

# FEDERAL REGISTER

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Agencies in this issue—

Atomic Energy Commission  
Civil Aeronautics Board  
Consumer and Marketing Service  
Education Office  
Farm Credit Administration  
Federal Aviation Administration  
Federal Communications Commission  
Federal Maritime Commission  
Federal Power Commission  
Federal Trade Commission  
Fish and Wildlife Service  
Food and Drug Administration  
General Services Administration  
Indian Affairs Bureau  
Interstate Commerce Commission  
Land Management Bureau  
Maritime Administration  
Mines Bureau  
National Park Service  
Renegotiation Board  
Securities and Exchange Commission  
Small Business Administration

Detailed list of Contents appears inside.



Volume 81

UNITED STATES  
STATUTES AT LARGE

[90th Cong., 1st Sess.]

Contains laws and concurrent resolutions enacted by the Congress during 1967, reorganization plans, the twenty-fifth amendment to the Constitution, and Presidential proclamations. Also included are: a subject index, tables

of prior laws affected, a numerical listing of bills enacted into public and private law, and a guide to the legislative history of bills enacted into public law.

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## List of CFR Parts Affected

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A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1969, and specifies how they are affected.

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# Rules and Regulations

## Title 7—AGRICULTURE

### Chapter I—Consumer and Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

#### SUBCHAPTER C—REGULATIONS AND STANDARDS UNDER THE AGRICULTURAL MARKETING ACT OF 1946

#### PART 55—GRADING AND INSPECTION OF EGG PRODUCTS

##### Changes in Fees and Charges

Under authority contained in the Agricultural Marketing Act of 1946, as amended (7 U.S.C. 1621 et seq.), the U.S. Department of Agriculture hereby amends the Regulations Governing the Grading and Inspection of Egg Products (7 CFR Part 55) as set forth below:

**Statement of considerations.** The amendments provide for fees to be charged for certain services requested to be performed in the laboratory which are not a part of the laboratory analysis. For example, applicants located in country points where sterilization facilities are not available often request the laboratory to sterilize and return sample containers so they may be used in subsequent sample shipments. This is a service rather than a laboratory analysis and provisions must be made to collect for such services.

The amendments are as follows:

In § 55.66, the introductory statement in paragraph (a) and paragraph (c) are amended to read, respectively:

§ 55.66 Laboratory analysis fees.

(a) The fees listed for the following laboratory analyses are applicable except as otherwise stated in paragraphs (b) or (c) of this section:

(c) The fee charge for an analysis for any laboratory test which is not shown in this section or for other services rendered in the laboratory will be based on the time required to perform the analysis or render the service. The hourly rate will be \$10.

Legislation requires that the fees and charges for inspection and grading services under the Agricultural Marketing Act of 1946, as amended (7 U.S.C. 1621 et seq.), be reasonable and shall, as nearly as possible, cover the cost of such services.

The facts upon which are based the determination as to the level of fees and charges necessary to cover these costs are not available to the industry, but are peculiarly within the knowledge of the Department. Therefore, public rule making would not result in the Department receiving additional information on this matter. Accordingly, pursuant to 5 U.S.C. 553 it is found upon good cause

that notice and other public procedure with respect to the amendments are impracticable and unnecessary, and good cause is found for making the amendments effective less than 30 days after publication in the FEDERAL REGISTER.

Issued at Washington, D.C., this 10th day of March, 1969, to become effective upon publication in the FEDERAL REGISTER.

JOHN E. TROMER,  
Acting Deputy Administrator,  
Marketing Services.

[F.R. Doc. 69-3087; Filed, Mar. 13, 1969;  
8:46 a.m.]

## Title 18—CONSERVATION OF POWER AND WATER RESOURCES

### Chapter I—Federal Power Commission

[Docket No. R-335; Order 360-A]

#### PART 260—STATEMENTS AND REPORTS (SCHEDULES)

#### Annual Reports to the Commission of Classes A and B Natural Gas Companies

MARCH 6, 1969.

On January 29, 1969, Natural Gas Pipeline Company of America filed a motion for the continued suspension, for the 1968 reporting year, of the detailed reporting requirements of the FPC Annual Report Form No. 2, schedule—page 550, entitled, "Natural Gas Reserves Available from Purchase Agreements." Transcontinental Gas Pipe Line Corp., Northern Natural Gas Co., El Paso Natural Gas Co., and the Independent Natural Gas Association of America joined and concurred in Natural's motion. The motion should be granted.

By Commission order issued in this proceeding on March 6, 1968, 39 FPC \_\_\_\_\_, we suspended the detailed reporting requirements of this schedule for 1967 because, among other reasons, the reportable data, i.e., natural gas reserves correlated to producer rate schedules, are being actively considered for incorporation in a revised report form for FPC Form No. 15, which was only recently proposed and has not yet been adopted by the Commission. See Total Gas Supply of Natural Gas Pipeline Companies—Annual Report—FPC Form No. 15, Docket No. R-308, notice of proposed rulemaking, issued November 13, 1968. For this reason, it is appropriate that the present Form 2 requirement for the detailed reporting of the schedule—page 550 data be suspended for the year 1968 and that the pipeline respondents again be required to compile such data

in workpaper form only, as hereinafter ordered.

The Commission orders:

(A) In FPC Form No. 2, prescribed by § 260.1, Subchapter G, Chapter I, Title 18 of the Code of Federal Regulations, the detailed requirements of the schedule "Natural Gas Reserves Available From Purchase Agreements" are suspended for the reporting year 1968 on the conditions specified below:

(1) Respondents will report, on page 550 of the Form 2 entitled, "Natural Gas Reserves Available From Gas Purchase Agreements," estimated total Mcf of recoverable pipeline gas available to respondent at the end of year 1968, by the following account numbers:

- 800 Natural gas wellhead purchases.
- 801 Natural gas field line purchases.
- 802 Natural gas gasoline plant outlet purchases.
- 803 Natural gas transmission line purchases.
- 804 Natural gas city gate purchases.
- 805 Other gas purchases.

(2) Respondents shall maintain documents reflecting the suspended detail data related to the estimated total Mcf reported in subparagraph (A) (1) above.

(B) The abridged Form 2, page 550, reporting requirement as set out in ordering paragraph (A) shall be effective upon the issuance of this order and is prescribed for the reporting year 1968, only.

(C) The Secretary shall cause prompt publication of this order to be made in the FEDERAL REGISTER.

By the Commission.

[SEAL] GORDON M. GRANT,  
Secretary.

[F.R. Doc. 69-3069; Filed, Mar. 13, 1969;  
8:45 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Administration, Department of Transportation

#### SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 68-EA-133]

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

##### Alteration of Control Zone and Transition Area

On page 262 of the FEDERAL REGISTER for January 8, 1969, the Federal Aviation Administration published proposed regulations which would alter the Mansfield, Ohio, control zone and transition area.

Interested parties were given 30 days after publication in which to submit



written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., May 1, 1969.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348; sec. 6(c), DOT Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on March 3, 1969.

R. M. BROWN,  
*Acting Director, Eastern Region.*

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete in the description of the Mansfield, Ohio, control zone, the last period and add the phrase, "and within 2 miles each side of the Mansfield Lahm Municipal Airport localizer northwest course extending from the 5-mile radius zone to 4.5 miles northwest of the localizer."

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete in the description of the 700-foot Mansfield, Ohio, transition area the bearing "308°" and insert in lieu thereof "307°"; insert following the phrase "12 miles northwest of the VORTAC;" the phrase "within 2 miles each side of the Mansfield Lahm Municipal Airport localizer northwest course, extending from the Mansfield Lahm Municipal Airport 8.5-mile radius area to 14 miles northwest of the localizer; within a 10-mile radius arc of the Mansfield VORTAC, extending clockwise from the Mansfield VORTAC 180° radial to the Mansfield VORTAC 197° radial; within 5 miles southwest and 8 miles northeast of the Mansfield VORTAC 130° radial, extending from 10 miles southeast of the VORTAC to 22 miles southeast of the VORTAC."

[F.R. Doc. 69-3081; Filed, Mar. 13, 1969; 8:46 a.m.]

[Airspace Docket No. 68-EA-131]

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

### Designation of Control Zone Alteration of Transition Area

On page 263 of the FEDERAL REGISTER for January 8, 1969, the Federal Aviation Administration published proposed regulations which would designate a control zone for Westmoreland-Latrobe Airport, Latrobe, Pa., and alter the Latrobe, Pa., transition area.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., May 1, 1969.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348; sec. 6(c), DOT Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on March 3, 1969.

R. M. BROWN,  
*Acting Director, Eastern Region.*

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to designate a Latrobe, Pa., control zone described as follows:

#### LATROBE, PA.

Within a 5-mile radius of the center (40°16'35" N., 79°24'20" W.) of Westmoreland-Latrobe Airport, Latrobe, Pa.; within 2 miles each side of the airport localizer (40°16'04" N., 79°25'02" W.) northeast course, extending from the 5-mile radius zone to 8 miles northeast of the Latrobe RBN (40°22'32" N., 79°16'19" W.); and within 2 miles each side of a line bearing 264° from a point 40°16'35" N., 79°24'20" W., extending from this point to 6 miles west. This control zone shall be effective from 0700 to 2300 hours, local time, daily.

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the Latrobe, Pa., transition area by deleting in the description the coordinates "79°23'56" W." and insert in lieu thereof "79°24'20" W."

[F.R. Doc. 69-3082; Filed, Mar. 13, 1969; 8:46 a.m.]

[Airspace Docket No. 69-WE-3]

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

### Designation of Transition Area

On January 29, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 1403) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate a transition area for Porterville Municipal Airport, Calif.

Interested persons were given 30 days in which to submit written comments, suggestions, or objections. No objections have been received and the proposed amendment is hereby adopted subject to the following change.

Correct the FEDERAL REGISTER citation to read "In § 71.181 (34 F.R. 4637) \* \* \*".

*Effective date.* This amendment shall be effective 0901 G.m.t., May 29, 1969.

Issued in Los Angeles, Calif., on March 5, 1969.

LEE E. WARREN,  
*Acting Director, Western Region.*

In § 71.181 (34 F.R. 4637) the following transition area is added:

#### PORTERVILLE, CALIF.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Porterville Municipal Airport (latitude 36°02'00" N., longitude 119°04'00" W.) and within 2 miles each side of the Porterville VOR 343° radial extending from the 5-mile radius area to 1 mile north of the VOR.

[F.R. Doc. 69-3083; Filed, Mar. 13, 1969; 8:46 a.m.]

[Airspace Docket No. 68-EA-132]

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

### Designation of Transition Area

On page 262 of the FEDERAL REGISTER for January 8, 1969, the Federal Aviation Administration published proposed regulations which would designate a 700-foot Marshfield, Mass., transition area.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., May 1, 1969.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348; sec. 6(c), DOT Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on March 3, 1969.

R. M. BROWN,  
*Acting Director, Eastern Region.*

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Marshfield, Mass., transition area described as follows:

#### MARSHFIELD, MASS.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marshfield Airport (42°05'45" N., 70°40'25" W.), Marshfield, Mass.; and within 2 miles each side of the centerline of Runway 24 extended from the end of the runway to 5 miles southwest, excluding the portion that coincides with the Boston, Mass. 700-foot floor transition area and excluding the portion outside the United States.

[F.R. Doc. 69-3084; Filed, Mar. 13, 1969; 8:46 a.m.]

[Airspace Docket No. 68-EA-140]

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

### Designation of Transition Area

On page 261 of the FEDERAL REGISTER for January 8, 1969, the Federal Aviation Administration published proposed regulations which would designate a 700-foot transition area over Claremont Municipal Airport, Claremont, N.H.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., May 1, 1969.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348; sec. 6(c), DOT Act; 49 U.S.C. 1655(c))



Issued in Jamaica, N.Y., on February 28, 1969.

R. M. BROWN,  
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Claremont, N.H., transition area described as follows:

CLAREMONT, N.H.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 43°22'15" N., 72°22'05" W., of Claremont Municipal Airport, Claremont, N.H.; and within 5 miles south and 3 miles north of the 097° bearing from the Claremont, N.H., RBN (43°21'50" N., 72°17'57" W.); extending from the RBN to 10 miles east of the RBN, excluding the portions within the Lebanon, N.H., and Springfield, Vt., transition areas.

[F.R. Doc. 69-3085; Filed, Mar. 13, 1969; 8:46 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 9445; Amdt. 640]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating 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 and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows:

1. By amending § 97.11 of Subpart B to amend low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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. 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.

From—	Transition	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
						2-engine or less 65 knots or less	More than 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
					T-dn%.....	1500-2	1500-2	1500-2
					C-dn%.....	1500-2	1500-2	1500-2
					A-dn%.....	1500-2	1500-2	1500-2

Procedure turn W side of crs, 180° Outbd, 340° Inbd, 8500' within 10 miles.

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

Crs and distance, facility to airport, 324°—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 EKO VOR, turn left and climb to 8500' on R 180° within 10 miles.

Climb clear of clouds over the Elko Airport until reaching 6600', continue climb direct to the Elko VORTAC then climb on the 190° Radial within 10 miles of EKO VORTAC to minimum altitude required for direction of flight.

Direction of flight

MCA (feet)

NE, V32N/465.....	8,300
E, V32.....	10,300
SE, V29.....	10,500
W, V32.....	7,500

MSA within 25 miles of facility: 000°-090°—13,300'; 090°-180°—13,300'; 180°-270°—10,700'; 270°-360°—11,100'.

City, Elko; State, Nev.; Airport name, Elko Municipal; Elev., 8135'; Fac. Class., BVORTAC; Ident., EKO; Procedure No. 1, Amdt. 7; Eff. date, 3 Apr. 69; Sup. Amdt. No. 6 Dated, 31 July 65

EPH VOR.....	MWH VOR.....	Direct.....	2900	T-dn%.....	300-1	300-1	200-1/2
Wilson Creek Int.....	MWH VOR.....	Direct.....	3200	C-dn%.....	600-1	600-1	600-1 1/2
				C-n.....	600-2	600-2	600-2
				S-d-32R.....	600-1	600-1	600-1
				S-n-32R.....	600-2	600-2	600-2
				A-dn%.....	900-2	900-2	900-2
				If aircraft equipped to receive VOR and LOM or OM simultaneously and MW LOM/OM identified, the following minimums apply:			
				S-dn-32R*.....	400-1	400-1	400-1

Procedure turn E side of crs, 140° Outbd, 320° Inbd, 2900' within 10 miles.

