaster loans of any amount.

5. To disburse unsecured disaster loans.

6. To enter into business loan and disaster loan participation agreements with banks.

7. To execute loan authorizations for Washington approved loans and for loans approved under delegated authority, said execution to read as follows:

(Name), Administrator.

By -----

(Name)

(Title of person signing.)

8. To cancel, reinstate, modify and amend authorizations for business or disaster loans.

9. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

10. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents; and certify to the participating bank that such documents are in compliance with the participation authorization.

11. To approve service charges by participating bank not to exceed 2 percent per annum on the outstanding balance on construction loans and loans involving accounts receivable and inventory financing.

12. To take all necessary actions in connection with the administration, servicing, collection and liquidation of all loans and other obligations or assets, including collateral purchased; and to do and perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator;

b. The execution and delivery of contracts of sale or of lease or sublease, quitclaim, bargain and sale or special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or in part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

**D. Chief, Loan Administration Section.**

1. To approve amendments and modifications of loan conditions for loans that have been fully disbursed.

2. Item IC 12 only the authority for servicing, administration, and collection, including subitems a and b.

**E. Chief, Loan Liquidation Section.**

Item IC 12—only the authority for liquidation, including collateral purchase, and subitems a and b.

**F. Chief, Loan Processing Section.**

1. Item IC 3.
2. To decline:
  - a. Limited loan participation and direct loans not exceeding \$15,000.
  - b. Disaster loans in any amount.
3. Items IC 6 through 10.
4. Item IA (Size Determinations for Financial Assistance only).
5. Item IB (Eligibility Determinations for Financial Assistance only).

**G. Chief, Investment Division.**

1. To extend the disbursement period of section 502 loan authorizations or undischursed portions of section 502 loans.
2. To cancel wholly or in part undischursed balances of partially disbursed section 502 loans.

3. To do and to perform all and every act and thing requisite, necessary and proper to be done for the purpose of effecting the servicing and administration of section 502 loans.

4. To substitute, add, or change the collateral requirements of any loan authorization where such change will not adversely affect the credit aspects of the loan (section 502 loans only).

5. Item IA (Size Determinations for section 502 loans only).

6. Item IB (Eligibility Determinations for section 502 loans only).

**H. Chief, Procurement and Technical Assistance.**

1. Item IA (Size Determinations on P&TA activities only).
2. Item IB (Eligibility Determinations on P&TA activities only).

**I. Regional Counsel and Branch Counsel.**

To disburse approved loans.

**J. Administrative Officer.**

1. To (a) make emergency purchases chargeable to the administrative expense

fund, not in excess of \$50 in any one object class in any one instance but not more than \$100 in any one month for total purchases in all object classes; (b) make purchases not in excess of \$10 in any one instance for "one-time use items" not carried in stock subject to the total limitations set forth in (a) of this paragraph; and (c) to contract for the repair and maintenance of equipment and furnishings in an amount not to exceed \$25 in any one instance.

2. In connection with the establishment of disaster loan offices to (a) obligate Small Business Administration to reimburse General Services Administration for the rental of office space; (b) rent office equipment; and (c) procure (without dollar limitation) emergency supplies and materials.

3. To rent motor vehicles from the General Services Administration and to rent garage space for the storage of such vehicles when not furnished by this Administration.

**K. The following authority is hereby redelegated to the Branch Managers at Albuquerque, New Mexico; and Salt Lake City, Utah.**

1. To approve the following:
  - a. Direct loans not exceeding \$15,000.
  - b. Participation loans not exceeding \$100,000.
  - c. Simplified bank participation loans not exceeding \$150,000.
  - d. Simplified early maturities participation loans not exceeding \$150,000.
  - e. Direct disaster loans not exceeding \$50,000.
  - f. Participating disaster loans not exceeding \$100,000.

2. To decline as follows:

1. Business loans not exceeding \$200,000.
2. Disaster loans in any amount.
3. To disburse approved loans.
4. Items IC 6 through 11.

5. Item IC 12 only the authority for servicing, administration and collection, including subitems a and b.

6. Items IG 1 through 4.

7. To (a) make emergency purchases chargeable to the administrative expense fund, not in excess of \$25 in any one object class in any one instance but not more than \$50 in any one month for total purchases in all object classes; (b) make purchases not in excess of \$10 in any one instance for "one-time use items" not carried in stock subject to the total limitations set forth in (a) of this paragraph; and (c) to contract for the repair and maintenance of equipment and furnishings in an amount not to exceed \$25 in any one instance.

8. Items IJ 2 and 3.

9. Item IA (Size Determinations for Financial Assistance only).

10. Item IB (Eligibility Determinations for Financial Assistance only).

II. The authority delegated herein cannot be redelegated.

III. The authority delegated herein to a specific position may be exercised by any SBA employee designated as Acting in that position.

IV. All authority previously delegated by the Regional Director and other officials in this region is hereby rescinded

without prejudice to actions taken under such delegations prior to the date hereof.

Effective date: April 22, 1963.

HAROLD R. SMETHILLS,  
Regional Director,  
Denver Regional Office.

[F.R. Doc. 63-5527; Filed, May 23, 1963; 8:45 a.m.]

[Delegation of Authority No. 30-VI-Disaster 13]

**MANAGER DISASTER FIELD OFFICE,  
HARLAN, KENTUCKY**

**Delegation Relating to Financial Assistance Functions**

Notice is hereby given that Delegation of Authority No. 30-VI-Disaster 13 (28 F.R. 3563), is hereby rescinded in its entirety.

Effective date: May 11, 1963.

JAMES G. GARWICK,  
Regional Director,  
Cleveland Regional Office.

[F.R. Doc. 63-5528; Filed, May 23, 1963; 8:45 a.m.]

**DEPARTMENT OF LABOR**

**Wage and Hour Division**

**CERTIFICATES AUTHORIZING EMPLOYMENT OF LEARNERS AT SPECIAL MINIMUM RATES**

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), and Administrative Order No. 561 (27 F.R. 4001) the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, occupations, wage rates, number or proportion of learners and learning periods, for certificates issued under general learner regulations (29 CFR 522.1 to 522.9), and the principal product manufactured by the employer are as indicated below. Conditions provided in certificates issued under the supplemental industry regulations cited in the captions below are as established in those regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.20 to 522.25, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

Albany Manufacturing Corp., Albany, Ky.; effective 5-11-63 to 5-10-64 (boys' shirts and girls' blouses).

Barad Lingerie Co. of Salem, Mo.; effective 5-14-63 to 5-13-64 (ladies' cotton sleepwear).

Burlington Manufacturing Co., 111 West Third Street, Chanute, Kans.; effective 5-11-63 to 5-10-64 (men's overalls, jackets, and masteralls).

Eudora Garment Corp., Eudora, Ark.; effective 5-9-63 to 5-8-64 (hospital clothing and washable service uniforms).

Little Star Frocks, Inc., Walnut and Orchard Streets, Bridgeton, N.J.; effective 5-9-63 to 5-8-64 (children's dresses).

Lyons Manufacturing Co., Lyons, Ga.; effective 5-18-63 to 5-17-64 (men's shirts).

Oneonta Dress Co., Inc., 359 Chestnut Street, Oneonta, N.Y.; effective 5-17-63 to 5-16-64 (ladies' dresses).

Piedmont Shirt Co., Poinsett Highway, Greenville, S.C.; effective 5-8-63 to 5-7-64 (men's dress shirts and boys' sport shirts).

Fred Ronald Manufacturing Co., 3339 Main Street, Parsons, Kans.; effective 5-11-63 to 5-10-64 (boys' slacks).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

Emporia Garment Co., Inc., 415 South Main Street, Emporia, Va.; effective 5-8-63 to 5-7-64; 10 learners (children's dresses).

Hampton Apparel Co., 809 East Elm Street, Hampton, S.C.; effective 5-8-63 to 5-7-64; 10 learners (ladies' dresses).

Monroe Garment Co., Sutherland Avenue, Monroe, N.C.; effective 5-14-63 to 5-13-64; 5 learners (men's cotton work shirts).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

Creedmoor Manufacturing Co., Hillsboro Street, Creedmoor, N.C.; effective 5-10-63 to 11-9-63; 20 learners (men's and boys' sport shirts).

Omega Manufacturing Co., Omega, Ga.; effective 5-13-63 to 11-12-63; 40 learners (children's boxer shorts and polo shirts).

Oneonta Dress Co., Inc., 6 Market Street, Oneonta, N.Y.; effective 5-10-63 to 9-13-63; 40 learners (ladies' dresses).