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

Crs and distance, facility to airport, 324°—4.1 miles; MW LOM/OM to airport, 321°—4.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing MW LOM/OM, or 6.1 miles after passing MWH VOR, turn right, climb to 2900' direct MWH VOR.

Alt. CARRIER NOTE: Sliding scale for landing authorized to 1/4 mile on 400-1 minimums only.

NOTE: Use Ephrata altimeter setting when control zone is not effective.

Takeoffs all runways: Climb direct to the MWH VOR, then continue on R 140° within 10 miles to cross the MWH VOR at or above: Southwestbound, V2, 2800'.

Alternate minimums not authorized when control zone not effective.

\*400-1/4 authorized with operative HIRL or ALS, except for 4-engine turbojets.

MSA within 25 miles of facility: 000°-180°—3000'; 180°-270°—3700'; 270°-360°—3900'.

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1156'; Fac. Class., L-VOR; Ident., MWH; Procedure No. VOR Runway 32R, Amdt. 5; Eff. date, 3 Apr. 69; Sup. Amdt. No. 4; Dated, 16 Jan. 69



2. By amending § 97.11 of Subpart B to delete low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

Alexander City, Ala.—Thomas C. Russell Field, NDB (ADF) Runway 36, Amdt. 1, 8 Aug. 1968 (established under Subpart C).  
 Elizabeth City, N.C.—Elizabeth City CGAS, NDB (ADF)—1, Orig., 28 Oct. 1967 (established under Subpart C).  
 Lumberton, N.C.—Lumberton Municipal, NDB (ADF) Runway 13, Orig., 25 Mar. 1967 (established under Subpart C).  
 Macon, Ga.—Lewis B. Wilson, ADF 1, Amdt. 12, 13 Aug. 1966 (established under Subpart C).  
 Manhattan, Kans.—Manhattan Municipal, NDB (ADF) Runway 31, Amdt. 4, 5 Aug. 1967 (established under Subpart C).  
 Portland, Ore.—Portland International, NDB (ADF) Runway 10R, Amdt. 14, 27 Jan. 1968 (established under Subpart C).  
 Portland, Ore.—Portland International, NDB (ADF) Runway 28R, Amdt. 2, 27 Jan. 1968 (established under Subpart C).  
 Athens, Ga.—Athens Municipal, VOR Runway 2, Amdt. 3, 13 Jan. 1968 (established under Subpart C).  
 Athens, Ga.—Athens Municipal, VOR Runway 27, Amdt. 3, 13 Jan. 1968 (established under Subpart C).  
 Crystal Lake, Ill.—Crystal Lake, VOR—1, Amdt. 1, 30 May 1968 (established under Subpart C).  
 Ebensburg, Pa.—Ebensburg, VOR—1, Orig., 9 Dec. 1967 (established under Subpart C).  
 Junction, Tex.—Kimble County, VOR—1, Amdt. 6, 18 Mar. 1967 (established under Subpart C).  
 Macon, Ga.—Lewis B. Wilson, VOR—1, Orig., 10 Dec. 1966 (established under Subpart C).  
 Manhattan, Kans.—Manhattan Municipal, VOR Runway 3, Amdt. 3, 23 Sept. 1967 (established under Subpart C).  
 Manhattan, Kans.—Manhattan Municipal, VOR—1, Runway 31, Orig., 23 Sept. 1967 (established under Subpart C).  
 Northbrook, Ill.—Sky Harbor, VOR—1, Amdt. 4, 28 Jan. 1967 (established under Subpart C).  
 Norwood, Mass.—Norwood Memorial, VOR—1, Amdt. 1, 28 Jan. 1967 (established under Subpart C).  
 Portland, Ore.—Portland International, VOR—1, Orig., 27 Jan. 1968 (established under Subpart C).  
 Walls, Miss.—Twinkle Town, VOR—1, Orig., 16 Apr. 1966 (established under Subpart C).

3. By amending § 97.11 of Subpart B to cancel low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

Alma, Mich.—Alma Municipal, ADF 1, Orig., 15 Sept. 1966, canceled, effective 3 Apr. 1969.  
 Fort Benning, Ga.—Lawson AAF, ADF 2, Amdt. 2, 14 Aug. 1965, canceled, effective 3 Apr. 1969.  
 Norwood, Mass.—Norwood Memorial, NDB (ADF)—1, Amdt. 6, 28 Jan. 1967, canceled, effective 3 Apr. 1969.  
 Manhattan, Kans.—Manhattan Municipal, VOR—2, Runway 31, Amdt. 3, 23 Sept. 1967, canceled, effective 3 Apr. 1969.

4. By amending § 97.13 of Subpart B to delete terminal very high frequency omnirange (TerVOR) procedures as follows:

Ironwood, Mich.—Gogebic County, TerVOR R-255, Amdt. 1, 7 May 1966 (established under Subpart C).  
 New Haven, Conn.—TerVOR—1, Amdt. 6, 15 Oct. 1966 (established under Subpart C).

5. By amending § 97.15 of Subpart B to amend very high frequency omnirange-distance measuring equipment (VOR/DME) procedures as follows:

#### STANDARD INSTRUMENT APPROACH PROCEDURE—Type VOR/DME

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. 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.

From—	Transition	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
						2-engine or less	More than 2-engine, more than 60 knots	More than 60 knots
15-mile DME Fix, R 229°		Elko VORTAC	049°—15 miles	8500	T-dn %	1500-2	1500-2	1500-2
15-mile DME Fix, R 241°		Elko VORTAC	061°—15 miles	8500	C-dn	1300-2	1300-2	1300-2
25-mile DME Fix, R 160°		10-mile DME Fix, R 160°	340°	10,000	A-dn	1500-2	1500-2	1500-2
10-mile DME Fix, R 160°		Elko VOR	340°	7500				
Elko VOR		2-mile DME Fix, R 324°	324°	6900				

Procedure turn not authorized.

Minimum altitude over 10-mile DME Fix, R 160°, 10,000'; over EKO VOR, 7500'; over 2-mile DME Fix, R 324°, 6900' on final approach crs.

Crs and distance, facility to airport, 324°—4.1 miles; 2-mile DME Fix to airport, 324°—2.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing EKO VOR, turn left and climb to 8500' on R 160° within 10 miles of EKO VOR.

NOTE: When authorized by ATC, DME may be used within 25 miles at 13,000' between R 135° clockwise to R 160°, and within 10 miles at 10,000' between R 135° clockwise through R 270°, and within 10 miles at 13,000' between R 060° clockwise to R 135° to position aircraft on final approach crs.

%Takeoff all runways: Climb clear of clouds over the Elko Airport until reaching 6600' continue climb direct to the Elko VORTAC then climb on the 160° radial within 10 miles of EKO VORTAC to minimum altitude required for direction of flight, or as directed by ATC.

	Direction of flight	MCA (feet)
NE, V32N/465		8,300
E, V32		10,300
SE, V269		10,500
W, V32		7,500

MSA within 25 miles of facility: 000°-090°—13,300'; 090°-180°—13,300'; 180°-270°—10,700'; 270°-360°—11,100'.

City, Elko; State, Nev.; Airport name, Elko Municipal; Elev., 6135'; Fac. Class., BVORTAC; Ident., EKO; Procedure No. VOR/DME No. 1, Amdt. 3; Eff. date, 3 Apr. 68; Sup. Amdt. No. 2; Dated, 10 Sept. 66

Gardena Int.	PDT VOR	Direct	3500	T-dn%	300-1	300-1	300-1
Pilot Rock Int.	PDT VOR	Direct	4900	C-dn	500-1	500-1	500-1
Echo Int.	PDT VOR	Direct	3500	S-dn-7L#	400-1	400-1	400-1
Cold Springs Int.	PDT VOR	Direct	3500	A-dn	800-2	800-2	800-2
Mission Int.	PDT VOR	Direct	3500				

Procedure turn N side of crs, 253° Outbound, 075° Inbound, 3500' within 10 miles.

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

Crs and distance, facility to airport, 075°—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 PDT VOR, make left climbing turn direct to PDT VOR, continue climb to 4000' on R 253° within 10 miles of PDT VOR.

NOTE: When authorized by ATC, DME may be used within 8 miles at 3500' to position aircraft for straight-in approach with elimination of the procedure turn.

#400-1 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

%Takeoffs all runways: Climb direct to PDT VORTAC, thence continue climb on R 234° PDT VORTAC within 15 miles so as to cross PDT VORTAC at or above Southeastbound, V-4, 2500'; southeastbound, V-28, 2500'; southwestbound, V-536, 2500'.

MSA within 25 miles of facility: 000°-090°—5100'; 090°-180°—6400'; 180°-270°—5100'; 270°-360°—2800'.

City, Pendleton; State, Ore.; Airport name, Pendleton Municipal; Elev., 1463'; Fac. Class., H-BVORTAC; Ident., PDT; Procedure No. VOR/DME Runway 7L, Amdt. 6; Eff. date, 3 Apr. 69; Sup. Amdt. No. VOR/DME No. 1, Amdt. 8; Dated, 16 Apr. 66



6. By amending § 97.15 of Subpart B to delete very high frequency omnirange-distance measuring equipment (VOR/DME) procedures as follows:

Macon, Ga.—Herbert Smart, VOR/DME No. 1, Orig., 21 July 1966 (established under Subpart C).

7. By amending § 97.17 of Subpart B to delete instrument landing system (ILS) procedures as follows:

Macon, Ga.—Lewis B. Wilson, ILS Runway 5, Amdt. 13, 19 Aug. 1967 (established under Subpart C).

Portland, Oreg.—Portland International, ILS Runway 10R, Amdt. 16, 27 Jan. 1968 (established under Subpart C).

Portland, Oreg.—Portland International, LOC (BC) Runway 10L, Amdt. 4, 27 Jan. 1968 (established under Subpart C).

Portland, Oreg.—Portland International, ILS Runway 28R, Amdt. 2, 27 Jan. 1968 (established under Subpart C).

8. By amending § 97.19 of Subpart B to delete radar procedures as follows:

Macon, Ga.—Lewis B. Wilson, Radar 1, Amdt. 6, 13 Aug. 1966 (established under Subpart C).

Portland, Oreg.—Portland International, Radar-1, Amdt. 12, 27 Jan. 1968 (established under Subpart C).

9. By amending § 97.21 of Subpart C to amend low or medium frequency range (L/MF) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

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

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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 1.3 miles after passing KE LFR.	
ENA VOR	KE LFR	Direct	1700	Climb to 1700' on South ers of KE LFR within 15 miles. Supplementary charting information: Antenna 185', 0.8 mile SW Runway 01. Antenna 140', 0.4 mile SW Runway 01.	
Swanson DME Fix	N ers KE LFR (NOPT)	230° heading 3.5 miles	1700		

Procedure turn W side of crs, 009° Outbnd, 180° Inbnd, 1700' within 10 miles of KE LFR.  
FAF, KE LFR. Final approach crs, 188°. Distance FAF to MAP, 1.3 miles.  
Minimum altitude over KE LFR, 900'.  
MSA: NE—3000'; SE—3000'; SW—1300'; NW—1500'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	500	1	408	500	1	408	500	1½	408	600	2	508
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Kenai; State, Alaska; Airport name, Kenai Municipal; Elev., 90'; Facility, KE; Procedure No. LFR Runway 19, Amdt. 14; Eff. date, 3 Apr. 69; Sup. Amdt. No. 13; Dated, 31 Oct. 68

10. By amending § 97.23 of Subpart C to establish very high frequency omnirange (VOR) and very high frequency-distance measuring equipment (VOR/DME) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: AHN VORTAC.	
R 105°, AHN VORTAC (CW)	R 192°, AHN VORTAC	7-mile DME Arc	2300	Climb to 2300', right turn, direct to AHN VORTAC and hold. Supplementary charting information: Hold S., 1 minute, right turns, 012° Inbnd. Final approach crs intercepts runway centerline 2200' from threshold. LRCA 122.1, 123.6. TDZ elevation, 809'.	
R 288°, AHN VORTAC (CCW)	R 192°, AHN VORTAC	7-mile DME Arc	2300		
Madison Int.	7-mile DME Fix	AHN, R 192°	2300		
7-mile DME Fix	AHN VORTAC (NOPT)	AHN, R 192°	1160		

Procedure turn E side of crs, 192° Outbnd, 012° Inbnd, 2300' within 10 miles of AHN VORTAC.  
Final approach crs, 012°.  
MSA: 000°—180°—2400'; 180°—270°—3100'; 270°—360°—2600'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
S-2	1160	1	355	1160	1	355	1160	1	355		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	NA	
C	1180	1	373	1200	1	453	1200	1½	453	NA	
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.				

City, Athens; State, Ga.; Airport name, Athens Municipal; Elev., 807'; Facility, AHN; Procedure No. VOR Runway 2, Amdt. 4; Eff. date, 3 Apr. 69; Sup. Amdt. No. 3; Dated, 13 Jan. 68



## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: AHN VORTAC.
R 360°, AHN VORTAC (CW).....	R 076°, AHN VORTAC.....	7-mile DME Arc.....	2300	Climb to 2300', left turn, direct to AHN VORTAC and hold. Supplementary charting information: Hold S, 1 minute, right turns, 012° Inbnd. Final approach crs intercepts runway centerline 1900' from threshold. LRCO 122.1, 123.6. TDZ elevation, 803'.
R 192°, AHN VORTAC (CCW).....	R 076°, AHN VORTAC.....	7-mile DME Arc.....	2300	
7-mile DME Arc.....	AHN VORTAC (NOPT).....	AHN, R 076°.....	1180	
Procedure turn N side of crs, 076° Outbnd, 256° Inbnd, 2300' within 10 miles of AHN VORTAC. Final approach crs, 256°. MSA: 000°-180°-2400'; 180°-270°-3100'; 270°-360°-2600'.				

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-27.....	1180	1	377	1180	1	377	1180	1	377	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1180	1	373	1260	1	453	1260	1½	453	NA
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Athens; State, Ga.; Airport name, Athens Municipal; Elev., 807'; Facility, AHN; Procedure No. VOR Runway 27, Amdt. 4; Eff. date, 3 Apr. 69; Sup. Amdt. No. 3; Dated, 13 Jan. 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.1 miles after passing Stock Int.
OBK VORTAC.....	Stock Int (NOPT).....	Direct.....	2400	Climb to 2400', turn right, and return to Stock Int.

Procedure turn N side of crs, 091° Outbnd, 271° Inbnd, 2400' within 10 miles of Stock Int.  
FAF, Stock Int. Final approach crs, 271°. Distance FAF to MAP, 5.1 miles.  
Minimum altitude over Stock Int, 2400'.  
MSA: 045°-225°-3100'; 225°-315°-2400'; 315°-045°-2300'.  
NOTES: (1) Radar vectoring. (2) Use Chicago O'Hare altimeter setting. (3) Dual VOR or DME or Radar required.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS			
C.....	1380	1	490	1380	1	490	NA			NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Crystal Lake; State, Ill.; Airport name, Crystal Lake; Elev., 890'; Facility, OBK; Procedure No. VOR-1, Amdt. 2; Eff. date, 3 Apr. 69; Sup. Amdt. No. 1; Dated, 30 May 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.3 miles after passing REC VORTAC.
AGO VOR.....	REC VORTAC.....	REC, R 138°.....	4500	Make left-climbing turn to 4000' direct to REC VORTAC and hold. Supplementary charting information: Hold N, 1 minute, right turn, 200° Inbnd.
JST VORTAC.....	REC VORTAC.....	Direct.....	4500	
R 130°, REC VORTAC (CCW).....	R 020°, REC VORTAC.....	10-mile DME Arc.....	4500	
R 282°, REC VORTAC (CW).....	R 020°, REC VORTAC.....	10-mile DME Arc.....	4500	
10-mile Arc.....	REC VORTAC (NOPT).....	REC, R 020°.....	3800	

Procedure turn E side of crs, 020° Outbnd, 200° Inbnd, 4000' within 10 miles of REC VORTAC.  
FAF, REC VORTAC. Final approach crs, 200°. Distance FAF to MAP, 5.3 miles.  
Minimum altitude over REC VORTAC, 3800'; over 3-mile DME fix, 2800'.  
MSA: 000°-090°-3900'; 090°-180°-4200'; 180°-270°-4100'; 270°-360°-3500'.  
NOTE: Use Altoona, Pa., altimeter setting.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS			
C.....	2800	1	761	2800	1	761	NA			NA
	DME Minimums:									
	MDA	VIS	HAA	MDA	VIS	HAA				
C.....	2740	1	641	2740	1	641	NA			NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.			

City, Ebensburg; State, Pa.; Airport name, Ebensburg; Elev., 2099'; Facility, REC; Procedure No. VOR-1, Amdt. 1; Eff. date, 3 Apr. 69; Sup. Amdt. No. Orig.; Dated, 9 Dec. 67



STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: ECG VOR.
				Climb to 1500' right turn direct to ECG VOR and hold. Supplementary charting information: Hold SW, 2 minute, right turns, 022° Inbnd. HIRL, Runways 10-28. REIL and VASI, Runways 10-28. Restricted areas R-5301B, R-5301A, and R-5302, S of holding pattern. TDZ elevation, 12'.

Procedure turn not authorized. Two-minute holding pattern S of ECG VOR, 022° Inbnd, right turns, 1200'.  
Final approach crs, 022°.  
MSA: 000°-090°-1400'; 090°-180°-1200'; 180°-270°-2000'; 270°-360°-1400'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-1.....	480	1	468	480	1	468	480	1	468	480	1	468
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	480	1	468	480	1	468	480	1½	468	580	2	568
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Elizabeth City; State, N.C.; Airport name, Elizabeth City Coast Guard Air Station; Elev., 12'; Facility, ECG; Procedure No. VOR Runway 1, Amdt. Orig.; Ed. date, 3 Apr. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: ECG VOR.
				Climb to 1500', right turn, direct to ECG VOR and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 022° Inbnd. Final approach crs lies 400' left of the extended runway centerline at a point 3000' from threshold. HIRL, Runways 10-28. REIL and VASI, Runways 10-28. Restricted area R-5301B, R-5301A, and R-5302, S of holding pattern. TDZ elevation, 12'.

Procedure turn W side of crs, 004° Outbnd, 184° Inbnd, 1500' within 10 miles of ECG VOR.  
Final approach crs, 184°.  
MSA: 000°-090°-1400'; 090°-180°-1200'; 180°-270°-2000'; 270°-360°-1400'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-10.....	480	1	468	480	1	468	480	1	468	480	1	468
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	480	1	468	480	1	468	480	1½	468	580	2	568
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Elizabeth City; State, N.C.; Airport name, Elizabeth City Coast Guard Air Station; Elev., 12'; Facility, ECG; Procedure No. VOR Runway 10, Amdt. Orig.; Ed. date, 3 Apr. 69

## RULES AND REGULATIONS

## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: IWD-VOR.
				Climb to 3000' on R 071° IWD VOR within 10 miles, return to VOR. Supplementary charting information: Final approach crs intercepts runway centerline 3350' from threshold. LRCO 122.1R, 123.6R. TDZ elevation, 1230'.

Procedure turn N side of crs, 251° Outbnd, 071° Inbnd, 2900' within 10 miles of IWD VOR.

Final approach crs, 071°.

MSA: 000°-270°-3100'; 270°-360°-2800'.

NOTES: (1) Use Houghton, Mich., altimeter setting when IWD control zone not effective. (2) Circling and straight-in MDA increased 300' when IWD control zone not effective, except for operators with approved weather reporting service. (3) Prominent 1700' terrain S of airport.

\*Alternate minimums not authorized when IWD control zone not effective, except for operators with approved weather reporting service.

%IFR departure procedures: When weather is below 500-1, takeoffs Runways 9, 27, and 36, maintain runway heading until reaching 2500' prior to departing on course.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9.....	2000	1	770	2000	1½	770	2000	1½	770	2000	1½	770
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	2000	1	754	2000	1½	754	2000	1½	754	2000	2	754
A*.....	Standard.			T 2-eng. or less—600-1 Runway 18; Standard all others.%			T over 2-eng.—500-1 Runway 18; Standard all others.%					

City, Ironwood; State, Mich.; Airport name, Gogebic County; Elev., 1246'; Facility, IWD; Procedure No. VOR Runway 9, Amdt. 2; Eff. date, 3 Apr. 69; Sup. Amdt. No. Ter VOR R 255°, Amdt. 1; Dated, 7 May 66

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.7 miles after passing JCT VOR.
				Climbing left turn to 3800' direct to JCT VORTAC and hold. Supplementary charting information: Hold NW, 1 minute, right turns, 140° Inbnd. CAUTION: High terrain 3000' to 2250' surrounds airport; 2370' tower, 2.3 miles SW; 2124' tower, 2.4 miles SSE. SAT FSS: 116.0T, LRCO 255.4R, 122.1R.

Procedure turn W side of crs, 320° Outbnd, 140° Inbnd, 3800' within 10 miles of JCT VORTAC.

FAF, JCT VORTAC. Final approach crs, 140°. Distance FAF to MAP, 5.7 miles.

Minimum altitude over JCT VORTAC, 3800'.

MSA: 000°-360°-3700'.

NOTES: (1) Use San Angelo altimeter setting, available from SAT FSS. (2) No weather available. (3) Aircraft will cancel IFR flight plan with SAT FSS or HOU ARTCC prior to landing or upon reaching VFR conditions.

\*Night minimums not authorized.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C*.....	2800	2	1971	2800	2	1971	NA	NA
A.....	Not authorized.			T 2-eng. or less—700-2.			T over 2-eng.—700-2.	

City, Junction; State, Tex.; Airport name, Kimble County; Elev., 1729'; Facility, JCT; Procedure No. VOR-1, Amdt. 7; Eff. date, 3 Apr. 69; Sup. Amdt. No. 6; Dated, 18 Mar. 67



STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: MCN VORTAC.
R 207°, MCN VORTAC (CW).....	R 324°, MCN VORTAC.....	8-mile DME Arc.....	2000	Climbing right turn to 2000' on R 324° MCN VORTAC within 15 miles or, when directed by ATC, climbing right turn to 2000' via R 190° MCN VORTAC within 15 miles. Supplementary charting information: Final approach crs intercepts runway centerline 2200' from threshold. TDZ elevation, 353'.
R 055°, MCN VORTAC (CCW).....	R 324°, MCN VORTAC.....	8-mile DME Arc.....	2200	
8-mile DME Arc.....	MCN VORTAC (NOPT).....	MCN, R 324°.....	800	

Procedure turn W side of crs, 324° Outbnd, 144° Inbnd, 2000' within 10 miles of MCN VORTAC.  
Final approach crs, 144°.  
MSA: 000°-090°-2200'; 090°-180°-2500'; 180°-270°-1900'; 270°-360°-2100'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
E-13.....	800	1	507	800	1	507	800	1	507	800	1½	507
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	800	1	506	800	1	506	800	1½	506	920	2	506
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Macon; State, Ga.; Airport name, Lewis B. Wilson; Elev., 354'; Facility, MCN; Procedure No. VOR Runway 13, Amdt. 1; Eff. date, 3 Apr. 60; Sup. Amdt. No. VOR 1, Orig.; Dated, 10 Dec. 66.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: MHK VOR.
MHK VOR.....	Chapman Int.....	Direct.....	3000	Climbing right turn to 3000', intercept MHK R 138°, proceed to Alma Int. Supplementary charting information: Final approach crs intercepts runway centerline extended at 2200'. Chart holding at Chapman Int. Chart restricted areas 3602A and 3602B. TDZ elevation, 1048'.
Chapman Int.....	MHK VOR.....	Direct.....	1800	

Procedure turn not authorized. Approach crs (profile) starts at Chapman Int.  
Final approach crs, 024°.  
Minimum altitude over Chapman Int, 3000'; over Whitside Int and Ogden Fan Marker, 1800'.  
MSA: 000°-360°-2800'.

NOTES: (1) Use Salina, Kans., altimeter setting when control zone not effective. (2) Circling and straight-in MDA increase 200' when control zone not effective. (3) Depart Chapman Int from holding pattern.  
§ Alternate minimums not authorized when control zone not effective except for operators with approved weather reporting service.  
% Plan IFR departures to avoid restricted areas W of airport.  
\* 3000' when control zone not effective.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
E-3.....	1800	1	752	1800	1½	752	1800	1½	752	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1800	1	744	1800	1½	744	1800	1½	744	NA
	VOR/NDB Minimums or VOR/Fan Marker Minimums:									
	MDA	VIS	HAT	MDA	VIS	NAT	MDA	VIS	HAT	
E-3.....	1500	1	512	1500	1	512	1500	1	512	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1600	1	544	1500	1	604	1680	1½	624	NA
A.....	Standard.‡			T 2-eng. or less—Standard.‡			T over 2-eng.—Standard.‡			

City, Manhattan; State, Kans.; Airport name, Manhattan Municipal; Elev., 1059'; Facility, MHK; Procedure No. VOR Runway 3, Amdt. 4; Eff. date, 3 Apr. 60; Sup. Amdt. No. 3; Dated, 23 Sept. 67.



## RULES AND REGULATIONS

## STANDARD INSTRUMENT APPROACH PROCEDURE—Type VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.3 miles after passing Ashland Int.
MHK VOR.....	Alma Int.....	Direct.....	3000	Climbing right turn to 3000' to Alma Int.
Alma Int.....	Ashland Int (NOPT).....	Direct.....	1900	Supplementary charting information: Chart holding at Alma Int. Chart restricted areas 3602A and 3602B. TDZ elevation, 1043'.

Procedure turn not authorized. Approach crs (profile) starts at Alma Int. FAF, Ashland Int. Final approach crs, 318°. Distance FAF to MAP, 2.3 miles. Minimum altitude over Alma Int, 3000'; over Ashland Int, 1900'. MSA: 000°-360°-2800'.  
 NOTES: (1) Dual VOR or VOR/ADF required. (2) Use Salina, Kans., altimeter setting when control zone not effective. (3) Circling and straight-in MDA increase 200' when control zone not effective.  
 Alternate minimums not authorized when control zone not effective except for operators with approved weather reporting service.  
 %Plan IFR departures to avoid restricted areas W of airport.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
8-31.....	1480	1	437	1480	1	437	1480	1	437	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1600	1	544	1600	1	604	1680	1½	624	NA
A.....	Standard. §			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %			

City, Manhattan; State, Kans.; Airport name, Manhattan Municipal; Elev., 1056'; Facility, MHK; Procedure No. VOR Runway 31, Amdt. 1; Eff. date, 3 Apr. 69; Sup. Amdt. No. VOR-1, Runway 31, Orig.; Dated, 23 Sept. 67.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: HVN VOR.
BDR VOR.....	HVN VOR.....	Direct.....	2000	Climb on HVN, R 025° to 1500' within 5 miles, climbing left turn to 1900', direct to HVN VOR and hold.
Long Hill Int.....	HVN VOR.....	Direct.....	2300	Supplementary charting information: Hold NE, 1 minute, left turns, 205° Inbd. Stack 297', 1.1 miles NNW of airport. Trees 259', 0.7 mile N of airport. TDZ elevation, 6'.

Procedure turn E side of crs, 205° Outbd, 025° Inbd, 1700' within 10 miles of HVN VOR. Final approach crs, 025°. Minimum altitude over Haven Int, 440' (480' when control zone not effective). MSA: 000°-090°-2000'; 090°-180°-1600'; 180°-270°-1700'; 270°-360°-2000'.  
 NOTES: (1) Circling and straight-in MDA increase 40' and alternate minimums not authorized when control zone not effective. (2) Inoperative components table does not apply to REIL's.  
 %Use Bridgeport altimeter setting when control zone not effective.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-2°.....	380	1	374	380	1	374	380	1	374	380	1	374
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#.....	600	1	586	600	1	586	600	1½	586	600	2	586
A.....	Standard. §			T 2-eng. or less—300-1, Runways 2, 32; Standard all others. T over 2-eng.—300-1 Runways 2, 32; Standard all others.								

City, New Haven; State, Conn.; Airport name, Tweed-New Haven; Elev., 14'; Facility, HVN; Procedure No. VOR Runway 2, Amdt. 7; Eff. date, 3 Apr. 69; Sup. Amdt. No. Ter VOR-1, Amdt. 6; Dated, 15 Oct. 66.



STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.4 miles after passing OBK VORTAC.
				Climbing left turn to 2500' direct to OBK VORTAC. Supplementary charting information: 811' antenna approximately $\frac{1}{4}$ mile N of airport.

Procedure turn N side of crs, 309° Outbnd, 129° Inbnd, 2300' within 10 miles of OBK VORTAC.  
FAF, OBK VORTAC. Final approach crs, 129°. Distance FAF to MAP, 4.4 miles.  
Minimum altitude over OBK VORTAC, 2300'.  
MSA: 045°-225°-3100'; 225°-315°-2400'; 315°-045°-2300'.  
NOTES: (1) Radar vectoring. (2) Use Chicago O'Hare altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	1140	1	459	1140	1	459	1140	1½	459	NA
A.....	Not authorized.			T 2-eng. or less—400-1 required Runway 36. Standard all others.			T over 2-eng.—400-1 required Runway 36. Standard all others.			