Levi Strauss & Co., P.O. Box 1100, McArthur Road, Maryville, Tenn.; effective 5-8-63 to 11-7-63; 35 learners (boys' and men's cotton denim, cotton cord trousers).

Glove Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.60 to 522.65, as amended).

Boss Manufacturing Co., Oneida, Tenn.; effective 5-9-63 to 11-8-63; 30 learners for plant expansion purposes (work gloves).

Seattle Glove Co., 519 12th Avenue South, Seattle, Wash.; effective 5-9-63 to 5-8-64; 10 learners for normal labor turnover purposes (cotton and leather work gloves).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.30, as amended).

Mullins Textile Mills, Inc., Cypress Street, Mullins, S.C.; effective 5-8-63 to 5-7-64; 5 percent of the total number of factory production workers for normal labor turnover purposes (men's and boys' knitted underwear).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at special minimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof

within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in 29 CFR Part 528.

Signed at Washington, D.C., this 17th day of May 1963.

ROBERT G. GRONEWALD,  
Authorized Representative  
of the Administrator.

[F.R. Doc. 63-5523; Filed, May 23, 1963; 8:45 a.m.]

### CERTIFICATES AUTHORIZING EMPLOYMENT OF FULL-TIME STUDENTS WORKING OUTSIDE OF SCHOOL HOURS IN RETAIL OR SERVICE ESTABLISHMENTS AT SPECIAL MINIMUM WAGES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulations on employment of full-time students (29 CFR Part 519), and Administrative Order No. 561 (27 F.R. 4001), the establishments listed in this notice have been issued special certificates authorizing the employment of full-time students working outside of school hours at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, type of establishment and total number of employees of the establishment are as indicated below. Pursuant to § 519.6(b) of the regulation, the minimum certificate rates are not less than 85 percent of the minimum applicable under section 6 of the Fair Labor Standards Act.

The following certificates were issued pursuant to paragraphs (c) and (g) of § 519.6 of 29 CFR Part 519, providing for an allowance not to exceed the proportion of the total number of hours worked by full-time students at rates below \$1.00 an hour to the total number of hours worked by all employees in the establishment during the base period, or 10 percent, whichever is lesser, in occupations of the same general classes in which the establishment employed full-time students at wages below \$1.00 an hour in the base period.

#### Region I

Kennedy-Blake's, Inc., 477 Sumner Avenue, Springfield, Mass.; effective 4-5-63 to 4-4-64 (apparel store; 33 employees).

#### Region IV

Helms Super Market, Inc., d/b/a Piggly Wiggly, No. 1, 1815 Gerrard Street, Columbus, Ga.; effective 4-1-63 to 3-31-64 (food store; 10 employees).

Helms Super Market, Inc., d/b/a Piggly Wiggly, No. 2, 4702 Hamilton Road, Columbus, Ga.; effective 4-1-63 to 3-31-64 (food store; 14 employees).

Helms Super Market, Inc., d/b/a Piggly Wiggly, No. 6, 2202 Elm Drive, Columbus, Ga.; effective 4-1-63 to 3-31-64 (food store; 11 employees).

Piggly Wiggly of Attalla, Inc., Attalla, Ala.; effective 4-16-63 to 4-15-64 (food store; 32 employees).

#### Region V

Wheeler's Market, Inc., 1500 North Main, Sidney, Ohio; effective 4-19-63 to 4-18-64 (food store; 31 employees).

#### Region VI

McCrary-McClellan-Green Co., 904 16th Avenue, Monroe, Wis.; effective 4-1-63 to 3-31-64 (variety store; 16 employees).

#### Region VII

Vandevorts, Inc., 514 Main Street, Pella, Iowa; effective 4-4-63 to 4-3-64 (food store; 24 employees).

#### Region VIII

McLellan's Store, No. 546, 123 South Chadbourne, San Angelo, Tex.; effective 4-6-63 to 4-5-64 (variety store; 22 employees).

#### Region X

McCrary Corp., No. 163, 148-152 West Main St., Morristown, Tenn.; effective 4-11-63 to 4-10-64 (variety store; 22 employees).

#### North Carolina

Piggly Wiggly, 201 East Gordon Street, Kinston, N.C.; effective 4-29-63 to 3-31-64 (food store; 16 employees).