City, Northbrook; State, Ill.; Airport name, Sky Harbor; Elev., 681'; Facility, OBK; Procedure No. VOR-1, Amdt. 5; Eff. date, 3 Apr. 69; Sup. Amdt. No. 4; Dated, 28 Jan. 67

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 10 miles after passing HTM VOR.
				Make left-climbing turn to 2000', direct to HTM VOR and hold. Supplementary charting information: Hold SE HTM VOR, 1 minute, left turns, 326° Inbnd. Final approach crs to Runway 35 threshold, 322' water tank, 1.2 miles SE of airport.

Procedure turn W side of crs, 146° Outbnd, 326° Inbnd, 2000' within 10 miles of HTM VOR.  
FAF, HTM VOR. Final approach crs, 326°. Distance FAF to MAP, 10 miles.  
Minimum altitude over HTM VOR, 2000'.  
MSA: 000°-090°-1900'; 090°-180°-1600'; 180°-270°-2200'; 270°-360°-2400'.  
NOTES: (1) Radar vectoring. (2) Use Boston altimeter setting.  
\*Night operations Runways 17/35 only.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	840	1	790	840	1¼	790	840	1½	790	NA
A.....	Not authorized.			T 2-eng. or less—Standard.*			T over 2-eng.—Standard.*			

City, Norwood; State, Mass.; Airport name, Norwood Memorial; Elev., 50'; Facility, HTM; Procedure No. VOR Runway 35, Amdt. 2; Eff. date, 3 Apr. 69; Sup. Amdt. No. VOR-1, Amdt. 1; Dated, 28 Jan. 67



## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 9.2 miles after passing PDX VORTAC.
PDX R 329°, 10-mile DME Fix.....	PDX VORTAC (NOPT).....	Direct.....	2500	\$Turn left, climb to 4000' direct to PDX
Ridgefield Int.....	PDX VORTAC (NOPT).....	Direct.....	2500	VORTAC and hold.
PDX R 039°, 10-mile DME Fix.....	PDX VORTAC.....	Direct.....	5500	Supplementary charting information:
PDX R 054°, 10-mile DME Fix.....	PDX VORTAC.....	Direct.....	5000	\$Hold N, 1 minute, right turns, 149°
PDX R 070°, 10-mile DME Fix.....	PDX VORTAC.....	Direct.....	5000	Inbd. Final approach crs to ARP.

Procedure turn W side of crs, 329° Outbd, 149° Inbd, 4000' within 10 miles of PDX VORTAC.

FAF, PDX VORTAC. Final approach crs, 159°. Distance FAF to MAP, 9.2 miles.

Minimum altitude over PDX VORTAC, 2500'; over R 159°, 5-mile DME Fix, 580'.

MSA: 000°-180°-5100'; 180°-270°-3300'; 270°-090°-6000'.

Note: ASR/PAR.

%IFR departure procedures: Climb direct to PDX VORTAC. Continue climb on R 329°, PDX VORTAC within 10 miles to cross PDX VORTAC at or above: North-eastbound, V448, 5500'; northeastbound, V448S, 2600'; eastbound, V112, 2900'.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	880	1	854	880	1½	854	880	1½	854	980	2	954
VOR/DME Minimums:												
C.....	700	1	674	720	1	694	720	1½	694	980	2	954
A.....	1000-2			T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L Standard; Runways 10R/28R RVR 24' %			T over 2-eng.—Runways 2/20, 700-1; Runways 10L/28L Standard; Runways 10R/28R RVR 24' %					

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 20'; Facility, PDX; Procedure No. VOR-1, Amdt. 1; Eff. date, 3 Apr. 69; Sup Amdt. No. Orig.; Dated, 27 Jan. 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 9 miles after passing CYN VOR TAC.
				Climbing right turn to 1900' direct to CYN VORTAC and hold.
				Supplementary charting information: Hold
				6W, 1 minute, left turns, 066° Inbd.
				Approach control and radar vectoring
				provided by McGuire AFB, N.J. Depict
				R-5002 on AL Plate.

Procedure turn not authorized. One minute holding pattern, SW of CYN VOR, 066° Inbd, left turns, 1900'.

FAF, CYN VOR. Final approach crs, 064°. Distance FAF to MAP, 9 miles.

Minimum altitude over CYN VOR, 1900'; over County Int, 5-mile DME Fix, 640'.

MSA: 000°-180°-1500'; 180°-360°-1600'.

Notes: (1) Radar vectoring. (2) Use Lakehurst NAS, N.J., altimeter setting.

## DAY AND NIGHT MINIMUMS

Cond.	A			B	C	D
	MDA	VIS	HAT	VIS	VIS	VIS
S-E.....	460	1	378	NA	NA	NA
	MDA	VIS	HAA			
C.....	460	1	378	NA	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.		
				T over 2-eng.—Not authorized.		

City, Toms River; State, N.J.; Airport name, Ocean County Airpark; Elev., 82'; Facility, CYN; Procedure No. VOR Runway 6, Amdt. Orig.; Eff. date, 3 Apr. 69



STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 10.2 miles after passing MEM VORTAC.
				Climbing right turn to 1800' to Edmondson Int via R 272° MEM VORTAC and hold. Supplementary charting information: Hold W, 1 minute, right turns, 092° Inbnd.

Procedure turn 8 side of crs, 080° Outbnd, 260° Inbnd, 1900' within 10 miles of MEM VORTAC.  
FAF, MEM VORTAC. Final approach crs, 290°. Distance FAF to MAP, 10.2 miles.  
Minimum altitude over MEM VORTAC, 1900'; over Hilda Int, 1100'.  
MSA: 000°-090°-2300'; 090°-180°-1900'; 180°-270°-1700'; 270°-360°-2300'.  
Notes: (1) Radar vectoring. (2) Use MEM APC/FSS altimeter settings and weather. (3) Night minimums not authorized Runways 15-36.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C.....	1100	1¼	800	1100	1¼	800	NA	NA
VOR/DME or VOR/NDB Minimums:								
	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	640	1	430	660	1	450	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.	

City, Walls; State, Miss.; Airport name, Twinkle Town; Elev., 210'; Facility, MEM; Procedure No. VOR-1, Amdt. 1; Eff. date, 3 Apr. 69; Sup. Amdt. No. VOR 1, Orig.; Dated, 16 Apr. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR.  
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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 8.5 mile DME Fix MCN, R 028°.
R 111°, MCN VORTAC (CW).....	R 226°, MCN VORTAC.....	8-mile DME Arc.....	1800	Climb to 2200', right turn, direct to MCN VORTAC and hold.
R 334°, MCN VORTAC (CCW).....	R 226°, MCN VORTAC.....	8-mile DME Arc.....	1500	
8-mile DME Arc.....	MCN VORTAC (NOPT).....	MCN, R 226°.....	1600	Supplementary charting information: Hold SW, 1 minute, right turn, 046° Inbnd.
Powersville Int.....	MCN VORTAC (NOPT).....	MCN, R 226°.....	1600	Final approach crs to center of landing area.

Procedure turn 8 side of crs, 226° Outbnd, 046° Inbnd, 1800' within 10 miles of MCN VORTAC.  
Final approach crs, 028°.  
Minimum altitude over MCN VORTAC, 1600'; over 8-mile DME Fix, 1600'.  
MSA: 000°-090°-2200'; 090°-180°-2500'; 180°-270°-1900'; 270°-360°-2100'.  
Notes: (1) Radar vectoring. (2) Use MCN altimeter setting. (3) No weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C.....	1180	1	717	1180	1	717	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.	

City, Macon; State, Ga.; Airport name, Herbert Smart; Elev., 463'; Facility, MCN; Procedure No. VOR/DME-1, Amdt. 1; Eff. date, 3 Apr. 69; Sup. Amdt. No. VOR/DME No. 1, Orig.; Dated, 21 July 66



## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 11-mile DME HTM R 326°.
				Make left-climbing turn to 2000' direct to HTM VORTAC and hold. Supplementary charting information: Hold SE HTM VORTAC, 1 minute, left turns, 326° inbound. Final approach crs to Runway 35 threshold, 322° water tank 1.2 miles SE of airport.

Procedure turn W side of crs, 146° Outbnd, 326° Inbnd, 2000' within 10 miles of HTM VORTAC.

Final approach crs, 326°.

Minimum altitude over HTM VORTAC, 2000'; over 5-mile DME Fix, 860'.

MSA: 000°-090°-1900'; 090°-180°-1600'; 180°-270°-2200'; 270°-360°-2400'.

NOTES: (1) Radar vectoring. (2) Use Boston altimeter setting.

\*Night operations Runways 17/35 only.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
S-35°	620	1	570	620	1	570	620	1	570	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C*	660	1	610	660	1	610	660	1½	610	NA	
A	Not authorized.			T 2-eng. or less—Standard.*			T over 2-eng.—Standard.*				

City, Norwood; State, Mass.; Airport name, Norwood Memorial; Elev., 50'; Facility, HTM; Procedure No. VOR/DME Runway 35, Amdt. Orig.; Eff. date, 3 Apr. 69

11. By amending § 97.23 of Subpart C to amend very high frequency omnirange (VOR) and very high frequency distance measuring equipment (VOR/DME) procedures as follows:

## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 9.3 miles after passing LRD VOR.
10-mile DME/Radar Fix, R 132°	Laredo VORTAC (NOPT)	Direct	2500	Climb to 2500' on R 316°, right-climbing turn to 4000' direct to LRD VOR and hold. Supplementary charting information: Hold SE, 1 minute, right turns, 312° Inbnd, 1449' tower, 5 miles S of airport, 649' water tower, 2.7 miles SW of airport. CAUTION: Final approach crosses Laredo AFB where extensive jet training is being conducted. UNICOM available: TDZ elevation 500'.

Procedure turn E side of crs, 132° Outbnd, 312° Inbnd, 2500' within 10 miles of LRD VORTAC.

FAF, LRD VORTAC. Final approach crs, 316°. Distance FAF to MAP 9.3 miles.

Minimum altitude over LRD VORTAC, 2500'; over 7-mile DME Fix 1080'.

MSA: 000°-180°-2200'; 180°-270°-2400'; 270°-360°-2500'.

NOTES: (1) Radar vectoring when Laredo approach control operating. (2) Use Laredo AFB altimeter setting, available from HOU ARTCC and Cotulla FSS.

\*Alternate minimums not authorized except for operators with approved weather reporting service.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33	1080	1	575	1080	1	575	1080	1	575	1080	1	575
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1080	1	542	1080	1	542	1080	1½	542	1100	22	562
DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33	800	1	295	800	1	295	800	1	295	800	1	295
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	920	1	382	1000	1	402	1000	1½	402	1100	2	562
A*	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Laredo; State, Tex.; Airport name, Laredo Municipal; Elev., 538'; Facility, LRD; Procedure No. VOR Runway 33, Amdt. 8; Eff. date, 3 Apr. 69; Sup. Amdt. No. 7 Dated, 6 Feb. 69



STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: Runways 25L and 25R, 5 miles after passing Freeway Int.
From—	To—	Via		
LAX VOR.....	Firestone Int.....	Direct.....	2500	Climb to 2000' direct to LAX VOR, then via LAX, R 246° within 15 miles. Supplementary charting information: Chart 2.5-miles DME, R 068° at MAP. Chart Downey NDB though not used in procedure. Revise 1400' terrain at 3345/11,819 to 1554' antenna. Final approach crs, 350' right of Runway 25L centerline and 350' left of Runway 25R centerline at 3000'. TDZ elevation, 100'.
Seal Beach VOR.....	Firestone Int.....	Direct.....	3000	
Santa Ana VOR.....	Firestone Int.....	Direct.....	3000	
R 333°, LAX VOR CW.....	R 046°, LAX VOR.....	15-mile arc.....	4300	
R 046°, LAX VOR CW.....	Firestone Int.....	15-mile arc LAX, R 069° lead radial.....	2000	
R 123°, LAX VOR CCW.....	Firestone Int.....	15-mile arc LAX, R 077° lead radial.....	2000	
Firestone Int.....	Freeway Int. (NOPT).....	Direct.....	2000	
Bassett Int.....	Firestone Int.....	Direct.....	2500	

Procedure turn S side of crs, 068° Outbnd, 248° Inbnd, 2500' within 10 miles of Freeway Int.

FAF, Freeway Int. Final approach crs, 248°. Distance FAF to MAP, 5 miles.

Minimum altitude over Freeway Int., 2000'; over Noel Int, 620'.

MSA: 075°-255°-2600'; 255°-345°-5100'; 345°-075°-7200'.

NOTE: ASR.

%IFR departure procedures: Northbound (290° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-25 L/R.....	620	RVR 24	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	640	1	514	640	1	514	640	1½	514	680	2	554
Dual VOR or VOR/DME Minimums:												
8-25 L/R.....	520	RVR 24	420	520	RVR 24	420	520	RVR 24	420	520	RVR 50	420
A.....	Standard.			T 2-eng. or less—Runways 16/34 and 6, Standard; Runways 7L/R, RVR 50'; Runway 24, RVR 40'; Runways 25L/R, RVR 24'.			T over 2-eng.—Runways 16/34 and 6, Standard; Runways 7L/R, RVR 50'; Runway 24, RVR 40'; Runways 25L/R, RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, LAX; Procedure No. VOR Runway 25L/R, Amdt. 2; Eff. date, 3 Apr. 69; Sup. Amdt. No. 1; Dated, 6 Feb. 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: LRD, R 318° 10.5-mile DME Fix.
From—	To—	Via		
LRD VORTAC.....	14-mile DME LRD, R 318°.....	Direct.....	2500	Climb to 4000' direct to LRD VOR and hold. Supplementary charting information: Hold SE, 1 minute, right turns, 312° Inbnd, 1540' tower, 7.6 miles NW of airport; 1440' tower, 5 miles S of airport; 640' water tower, 2.7 miles SW of airport. Caution: Missed approach crosses Laredo AFB where extensive jet training is being conducted. UNICOM. TDZ elevation, 538'.
R 006° LRD VORTAC CCW.....	R 318°, LRD VORTAC (NOPT).....	20-mile DME Arc LRD, R 324° Lead radial.....	2500	
20-mile DME LRD, R 318°.....	14-mile DME LRD, R 318°.....	Direct.....	1500	

Procedure turn E side of crs, 318° Outbnd, 138° Inbnd, 2500' within 10 miles of 14-mile DME Fix.

Final approach crs, 138°

Minimum altitude 20-mile DME—2500'; 14-mile DME—1500'.

MSA: 000°-180°-2200'; 180°-270°-2400'; 270°-360°-2500'.

NOTES: (1) Radar vectoring when Laredo approach control operating. (2) Use Laredo AFB altimeter setting, available from HOU ARTCC and Cotulla FSS.

\*Alternate minimums not authorized except for operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-15.....	880	1	342	880	1	342	880	1	342	880	1	342
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	920	1	382	1000	1	462	1000	1½	462	1100	2	502
A*.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Laredo; State, Tex.; Airport name, Laredo Municipal; Elev., 538'; Facility, LRD; Procedure No. VOR/DME Runway 15, Amdt. 5; Eff. date, 3 Apr. 69; Sup. Amdt. No. 4; Dated, 6 Feb. 69



## RULES AND REGULATIONS

12. By amending § 97.25 of Subpart C to establish localizer (LOC) and localizer-type directional aid (LDA) procedures as follows:

## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC (BC)

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

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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.4 miles after passing Portal Int.
PDX VORTAC	Levee Int.	Direct	3400	Climb to 3400' direct to Lake (LA) LOM and hold. When directed by ATC, turn left, climb to 4000' direct to PDX VORTAC and hold. Supplementary charting information: Shield E, 1 minute, left turns, 278° Inbd. TDZ elevation, 25'.
UBG VORTAC	Levee Int.	Direct	4000	
Peerson Int.	Levee Int.	Direct	3400	
Buxton Int.	Levee Int (NOPT)	Direct	3200	

Procedure turn S side of crs. 278° Outbnd, 098° Inbnd, 3400' within 10 miles of Levee Int.

FAF, Portal Int. Final approach crs. 098°. Distance FAF to MAP, 4.4 miles.

Minimum altitude over Levee Int, 3200'; over Portal Int, 1600'.

NOTES: (1) ASR/PAR. (2) Dual VHF receivers required for this procedure.

%IFR departure procedures: Climb direct to PDX VORTAC. Continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above; North-eastbound V448, 5500'; Northeastbound, V448S, 2600'; eastbound, V112, 2900'.

\*Sliding scale not authorized.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-16L*	500	¾	475	500	¾	475	500	¾	475	500	1	475
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	700	1	674	720	1	694	720	1½	694	980	2	954
A	Categories A, B, C, T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L, 800-2; category D, Standard; Runways 10R/28R, RVR 24'.% 1000-2. T over 2-eng.—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'.%											

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26'; Facility, I-IAP; Procedure No. LOC (BC) Runway 10L, Amdt. 5; Eff. date, 3 Apr. 66; Sup. Amdt. No. 4; Dated, 27 Jan. 68



13. By amending § 97.27 of Subpart C to establish nondirectional beacon (automatic direction finder) (NDB/ADF) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR. 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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 1.5 miles after passing ALX NDB.
Central Int.	ALX NDB (NOPT)	Direct	1300	Climbing left turn to 2300' direct to ALX NDB and hold. Supplementary charting information: Hold 8, 1 minute, right turns, 349° Inbnd, TDZ elevation, 685'.
Miller Int.	ALX NDB	Direct	2300	
Fayetteville Int.	ALX NDB	Direct	2300	

Procedure turn E side of crs, 160° Outbnd, 349° Inbnd, 2300' within 10 miles of ALX NDB.  
FAF, ALX NDB. Final approach crs, 349°. Distance FAF to MAP, 1.5 miles.  
Minimum altitude over ALX NDB, 1300'.  
MSA: 000°-090°-2900'; 090°-180°-2300'; 180°-270°-2100'; 270°-360°-2900'.  
NOTE: Use Montgomery FSS altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-36	1200	1	515	1200	1	515	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C	1240	1	555	1240	1	555	NA	NA
A	Not authorized.		T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.		

City, Alexander City; State, Ala.; Airport name, Thomas C. Russell Field; Elev., 685'; Facility, ALX; Procedure No. NDB (ADF) Runway 36, Amdt. 2; Eff. date, 3 Apr. 69  
Sup. Amdt. No. 1; Dated, 8 Aug. 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: AMN NDB.
Riverdale Int.	AMN NDB	Direct	2500	Right turn climb to 2500' on 280° and return to AMN NDB. Supplementary charting information: TDZ elevation, 751'.
Pompeii Int.	AMN NDB	Direct	2500	
Ashley Int.	AMN NDB	Direct	2500	
Ithaca Int.	AMN NDB	Direct	2500	

Procedure turn N side of crs, 280° Outbnd, 100° Inbnd, 2500' within 10 miles of AMN NDB.  
Final approach crs, 100'.  
MSA: 045°-135°-2600'; 135°-045°-2400'.  
NOTE: Use Saginaw, Mich., altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-9	1400	1	649	1400	1	649	1400	1½	649	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	1400	1	646	1400	1	646	1400	1½	646	NA
A	Not authorized.		T 2-eng. or less—Standard.			T over 2-eng.—Standard.				

City, Alma; State, Mich.; Airport name, Gratiot Community; Elev., 754'; Facility, AMN; Procedure No. NDB (ADF) Runway 9, Amdt. Orig.; Eff. date, 3 Apr. 69



## RULES AND REGULATIONS

## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.7 miles after passing EKV NDB.
EOG VOR.....	EKV NDB.....	Direct.....	1800	Climb to 1500', left turn, direct to EKV NDB and hold. Supplementary charting information: Held 8E, 1 minute, right turns, 314° inbound. R-5302, S of procedure turn and holding pattern. REIL and VASI. Runways 10-28. HIRL, Runways 10-28. CAUTION: Restricted area.

Procedure turn N side of crs, 134° Outbnd, 314° Inbnd, 1500' within 10 miles of EKV RBN.  
FAF, EKV NDB. Final approach crs, 3230°. Distance FAF TO MAP, 2.7 miles.  
Minimum altitude over EKV NDB, 1000'.  
MSA: 000°-090°-1400'; 090°-180°-1200'; 180°-270°-2000'; 270°-360°-1400'.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	500	1	488	500	1	488	500	1½	488	580	2	508
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Elizabeth City; State, N.C.; Airport name, Elizabeth City Coast Guard Air Station; Elev., 12'; Facility, EKV; Procedure No. NDB (ADF)-I, Amdt. 1; Eff. date, 3 Apr. 69; Sup. Amdt. No. Orig.; Dated, 28 Oct. 67

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.5 miles after passing Houma NDB.
Raceland Int. ....	Houma NDB (NOPT).....	Direct.....	800	Climb to 1500', right turn, direct to TED VOR. Supplementary charting information: 40' steel tower, 2.5 miles NW of airport. TDZ elevation, 11'.
TBD VOR.....	Houma NDB.....	Direct.....	1500	

Procedure turn W side of crs, 353° Outbnd, 173° Inbnd, 1500' within 10 miles of Houma NDB.  
FAF, Houma NDB. Final approach crs, 173°. Distance FAF to MAP, 2.5 miles.  
Minimum altitude over Houma NDB, 800'.  
MSA: 000°-360°-1500'.

NOTES: (1) Use New Orleans altimeter setting when Houma altimeter setting is not available. (2) Circling and straight-in MDA increased 120' when Houma altimeter setting is not received.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-17.....	480	1	469	480	1	469	480	1	469	480	1	469
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	500	1	489	500	1	489	500	1½	489	760	2	740
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Houma; State, La.; Airport name, Municipal; Elev., 11'; Facility, HUM; Procedure No. NDB(ADF) Runway 17, Amdt. Orig.; Eff. date, 3 Apr. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: LWB NDB.
Frankford Int.	LWB NDB	Direct	5000	Climb to 4800' on 032° crs from LWB NDB, turn left to LWB NDB and hold. Supplementary charting information: Hold SW, 1 minute, left turns, 032° Inbnd. Final approach crs intercepts runway centerline 3000' from threshold.
Natural Well Int.	LWB NDB	Direct	5000	
SSU VOR	LWB NDB	Direct	5000	
Int V260 and V37	LWB NDB	Direct	5000	

Procedure turn W side of crs, 212° Outbnd, 032° Inbnd, 4800' within 10 miles of LWB NDB.

Final approach crs, 032°.

Minimum altitude over Hominy Hill Int, 3500'.

MSA: 000°-090°-5800'; 090°-180°-5300'; 180°-270°-5200'; 270°-360°-5500'.

NOTE: Use Roanoke altimeter setting.

CAUTION: Precipitous terrain underlying this procedure, turbulence of varying intensities may be encountered.

%Climb on runway heading to 5400' before proceeding on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4	3500	1½	1199	3500	2	1199	3500	2½	1199	3500	2½	1199
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3500	1½	1199	3500	2	1199	3500	2½	1199	3500	2½	1199
NDB/VOR Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4	3000	1	759	3000	1½	759	3000	1½	759	3000	1½	759
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3000	1	759	3000	1½	759	3000	1½	759	3400	2½	1159
A	Not authorized.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Lewisburg; State, W. Va.; Airport name, Greenbrier Valley; Elev., 2301'; Facility, LWB; Procedure No. NDB (ADF) Runway 4, Amdt. Orig.; Eff. date, 3 Apr. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: LBT NDB.
Rowland Int.	LBT NDB	Direct	1700	Climb to 1700' on 125° crs from LBT NDB, within 15 miles.
Dillon Int.	LBT NDB	Direct	1700	
Whiteville Int.	LBT NDB	Direct	1700	

Procedure turn N side of crs, 305° Outbnd, 125° Inbnd, 1700' within 10 miles of LBT NDB.

Final approach crs, 125°.

MSA: 000°-300°-1700'.

NOTES: (1) Use FAY altimeter setting. (2) No weather reporting.

\*Night minimums not authorized on Runways 18-36.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-11.....	920	1	794	920	1½	794	920	1½	794	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C*.....	920	1	794	920	1½	794	920	1½	794	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Lumberton; State, N.C.; Airport name, Lumberton Municipal; Elev., 126'; Facility, LBT; Procedure No. NDB (ADF) Runway 13, Amdt. 1; Eff. date, 3 Apr. 69; Sup. Amdt. No. Orig.; Dated, 25 Mar. 67



## RULES AND REGULATIONS

## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.8 miles after passing MC LOM.
MCN VORTAC	MC LOM	Direct	1800	Climbing left turn to 2300' intercept 360° crs from MC LOM within 15 miles, or, when directed by ATC, climb to 2300' on 047° crs from MC LOM within 15 miles. Supplementary charting information: TDZ elevation, 350'.
Roberta Int.	MC LOM	Direct	1800	
Myrtle Int.	MC LOM	Direct	1800	
Powersville Int.	MC LOM (NOPT)	Direct	1600	

Procedure turn S side of crs, 227° Outbnd, 047° Inbnd, 1800' within 10 miles of MC LOM.

FAF, MC LOM. Final approach crs, 047°. Distance FAF to MAP, 3.8 miles.

Minimum altitude over MC LOM, 1600'.

MSA: 000°-090°-2300'; 090°-180°-2500'; 180°-270°-1900'; 270°-360°-2100'.

NOTES: (1) ASR. (2) Inoperative component table for ALS does not apply Runway 5.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-5	800	RVR-50	450	800	RVR-50	450	800	RVR-50	450	800	RVR-50	450
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	800	1	506	800	1	506	800	1 1/4	506	920	2	556
A	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Macon; State, Ga.; Airport name, Lewis B. Wilson; Elev., 364'; Facility, MC; Procedure No. NDB (ADF) Runway 5, Amdt. 13; Eff. date, 3 Apr. 69; Sup. Amdt. No. ADF1, Amdt. 12; Dated, 13 Aug. 66

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 1.1 miles after passing MHK NDB.
MHK NDB	Volland Int.	Direct	3000	Climbing right turn to 3000', to Volland Int. Supplementary charting information: Chart holding at Volland Int. Chart restricted areas 3602A and 3602B. TDZ elevation, 1043'.
Volland Int.	MHK NDB (NOPT)	Direct	2000	

Procedure turn not authorized. Approach crs (profile) starts at Volland Int.

FAF, NDB. Final approach crs, 298°. Distance FAF to MAP, 1.1 miles.

Minimum altitude over Volland Int, 3000'; over MHK NDB, 2000'.

MSA: 000°-180°-3000'; 180°-270°-2800'; 270°-360°-2700'.

NOTES: (1) Use Salina, Kans., altimeter setting when control zone not effective. (2) Circling and straight-in MDA increase 200' when control zone not effective.

§ Alternate minimums not authorized when control zone not effective except for operators with approved weather reporting service.

% Plan IFB departures to avoid restricted areas W of airport.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
S-31	1580	1	537	1580	1	537	1580	1	537	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C	1600	1	544	1600	1	504	1680	1 1/4	624	NA	
A	Standard. §			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %				

City, Manhattan; State, Kans.; Airport name, Manhattan Municipal; Elev., 1056'; Facility, MHK; Procedure No. NDB (ADF) Runway 31, Amdt. 5; Eff. date, 3 Apr. 69; Sup. Amdt. No. 4; Dated, 5 Aug. 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: MOX NDB.	
AXN VOR	MOX NDB	Direct	3000	Climb to 2700' on 320° from NDB, within 10 miles, return to NDB. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from threshold. TDZ elevation, 1132'.	
Madison Int.	MOX NDB	Direct	3000		

Procedure turn E side of crs, 140° Outbnd, 320° Inbnd, 2700' within 10 miles of MOX NDB.  
Final approach crs, 320°.  
MSA: 000°-090°-2600'; 090°-180°-2600'; 180°-270°-2600'; 270°-360°-2600'.  
NOTE: Use Alexandria, Minn., altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
S-32	1780	1	648	1780	1	648	1780	1 1/4	648	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C	1780	1	645	1780	1	645	1780	1 1/4	645	NA	
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.				

City, Morris; State, Minn.; Airport name, Morris Municipal; Elev., 1133'; Facility, MOX; Procedure No. NDB (ADF) Runway 32, Amdt. Orig.; Eff. date, 3 Apr. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.4 miles after passing OWD NDB.	
Whitman VORTAC	OWD NDB	Direct	2000	Make left-climbing turn to 2000' direct to OWD NDB and hold. Supplementary charting information: Hold S, OWD NDB, 348° Inbnd, 1 minute, left turns. 322' water tank, 1.2 miles SE of airport.	