Piggly Wiggly, 1400 Arendell Street, Morehead City, N.C.; effective 4-29-63 to 3-31-64 (food store; 15 employees).

The following certificates were issued to establishments coming into existence after May 1, 1960, under paragraphs (c), (d), (g), and (h) of § 519.6 of 29 CFR Part 519. The certificates permit the employment of full-time students at rates below \$1.00 an hour in the classes of occupations listed, and provide for limitations on the percentage of full-time student hours of employment at rates below \$1.00 an hour to total hours of employment of all employees. The percentage limitations vary from month to month between the minimum and maximum figures indicated.

Greenwood Food Stores, Springdale, Ark.; effective 4-22-63 to 4-21-64, sack boys; between 6.5 percent and 8.2 percent (food store; 12 employees).

G. C. Murphy Co., No. 296, Gateway Shopping Center, 1836 Highway 31 South, Decatur, Ala.; effective 5-2-63 to 5-1-64, sales, clerical, stock keeping, janitorial; between 9.0 percent and 10 percent (variety store; new store).

Piggly Wiggly Greenwood Stores, Siloam Springs, Ark.; effective 4-22-63 to 4-21-64, sack boys; between 6.6 percent and 10 percent (food store; 9 employees).

F. W. Woolworth Co., No. 2602, 1000 Main Street, Hays, Kans.; effective 4-23-63 to 4-22-64, sales clerks, janitors; between 0.6 percent and 5.1 percent (variety store; 23 employees).

Each certificate has been issued upon the representations of the employer which, among other things, were that employment of full-time students at special minimum rates is necessary to prevent curtailment of opportunities for employment, and the hiring of full-time students at special minimum rates will not tend to displace full-time employees. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within 15 days after publication of this notice in the

FEDERAL REGISTER pursuant to the provisions of 29 CFR 519.9.

Signed at Washington, D.C., this 14th day of May 1963.

ROBERT G. GRONEWALD,  
Authorized Representative  
of the Administrator.

[F.R. Doc. 63-5524; Filed, May 23, 1963;  
8:45 a.m.]

## INTERSTATE COMMERCE COMMISSION

### FOURTH SECTION APPLICATIONS FOR RELIEF

MAY 21, 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. 38327: *Salt from and to points in southwestern and WTL territories.* Filed by Southwestern Freight Bureau, agent, (No. B-8397), for interested rail carriers. Rates on salt, as described in the application, in carloads, from, to and between points in southwestern and western trunk-line territories.

Grounds for relief: Market competition.

Tariff: Supplement 27 to Southwestern Freight Bureau, agent, tariff I.C.C. 4506.

FSA No. 38328: *Plaster and related articles from and to points in southwestern and WTL territories.* Filed by Southwestern Freight Bureau, agent, (No. B-8392), for interested rail carriers. Rates on plaster, gypsum lath, gypsum wali-board and related articles, in carloads, from southwestern producing points to points in Wyoming; also from Sigurd, Utah, and Cody, Wyo., to points in southwestern territory.

Grounds for relief: Carrier competition and modified short-line distance formula.

Tariffs: Supplements 148, 125 and 235 to Southwestern Freight Bureau, agent, tariffs I.C.C. 4149, 4017 and 4252, respectively.

By the Commission.

[SEAL] HAROLD D. McCoy,  
Secretary.

[F.R. Doc. 63-5531; Filed, May 23, 1963;  
8:45 a.m.]

[Notice 806-A]

### MOTOR CARRIER TRANSFER PROCEEDINGS

MAY 22, 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 65958. By order of May 22, 1963, the Transfer Board approved the transfer to Northport Transport, Ltd., a corporation, Ontario, Canada, of Certificates in Nos. MC 92733 and MC 92733 (Sub-No. 1) issued October 18, 1943 and October 25, 1950, to Wallace Transport Limited, a corporation, Port Colborne, Ontario, Canada, authorizing the transportation of: general commodities, including household goods, and with none of the usual exceptions, and certain specified commodities, from, to, and between, specified points in the United States and the ports of entry located on the international boundary line between the United States and Canada at Niagara Falls, and Buffalo, N.Y. Harold G. Hernly, 711 14th Street, Washington 5, D.C., attorney for applicants.

[SEAL] HAROLD D. McCoy,  
Secretary.

[F.R. Doc. 63-5571; Filed, May 23, 1963;  
8:48 a.m.]

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