Procedure turn W side of crs, 168° Outbnd, 348° Inbnd, 2000' within 10 miles of OWD NDB.  
FAF, OWD NDB. Final approach crs, 348°. Distance FAF to MAP, 4.4 miles.  
Minimum altitude over OWD NDB, 1000'.  
MSA: 000°-090°-2400'; 090°-180°-1600'; 180°-270°-2200'; 270°-360°-2400'.  
NOTES: (1) Radar vectoring. (2) Use Boston altimeter setting. (3) Approach from a holding pattern not authorized.  
\*Night operations Runways 17/35 only.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
S-35*	600	1	610	600	1	610	600	1	610	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C*	600	1	610	600	1	610	600	1 1/4	610	NA	
A	Not authorized.			T 2-eng. or less—Standard.*			T over 2-eng.—Standard.*				

City, Norwood; State, Mass.; Airport name, Norwood Memorial; Elev., 50'; Facility, OWD; Procedure No. NDB (ADF) Runway 35, Amdt. Orig.; Eff. date, 3 Apr. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 10 miles after passing PSG LFR.	
LVD VOR	PSG LFR	Direct	4000	Turn right, direct to PSG LFR, or when directed by ATC, turn right, direct to LVD VOR. Supplementary charting information: High terrain all quadrants.	

Procedure turn S side of crs, 225° Outbnd, 045° Inbnd, 4000' within 10 miles of PSG LFR.  
FAF, PSG LFR. Final approach crs, 045°.  
MSA: 000°-090°-7600'; 090°-180°-4300'; 180°-270°-4000'; 270°-360°-4700'.  
NOTE: Utilize Sitka altimeter setting.  
\*Night operations not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	4000	3	3892	4000	3	3892	4000	3	3892	4000	3	3892
A	4000-5			T 2-eng. or less—3500-3			T over 2-eng.—3500-3					

City, Petersburg; State, Alaska; Airport name, Petersburg; Elev., 108'; Facility, PSG; Procedure No. NDB (ADF)-1, Amdt. Orig.; Eff. date, 3 Apr. 69



## RULES AND REGULATIONS

## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	Map: POF NDB.
Bloomfield Int.	POF NDB	Direct	2100	Climbing right turn to 1900', return to POF NDB. Supplementary charting information: Final approach crs crosses runway centerline extended 4687' from threshold.

Procedure turn E side of crs, 184° Outbnd, 004° Inbnd, 1900' within 10 miles of POF NDB.

Final approach crs, 004°.

MSA: 000°-180°-1900'; 180°-360°-2100'.

Note: Use Cape Girardeau, Mo., altimeter setting.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-36	1140	1	810	1140	1½	810	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C	1140	1	810	1140	1½	810	NA	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.	

City, Poplar Bluff; State, Mo.; Airport name, Earl Fields Memorial; Elev., 330'; Facility, POF; Procedure No. NDB (ADF) Runway 36, Amdt. Orig.; Eff. date, 3 Apr. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	Map: PUC RBN.
PVU VOR	PUC RBN	Direct	12,700	Climbing right turn to 8500' on 186° PUC RBN within 15 miles and hold.** Supplementary charting information: Hold 8, 1 minute, right turns, 006° Inbnd.** Final approach crs intercepts runway centerline 3000' from threshold. LRCO 126.3 KHz.
GJT VOR	PUC RBN	Direct	11,500	

Procedure turn E side of crs, 186° Outbnd, 006° Inbnd, 7600' within 10 miles of PUC RBN.

Final approach crs, 006°.

MSA: 110°-200°-10,300'; 200°-290°-12,200'; 290°-110°-11,400'.

Notes: (1) Descent below 8500' not authorized until established outbnd in procedure turn. (2) Procedure not authorized if Price, Utah, altimeter setting not available.

(3) Circling not authorized beyond 1 mile N of airport.

\*Night minimums require prior notification.

%IFR departure procedures; all runways, climb on 186° PUC RBN within 10 miles to cross PUC RBN at MCA or above for direction of flight: Westbound direct to

PVU VORTAC, 8500'; eastbound direct to GJT VORTAC, 6500'.

\*\*Final approach from holding pattern not authorized. Procedure turn required.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C*#	6000	1	709	6000	1	709	6000	1½	709	NA
A	Not authorized.			T 2-eng. or less—Standard.%#			T over 2-eng.—Standard.%#			

City, Price; State, Utah; Airport name, Carbon County; Elev., 5891'; Facility, PUC; Procedure No. NDB (ADF) Runway 36, Amdt. Orig.; Eff. date, 3 Apr. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing OM.
PDX VORTAC	SVY NDB	Direct	3400	Climb to 3400', direct to Lake (IA) LOM and hold. When directed by ATC, turn left, climb to 4000' direct to PDX VORTAC and hold. Supplementary charting information: Hold E, 1 minute, left turns, 278° Inbnd.
UBG VORTAC	SVY NDB	Direct	3700	
Seaplane Int.	SVY NDB (NOPT)	Direct	3200	

Procedure turn S side of crs, 278° Outbnd, 098° Inbnd, 3400' within 10 miles of SVY NDB.  
FAF, OM, Final approach crs, 098°. Distance FAF to MAP, 4 miles.  
Minimum altitude over SVY NDB, 3200'; over OM, 1600'; over LMM, 900'.  
MSA: 000°-090°-5400'; 090°-180°-3300'; 180°-270°-4700'; 270°-360°-4000'.  
Notes: ASR/PAR.  
%IFR departure procedures: Climb direct to PDX VORTAC, continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: North-eastbound, V448, 5300'; northeastbound, V4488, 2600'; eastbound, V112, 2900'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	740	1	714	740	1	714	740	1½	714	980	2	954
A	1000-2.			T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'. %			T over 2-eng. Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'. %					

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26'; Facility, SVY; Procedure No. NDB (ADF) Runway 16R, Amdt. 15; Eff. date, 3 Apr. 69; Sup. Amdt. No. 14; Dated, 27 Jan. 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5 miles after passing Lake (IA) LOM.
Groves Int.	Lake (IA) LOM	Direct	5400	Climb to 3400', direct to SVY NDB and hold. When directed by ATC, turn right, climb to 4000' direct to PDX VORTAC and hold. Supplementary charting information: Hold W, 1 minute, right turns, 098° Inbnd, TDZ elevation, 26'.
PDX VORTAC	Lake (IA) LOM	Direct	3400	
Orengo Int.	Lake (IA) LOM	Direct	3600	
Mount Scott Int.	Lake (IA) LOM	Direct	3500	

Procedure turn S side of crs, 098° Outbnd, 278° Inbnd, 3400' within 10 miles of Lake (IA) LOM.  
FAF, Lake (IA) LOM, Final approach crs, 278°. Distance FAF to MAP, 5 miles.  
Minimum altitude over Lake (IA) LOM, 1700'.  
MSA: 000°-180°-6100'; 180°-270°-3200'; 270°-360°-5400'.  
Notes: (1) ASR/PAR. (2) Final approach from holding pattern at Lake (IA) LOM not authorized, procedure turn required. (3) Inoperative table does not apply to ALS Runway 28R.  
%IFR departure procedures: Climb direct to the PDX VORTAC, continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: North-eastbound, V448, 5500'; northeastbound, V4488, 2600'; eastbound, V112, 2900'.  
\*Sliding scale not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-28R*	680	RVR 50	654	680	RVR 50	654	680	RVR 60	654	680	1½	654
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	700	1	674	720	1	694	720	1½	694	980	2	954
A	1000-2.			T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'. %			T over 2-eng.—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'. %					

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26'; Facility, IA; Procedure No. NDB (ADF) Runway 28R, Amdt. 3; Eff. date, 3 Apr. 69; Sup. Amdt. No. 2; Dated, 27 Jan. 68



14. By amending § 97.27 of Subpart C to amend nondirectional beacon (automatic direction finder) (NDB/ADF) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. Collings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR.

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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes			Minimum altitudes (feet)	Missed approach	
From—	To—	Via		MAP: 6.3 miles after passing Romeo LOM (OS).	
Los Angeles VOR.....	Romeo LOM (OS).....	Direct.....	3500	Climb to 2000' on crs 248° within 15 miles of Romeo LOM (OS). Supplementary charting information: Chart 1554 antenna at 33°45'/118°19'. TDZ elevation, 120'.	
Santa Monica COR.....	Romeo LOM (OS).....	Direct.....	3700		
Tower Int.....	Romeo LOM (OS).....	Direct.....	4000		
Bassett Int.....	Downey NDB.....	Direct.....	3000		
LaHabra Int.....	Downey NDB.....	Direct.....	3000		
SLI VOR.....	Downey NDB.....	Direct.....	3000		
Downey NDB.....	Romeo LOM (OS) (NOPT).....	Direct.....	2200		

Procedure turn S side of crs, 070° Outbnd, 230° Inbnd, 2500' within 10 miles of Romeo LOM (OS).

FAF, Romeo LOM (OS). Final approach crs, 248°. Distance FAF to MAP, 6.3 miles.

Minimum altitude over Romeo LOM (OS), 2200'; over Arbor Int., 720'.

MSA: 045°-135°-4800'; 135°-225°-2600'; 225°-315°-4800'; 315°-045°-9100'.

NOTES: (1) ASR. (2) Inoperative component table not applicable to HIRL or SALS Runway 24.

%IFR departure procedures: Northbound (280° clockwise through 060°): Unless otherwise directed by ATC, published SIDs must be used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24.....	720	RVR 50	600	720	RVR 50	600	720	RVR 50	600	720	RVR 60	600
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	720	1	594	720	1	594	720	1½	594	720	2	594
	NDB (ADF)/VOR Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24.....	640	RVR 50	520	640	RVR 50	520	640	RVR 50	520	640	RVR 60	520
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	640	1	514	640	1	514	640	1½	514	680	2	554
A.....	Standard.											
	T 2-eng. or less—Runways 16/34 and 6, Standard; Runways 7L/R, RVR 50'; Runway 24, RVR 40'; Runways 25L/R, RVR 24'.						T over 2-eng.—Runways 16/34 and 6, Standard; Runways 7L/R, RVR 50'; Runway 24, RVR 40'; Runways 25L/R, RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, OS; Procedure No. NDB (ADF) Runway 24, Amdt. 1; Eff. date, 3 Apr. 68; Sup. Amdt. No. Orig.; Dated, 6 Feb. 69

## 15. By amending § 97.29 of Subpart C to establish instrument landing system (ILS) procedures as follows:

## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: ILS DH, 600'; LOC 3.8 miles after passing MC LOM.
From—	To—	Via			
MCN VORTAC.....	MC LOM.....	Direct.....		1800	Climbing left turn to 2300' intercept 360° crs from MC LOM within 15 miles, or when directed by ATC, climb to 2300' on 047° crs from MC LOM within 15 miles. Supplementary charting information: TDZ elevation, 350'.
Myrtle Int.....	MC LOM.....	Direct.....		1800	
Powersville Int.....	MC LOM (NOPT).....	Direct.....		1600	
Roberta Int.....	MC LOM.....	Direct.....		1800	

Procedure turn 8 side of crs, 227° Outbnd, 047° Inbnd, 1800' within 10 miles of MC LOM.  
FAF, MC LOM. Final approach crs, 047°. Distance FAF to MAP, 3.8 miles.  
Minimum glide slope interception altitude, 1600'. Glide slope altitude at OM, 1490'; at MM, 540'.  
Distance to runway threshold at OM, 3.8 miles; at MM, 0.5 mile.  
MSA: 000°-090°-2200'; 090°-180°-2500'; 180°-270°-1900'; 270°-360°-2100'.

NOTES: (1) ASR. (2) LOC back crs unusable. (3) Inoperative component table does not apply to HIRL/ALS Runway 5.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-5.....	600	RVR 40	250	600	RVR 40	250	600	RVR 40	250	600	RVR 40	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5.....	760	RVR 50	410	760	RVR 50	410	760	RVR 50	410	760	RVR 50	410
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	860	1	506	860	1	506	860	1½	506	920	2	506
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Macon; State, Ga.; Airport name, Lewis B. Wilson; Elev., 354'; Facility, I-MCN; Procedure No. ILS Runway 5, Amdt. 14; Eff. date, 3 Apr. 69; Sup. Amdt. No. 13, Dated, 19 Aug. 67.

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: ILS DH 230'; LOC 4 miles after passing OM.
From—	To—	Via			
Kalama Int.....	SVY NDB.....	Direct.....		3000	§Climb to 3400' direct to Lake (LA) LOM and hold. When directed by ATC, climb straight ahead to 400', turn left, continue climb to 4000', direct to PDX VORTAC and hold. Supplementary charting information: §Ifold E, 1 minute, left turns, 278° Inbnd. TDZ elevation, 29'.
Orwego Int.....	SVY NDB.....	Direct.....		4000	
PDX VORTAC.....	SVY NDB.....	Direct.....		3400	
UBG VORTAC.....	SVY NDB.....	Direct.....		3700	
Scappoose Int.....	SVY NDB (NOPT).....	Direct.....		3200	

Procedure turn 8 side of crs, 278° Outbnd, 098° Inbnd, 3400' within 10 miles of SVY NDB.  
FAF, OM. Final approach crs, 098°. Distance FAF to MAP, 4 miles.  
Minimum altitude over OM, 1371'.  
Minimum glide slope interception altitude, 3200'. Glide slope altitude at SVY NDB, 3111'; at OM, 1371'; at MM, 280'.  
Distance to runway threshold at SVY NDB, 9.5 miles; at OM, 4 miles; at MM, 0.6 mile.  
MSA: 000°-090°-5400'; 090°-180°-3300'; 180°-270°-4700'; 270°-360°-4000'.

NOTE: ASR/PAR.

§IFR departure procedures: Climb direct to PDX VORTAC. Continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: North-eastbound, V448, 5500'; northeastbound, V448S, 2600'; eastbound, V112, 2900'.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-10R.....	220	RVR 24	200	220	RVR 24	200	220	RVR 24	200	220	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10R.....	500	RVR 24	480	500	RVR 24	480	500	RVR 24	480	500	RVR 40	480
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	700	1	674	720	1	694	720	1½	694	980	2	954
A.....	Categories A, B, C, 700-2; Category D, 1000-2.			T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'.			T over 2-eng.—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'.					

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26'; Facility, I-PDX; Procedure No. ILS Runway 10R, Amdt. 17; Eff. date, 3 Apr. 69; Sup. Amdt. No. 16; Dated, 27 Jan. 68.



## RULES AND REGULATIONS

## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Minimum altitudes (feet)	Missed approach
From—	To—	Via			
Groves Int.	Lake (IA) LOM	Direct		5400	MAP: ILS DH 320'; LOC 5 miles after passing OM. §Climb to 3400', direct to 8VY NDB and hold. When directed by ATC, climb straight ahead to 400'; turn right, climb to 4300', direct to PDX VORTAC and hold. Supplementary charting information: §Hold W. 1 minute, right turns, 098° Inhd. TDZ elevation, 26'.
PDX VORTAC	Lake (IA) LOM	Direct		3400	
Mount Scott Int.	Lake (IA) LOM	Direct		3500	
Oswego Int.	Lake (IA) LOM	Direct		3600	

Procedure turn S side of crs, 098° Outbd, 278° Inbd, 3400' within 10 miles of Lake (IA) LOM.

FAF, OM, Final approach crs, 278°. Distance FAF to MAP, 5 miles.

Minimum altitude over Lake (IA) LOM, 1700'.

Glide slope interception altitude, 2900'. Glide slope altitude at OM, 1708'; at MM, 294'.

Distance to runway threshold at OM, 5 miles; at MM, 0.6 mile.

MSA: 000°-180°-6100'; 180°-270°-3200'; 270°-360°-5400'.

NOTES: (1) ABR/PAR. (2) Sliding scale not authorized. (3) Final approach from holding pattern at LOM not authorized, procedure turn required. (4) Inoperative table does not apply to HIRL or ALS Runway 28R. (5) Glide slope unusable below 320'.

%IFR departure procedures: Climb direct to PDX VORTAC, continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: North-eastbound, V448, 5500'; northeastbound, V448S, 2600'; eastbound, V112, 2900'.

\*1700' glide slope not used.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-28R	326	RVR 50	300	326	RVR 50	300	326	RVR 50	300	326	RVR 50	300
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-28R*	560	RVR 50	534	560	RVR 50	534	560	RVR 50	534	560	RVR 60	534
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	700	1	674	720	1	694	720	1½	694	980	2	954
A	Categories A, B, C, 700-2; Category D, 1000-2.			T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'. %			T over 2-eng.—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'. %					

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26'; Facility, I-IAP; Procedure No. ILS Runway 28R, Amdt. 3; Eff. date, 3 Apr. 60; Sup. Amdt. No. 2; Dated, 27 Jan. 68

16. By amending § 97.29 of Subpart C to amend instrument landing system (ILS) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR. 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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 992'. LOC 6.1 miles after passing LOM.
From—	To—	Via		
Saranac Int.	GR LOM (NOPT)	Direct	2500	Climb straight ahead to 2500' and proceed to Wilson Int. Supplementary charting information: TDZ elevation, 792'.
Walker Int.	GR LOM	Direct	2500	
Orangeville Int.	GR LOM	Direct	2500	
GRR VOR	GR LOM	Direct	2500	
San Int.	GR LOM	Direct	2500	
Wilson Int.	GR LOM	Direct	2500	

Procedure turn N side of crs, 082° Outbd, 262° Inbd, 2500' within 10 miles of GR LOM.  
FAF, GR LOM. Final approach crs, 262°. Distance FAF to MAP, 6.1 miles.  
Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 2422'; at MM, 993'.  
Distance to runway threshold at OM, 6.1 miles; at MM, 0.6 mile.  
MSA: 000°-090°-2400'; 090°-180°-2300'; 180°-270°-2000'; 270°-360°-2300'.  
NOTE: Glide slope unusable below 970'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-26	992	RVR 24	200	992	RVR 24	200	992	RVR 24	200	992	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-26	1180	RVR 24	388	1180	RVR 24	388	1180	RVR 24	388	1180	RVR 40	388
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1260	1	447	1260	1	467	1200	1 1/4	467	1360	2	567
A	Standard.			T 2-eng. or less—RVR 24', Runway 26; Standard all other runways.			T over 2-eng.—RVR 24', Runway 26; Standard all other runways.					

City, Grand Rapids; State, Mich.; Airport name, Kent County; Elev., 793'; Facility, I-GRR; Procedure No. ILS Runway 26, Amdt. 5; Eff. date, 3 Apr. 69; Sup. Amdt. No. 4; Dated, 3 Oct. 68

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 370'. LOC 6.3 miles after passing Romeo LOM/Int.
From—	To—	Via		
LAX VOR	Romeo LOM/Int.	Direct	3500	Initiate immediate climb on localizer crs to 500'; turn right, continue climb to 4000' via 205° heading and LAX R 270° to Topanga Int. Supplementary charting information: TDZ elevation, 120'.
SLI VOR	Commerce Int.	Direct	3000	
Royal Int.	Commerce Int.	Direct	3500	
El Monte Int.	Commerce Int.	SLI R 340° and I-OSS E crs.	3500	
Commerce Int.	Romeo LOM/Int (NOPT)	Direct	2200	
SMO VOR	Romeo LOM/Int.	Direct	3500	

Procedure turn S side of crs, 008° Outbd, 248° Inbd, 2500' within 10 miles of Romeo LOM/Int.  
FAF, Romeo LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 6.3 miles.  
Minimum altitude over Romeo LOM/Int, 2200'; over Arbor Int, 640'.  
Minimum glide slope interception altitude, \*\*2500'. Glide slope altitude at OM, 2190'; at MM, 317'.  
Distance to runway threshold at OM, 6.3 miles; at MM, 0.5 mile.  
MSA: 045°-135°-4800'; 135°-225°-2600'; 225°-315°-4800'; 315°-045°-6100'.  
Notes: (1) ASR. (2) Components inoperative table does not apply to HIRLs or SALS Runway 24. (3) During simultaneous approaches (LAX Runway 24 and HHR Runway 26), aircraft must be radar vectored to FAF (Romeo LOM/Int). (4) Back crs unusable. (5) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.

% IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SID's must be used.  
\*\*2500' when authorized by ATC.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-24	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24	640	RVR 50	520	640	RVR 50	520	640	RVR 50	520	640	RVR 60	520
LOC/VOR Minimums:												
S-24	500	RVR 50	380	500	RVR 50	380	500	RVR 50	350	500	RVR 50	380
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1 1/4	514	680	2	554
A	Standard.			T 2-eng. or less.—Runways 16/34 and 6, Standard; Runways 25L/R, RVR 50'; Runway 24, RVR 40'; Runways 25L/R, RVR 24'. %			T over 2-eng.—Runways 16/34, and 6, Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runways 25 L/R, RVR 24'. %					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, I-OSS; Procedure No. ILS Runway 24, Amdt. 2; Eff. date, 3 Apr. 69; Sup. Amdt. 1; Dated, 6 Feb. 69



## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 300'; LOC 5.4 miles after passing Lima LOM/Int.
From—	To—	Via		
Walnut Int.	Bassett Int.	Direct	3500	Initiate immediate climb on localizer crs to 500', turn left, continue climb to 3000' via 220° heading and LAX R 192° to Kingfish Int.
Bassett Int.	Downey FM/Int.	Direct	3500	
LaHabra Int.	Bassett Int.	DR 293°/5 miles and E crs LOC.	3500	
SLI VOR	Downey FM/Int.	Direct	3500	Supplementary charting information: Chart Downey NDB although not used in procedure. Chart 1554' antenna at 33°44'46"/118°29'07". TDZ elevation, 100'.
Downey FM/Int.	Century Int.	Direct	3500	
LAX VOR	Lima LOM/Int.	Direct	3500	
Tower Int.	Lima LOM/Int.	Direct	4000	
Century Int.	Lima LOM/Int. (NOPT)	Direct	1900	
Lima LOM/Int.	Century Int.	Direct	3500	

Procedure turn S side of crs, 068° Outbnd, 248° Inbnd, 3500' within 10 miles of Century Int.

FAF, Lima LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 5.4 miles.

Minimum altitude over Century Int, 3500'; over Lima LOM/Int, 1900'; over Whelan Int, 620'.

Minimum glide slope interception altitude, \*3500'. Glide slope altitude at OM, 1886'; at MM, 324'.

Distance to runway threshold at OM, 5.4 miles; at MM, 0.5 mile.

MSA: 045°-135°-4800'; 135°-225°-2600'; 225°-315°-4800'; 315°-045°-9100'.

NOTES: (1) ASR. (2) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.

% IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

\*1900' when authorized by ATC.

## DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-25L	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25L	620	RVR 24	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
LOC/VOR Minimums:												
S-25L	400	RVR 24	300	400	RVR 24	300	400	RVR 24	300	400	RVR 40	300
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	534
A	Standard.			T 2-eng. or less—Runways 16/34 and 6, Standard; Runways 7L/R, RVR 50'; Runway 24, RVR 40'; Runways 25L/R, RVR 24'.			T over 2-eng.—Runways 16/34 and 6, Standard; Runways 7L/R, RVR 50'; Runway 24, RVR 40'; Runways 25L/R, RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, I-LAX; Procedure No. ILS Runway 25L, Amdt. 33; Eff. date, 3 Apr. 69; Sup. Amdt. No. 32; Dated, 6 Feb. 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 300'; LOC 5.4 miles after passing Lima LOM/Int.
From—	To—	Via		
Walnut Int.	Bassett Int.	Direct	3500	Initiate immediate climb on localizer crs to 500', turn left, continue climb to 3000' via 220° heading and LAX R 192° to Kingfish Int.
Bassett Int.	Downey FM/Int.	Direct	3500	
LaHabra Int.	Bassett Int.	DR 293°/5 miles and E crs LOC.	3500	
SLI VOR	Downey FM/Int.	Direct	3500	Supplementary charting information: Chart Downey NDB although not used in procedure. Chart 1554' antenna at 33°44'46"/118°29'07". TDZ elevation, 100'.
Century Int.	Lima LOM/Int. (NOPT)	Direct	1900	
Tower Int.	Lima LOM/Int.	Direct	4000	
Downey FM/Int.	Century Int.	Direct	3500	
LAX VOR	Lima LOM/Int.	Direct	3500	
Lima LOM/Int.	Century Int.	Direct	3500	

Procedure turn S side of crs, 068° Outbnd, 248° Inbnd, 3500' within 10 miles of Century Int.

FAF, Lima LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 5.4 miles.

Minimum altitude over Century Int, 3500'; over Lima LOM/Int, 1900'; over Lake Int, 620'.

Minimum glide slope interception altitude, \*3500'. Glide slope altitude at OM, 1886'; at MM, 324'.

Distance to runway threshold at OM, 5.4 miles; at MM, 0.5 mile.

MSA: 045°-135°-4800'; 135°-225°-2600'; 225°-315°-4800'; 315°-045°-9100'.

NOTES: (1) ASR. (2) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.

% IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

\*1900' when authorized by ATC.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-25R	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25R	620	RVR 24	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
LOC/VOR Minimums:												
MDA:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25R	460	RVR 24	360	460	RVR 24	360	460	RVR 24	360	460	RVR 40	360
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554
A	Standard.			T 2-eng. or less—Runways 16/34 and 6, Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'. %			T over 2-eng.—Runways 16/34 and 6, Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'. %					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, I-LAX; Procedure No. ILS Runway 25R, Amdt. 10; Eff. date, 3 Apr. 69; Sup. Amdt. No. 9; Dated, 6 Feb. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 370'; LOC 6.3 miles after passing Romeo LOM/Int.	
RUNWAY 24				Initiate immediate climb on localizer crs to 500'; turn right, continue climb to 4000' via 265° heading and LAX R 276° to Topanga Int. Supplementary charting information: TDZ elevation, 120'.	
RUNWAY 25L: Century Int.	Lima LOM/Int.	Direct	1900	MAP: ILS DH 360'. LOC 5.4 miles after passing Lima LOM/Int. Initiate immediate climb on localizer crs to 500'; turn left, continue climb to 3000' via 220° heading and LAX R 192° to Kingfish Int. Supplementary charting information: TDZ elevation, 100'.	

Runway 24:  
Procedure turn not authorized. Approach crs (profile) starts at Romeo LOM/Int.  
FAF, Romeo LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 6.3 miles.  
Minimum altitude over Romeo LOM/Int, 2200'; over Arbor Int, 640'.  
Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 2190'; at MM, 317'.  
Distance to runway threshold at OM, 6.3 miles; at MM, 0.5 mile.  
Runway 25L:  
Procedure turn not authorized. Approach crs (profile) starts at Century Int.  
FAF, Lima LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 5.4 miles.  
Minimum altitude over Century Int, 3500'; over Lima LOM/Int, 1900'; over Whelan Int, 620'.  
Minimum glide slope interception altitude, 3500'. Glide slope altitude at OM, 1880'; at MM, 324'.  
Distance to runway threshold at OM, 5.4 miles; at MM, 0.5 mile.  
Notes: (1) ASR. (2) Radar required. (3) Use of this procedure is mandatory when conducting a parallel ILS approach and is authorized only when airborne 75MC or ADF and localizer receivers are operating simultaneously. (4) When any required airborne receivers in note (3) are malfunctioning or a parallel approach is not desired, immediate notification of Los Angeles approach control is mandatory. (5) When advised that parallel operations are in progress, the pilot will be prepared to accept or reject an approach to either Runway 25L or Runway 24. (6) Components inoperative table does not apply to HIRL or SALS Runway 24. (7) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.  
%IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
Runway 24:												
S-24	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24	640	RVR 50	520	640	RVR 50	520	640	RVR 50	520	640	RVR 60	520
LOC/VOR Minimums:												
S-24	500	RVR 50	380	500	RVR 50	380	500	RVR 50	380	500	RVR 50	380
Runway 25L:												
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-25L	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25L	620	RVR 24	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
LOC/VOR Minimums:												
S-25L	460	RVR 24	360	460	RVR 24	360	460	RVR 24	360	460	RVR 40	360
A	Standard.			T 2-eng. or less—Runways 16/34 and 6, Standard; Runways 7L/R, RVR 50'; Runway 24, RVR 40'; Runways 25L/R, RVR 24'. %			T over 2-eng.—Runways 16/34 and 6, Standard; Runways 7L/R, RVR 50'; Runway 24, RVR 40'; Runways 25L/R, RVR 24'. %					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility Runway 24, I-OSS, Runway 25L, I-LAX; Procedure No. Parallel ILS Runways 25L/24 Amdt. 2; Eff. date, 3 Apr. 69; Sup. Amdt. No. 1; Dated, 6 Feb. 69



17. By amending § 97.31 of Subpart C to establish precision approach radar (PAR) and airport surveillance radar (ASR) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

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 authorized for such airport by the Administrator. Initial approach minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at Pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)												Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
000°	360°	12	1600	12-25	2000							1. Descend aircraft after passing FAF. 2. Runway 5—FAF, 5 miles from threshold. TDZ elevation, 350'. 3. Runway 13—FAF, 5 miles from threshold. TDZ elevation, 353'. 4. Runway 23—IAF, 6-mile Radar Fix minimum altitude, 1700'. FAF, 4 miles from threshold. TDZ elevation, 354'. Inoperative component table does not apply to HIRL Runways 23-5 and ALS Runway 5.

Radar control will provide 1000' vertical clearance within a 3-mile radius of the following towers: 751', 2 miles SW; 655', 12.5 miles SW; 800', 14 miles SW; 1549', 20 miles SE; 1209', 8 miles NE; 845', 11 miles NE; 884', 13 miles NNW.

All bearings and distances are from radar site on Robins Air Force Base with sector azimuths progressing clockwise.

Missed approach:

Runway 5—Climb to 2200' on R 040° MCN VORTAC within 15 miles.

Runway 13—Right turn climb to 2000' on R 227° MCN VORTAC within 15 miles.

Runway 23—Climb to 2000' on R 227° MCN VORTAC within 15 miles.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5.....	760	RVR 50	410	760	RVR 50	410	760	RVR 50	410	760	RVR 50	410
S-13.....	820	1	467	820	1	467	820	1	467	820	1	467
S-23.....	820	1	466	820	1	466	820	1	466	820	1	466
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C-5-23-13.....	860	1	506	860	1	506	860	1 1/2	506	920	2	566
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Macon; State, Ga.; Airport name, Lewis B. Wilson; Elev., 354'; Facility, Macon Radar; Procedure No. Radar-1, Amdt. 7; Eff. date, 3 Apr. 69; Sup. Amdt. No. Radar 1, Amdt. 6; Dated, 13 Aug. 66

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)												Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
As established by Portland ASR minimum vectoring chart.												1. Descend aircraft to MDA after FAF. 2. Runway 10R—FAF, 6 miles from threshold; minimum altitude over 3-mile Fix, 900'. TDZ elevation, 26'. 3. Runway 28R—FAF, 6 miles from threshold. TDZ elevation, 26'. 4. Runway 20—FAF, 6 miles from threshold. TDZ elevation, 23'.

Missed approach: All runways—Climb to 4000', direct to PDX VORTAC and hold. When directed by ATC runway 10R, climb to 3400' direct to Lake (IA) LOM and hold; Runway 28R, climb to 3400' direct to SVY NDB and hold.

\*Sliding scale not authorized. Inoperative components table does not apply to HIRL or ALS Runways 10R and 28R for ASR approaches.

%IFR departure procedures: Climb direct to PDX VORTAC. Continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: North eastbound V448, 3500'; northeastbound V448S, 2900'; eastbound, V112, 2900'.



DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
Precision Approach:												
S-10R.....	220	RVR 24	200	220	RVR 24	200	220	RVR 24	200	220	RVR 24	200
Surveillance Approaches:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10R*.....	680	RVR 50	600	680	RVR 50	600	680	RVR 60	600	680	1½	600
S-25R*.....	720	RVR 50	604	720	RVR 50	604	720	RVR 60	604	720	1½	604
S-20*.....	680	1	657	680	1	657	680	1½	657	680	1½	657
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	720	1	694	720	1	694	720	1½	694	980	2	954
A.....	1000-2.											

T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24%. T over 2-eng.—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24%.

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26'; Facility, Portland Radar; Procedure No. Radar-1, Amdt. 13; Eff. date, 3 Apr. 69; Sup. Amdt. No. 12; Dated, 27 Jan. 68

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on February 25, 1969.

R. S. SLIFF,  
Acting Director, Flight Standards Service.

[F.R. Doc. 69-2624; Filed, Mar. 13, 1969; 8:45 a.m.]

Chapter II—Civil Aeronautics Board

SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. ER-565; Amdt. 8]

PART 249—PRESERVATION OF AIR CARRIER ACCOUNTS, RECORDS, AND MEMORANDA

Names and Addresses of Passengers on Charter Flights

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 10th day of March 1969.

In Regulation SPR-29, issued concurrently herewith, Part 375 is amended to require operators of foreign civil aircraft holding permits under section 1108(b) of the Act to obtain a list of names and addresses of passengers on charter flights and retain such lists for 6 months. This amendment to Part 249 merely reflects the record-retention requirements of Part 375.

Accordingly, the Board hereby amends § 249.11 of the Economic Regulations (14 CFR 249.11), effective April 14, 1969, by revising the "Category of Records" table to read as follows:

§ 249.11 Period of preservation of records by holders of foreign civil aircraft permits.

Category of Records

1. True copies of all cargo manifests, air waybills, invoices, and other documents covering cargo flights originating or terminating in the United States.<sup>1</sup>
2. Lists of names and addresses of all passengers on charter flights originating or terminating in the United States.<sup>2</sup>

<sup>1</sup> Pursuant to § 375.43(b) of the Board's special regulations, the holder of a permit authorizing 10 or more cargo flights originating in the United States in a 90-day period shall maintain a place in the United States where such documents may be inspected at any proper time by authorized representatives of the Board or the Federal Aviation Administration. Records of flights terminating in the United States and flights performed pursuant to a permit authorizing less than 10 flights in any 90-day period need not be maintained in the United States but shall be made available to the Board upon demand.

<sup>2</sup> Pursuant to § 375.43(c) of the special regulations, lists of names and addresses of all passengers on charter flights shall be made available to the Board in the United States upon demand.

(Secs. 204(a) and 1108(b), Federal Aviation Act of 1958, as amended; 72 Stat. 743, 798; 49 U.S.C. 1324, 1508)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 69-3099; Filed, Mar. 13, 1969; 8:48 a.m.]

SUBCHAPTER D—SPECIAL REGULATIONS

[Reg. SPR-29; Amdt. 7]

PART 375—NAVIGATION OF FOREIGN CIVIL AIRCRAFT WITHIN UNITED STATES

Names and Addresses of Passengers

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 10th day of March 1969.

By notice of proposed rule making issued January 14, 1969, SPDR-14 and EDR-153, Docket 20653, and published at 34 F.R. 760, the Board advised of its intention to amend Part 375 to require operators of foreign civil aircraft to obtain passenger manifests containing the names and addresses of passengers on commercial flights originating or terminating in the United States and retain such records for 6 months. Part 249 would be similarly amended to reflect the record-retention requirement.

Interested persons were afforded an opportunity to participate in the making of this rule, but no comments were received. Therefore, the Board will make final the rule as proposed, except for a minor editorial change. The rule will specify that a "list" of passenger names and addresses be obtained rather than a "passenger manifest" in order to avoid possible confusion with formal clearance documents prescribed by international agreement.



Accordingly, the Board hereby amends § 375.43 of the Special Regulations (14 CFR 375.43), effective April 14, 1969, by revising the introductory sentence of paragraph (a), and revising paragraphs (b) and (c) to read as follows:

**§ 375.43 Keeping of records on commercial transport operations.**

(a) *Cargo documents.* The holder of a permit for cargo operations issued under § 375.42 shall issue a manifest or shipping document with respect to each shipment which shall contain, but need not be limited to, the following information:

(b) *Retention of cargo documents.* The holder of a permit for cargo operations issued under § 375.42 shall keep, for a period of 1 year, true copies of all manifests, air waybills, invoices, and other traffic documents covering flights originating or terminating in the United States. The holder of a permit authorizing 10 or more flights originating in the United States in a 90-day period shall maintain a place in the United States where such documents may be inspected at any proper time by authorized representatives of the Board or the Federal Aviation Administration. Records of flights terminating in the United States and flights conducted pursuant to a permit authorizing less than 10 flights in any 90-day period need not be maintained in the United States but shall be made available to the Board upon demand.

(c) *Contents and retention of documents for passenger flights.* The holder of a permit for passenger charters originating or terminating in the United States issued under § 375.42 shall require each charterer to file with it prior to flight a list of the names and addresses of all passengers to be transported on each flight. All passenger lists shall be retained for a period of 6 months and be made available to the Board in the United States upon demand.

(Secs. 204(a) and 1108(b), Federal Aviation Act of 1958, as amended; 72 Stat. 743, 798; 49 U.S.C. 1324, 1508)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 69-3100; Filed, Mar. 13, 1969;  
8:48 a.m.]

## Title 10—ATOMIC ENERGY

### Chapter I—Atomic Energy Commission

#### PART 20—STANDARDS FOR PROTECTION AGAINST RADIATION

##### Reporting Requirements

On December 19, 1968, the Atomic Energy Commission published in the FEDERAL REGISTER (33 F.R. 18926) a notice of rule making which added new §§ 20.407 and 20.408 to the Commission's "Standards for Protection Against Radiation," 10 CFR Part 20. These amendments,

which became effective on February 17, 1969, require four specified categories of licensees to report to the Commission certain information on radiation exposures to monitored individuals.

A number of comments have been received on problems associated with the provision in § 20.408 that requires reports of personnel exposure on termination of employment or work assignment to be submitted within 30 days from the date of termination. The problems raised by this reporting requirement involve special handling of film badges and bioassay samples, disruption of routine processing procedures, and inherent delays in the exposure evaluation process, particularly when exposures to concentrations of radioactive material are involved.

In response to these comments, the Commission is amending § 20.408 to provide that such reports shall be furnished within 30 days after the exposure of the terminated individual has been determined by the licensee or 90 days after the date of termination of employment or work assignment, whichever is earlier.

Because this amendment relates solely to minor procedural matters and is intended to provide relief from, rather than to impose, restrictions under regulations currently in effect, the Commission has found that good cause exists for omitting notice of proposed rule making, and public procedure thereon, as unnecessary, and for making the amendment effective upon publication in the FEDERAL REGISTER.

Pursuant to the Atomic Energy Act of 1954, as amended, and sections 552 and 553 of title 5 of the United States Code, the following amendment to Title 10, Chapter I, Code of Federal Regulations, Part 20, is published as a document subject to codification, to be effective upon publication in the FEDERAL REGISTER.

Section 20.408 of 10 CFR Part 20 is amended by deleting the last sentence "Such report shall be furnished within 30 days from the date of termination of employment or work assignment," and substituting therefor "Such report shall be furnished within 30 days after the exposure of the individual has been determined by the licensee or 90 days after the date of termination of employment or work assignment, whichever is earlier." As amended, § 20.408 reads as follows:

**§ 20.408 Reports of personnel exposure on termination of employment or work.**

When an individual terminates employment with a licensee subject to § 20.407, or an individual assigned to work in such a licensee's facility, but not employed by the licensee, completes his work assignment in the licensee's facility, the licensee shall furnish to such individual and to the Director of Regulation, U.S. Atomic Energy Commission, Washington, D.C. 20545, a report of the individual's exposure to radiation and radioactive material, incurred during the period of employment or work assignment in the licensee's facility, containing information recorded by the licensee pursuant to §§ 20.401(a) and 20.108. Such

report shall be furnished within 30 days after the exposure of the individual has been determined by the licensee or 90 days after the date of termination of employment or work assignment, whichever is earlier.

(Sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Washington, D.C., this 11th day of March 1969.

For the Atomic Energy Commission.

W. B. McCool,  
Secretary.

[F.R. Doc. 69-3178; Filed, Mar. 13, 1969;  
9:48 a.m.]

## Title 21—FOOD AND DRUGS

### Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

#### SUBCHAPTER A—GENERAL

#### PART 3—STATEMENTS OF GENERAL POLICY OR INTERPRETATION

##### Amyl Nitrite Inhalant as Prescription Drug for Human Use; Change in Effective Date

The Commissioner of Food and Drugs originally proposed in the FEDERAL REGISTER of August 25, 1967 (32 F.R. 12404), that certain nitroglycerin tablets be authorized for marketing as over-the-counter drugs without prescription on the same basis that amyl nitrite inhalants had been marketed for some years.

Having considered all views and comments received, the Commissioner published an order (21 CFR 3.71) in the FEDERAL REGISTER of November 28, 1968 (33 F.R. 17751), rejecting the original proposal and calling for amyl nitrite inhalants to bear the prescription legend in 90 days from said publication date.

The Commissioner has been informed of problems in utilization of stocks of metal containers for amyl nitrite inhalants that were on hand at the time of the order of November 28, 1968, and do not bear the prescription legend and has been requested to extend the effective date of § 3.71. In consideration of the facts involved, the Commissioner concludes that said effective date should be changed to July 1, 1969.

Accordingly, pursuant to the authority contained in the Federal Food, Drug, and Cosmetic Act (secs. 503(b), 701(a), 52 Stat. 1052, as amended, 1055; 21 U.S.C. 353(b), 371(a)) and delegated to the Commissioner (21 CFR 2.120), § 3.71(c) is revised to read as follows:

**§ 3.71 Amyl nitrite inhalant as a prescription drug for human use.**

(c) Regulatory proceedings may be initiated with regard to the interstate shipment of amyl nitrite inhalant that is labeled, advertised, or dispensed contrary to this statement of policy if such act occurs after July 1, 1969.



(Secs. 503(b), 701(a), 52 Stat. 1052, as amended, 1055; 21 U.S.C. 353(b), 371(a))

Dated: March 7, 1969.

HERBERT L. LEY, JR.,  
Commissioner of Food and Drugs.

[P.R. Doc. 69-3077; Filed, Mar. 13, 1969;  
8:46 a.m.]

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 120—TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

O,O-Dimethyl S-[4-Oxo-1,2,3-Benzotriazin-3(4H)-ylmethyl] Phosphorodithioate

A petition (PP 9F0762) was filed with the Food and Drug Administration by the Chemagro Corp., Post Office Box 4913, Hawthorn Road, Kansas City, Mo. 64120, proposing that § 120.154 be amended to permit postharvest application of O,O-dimethyl S-[4-oxo-1,2,3-benzotriazin-3(4H)-ylmethyl] phosphorodithioate in the production of tomatoes (currently only preharvest application is permitted). No change is proposed in the tolerance level of 2 parts per million.

The Secretary of Agriculture has certified that this pesticide chemical is useful for the purposes for which the tolerance is being changed to cover postharvest application.

Based on consideration given the data submitted in the petition and other relevant material, the Commissioner of Food and Drugs concludes that the postharvest application of the subject insecticide will protect the public health.

Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2)) and under authority delegated to the Commissioner (21 CFR 2.120), § 120.154 is amended by revising the paragraph "2 parts per million \* \* \*" to read as follows:

§ 120.154 O,O-Dimethyl S-[4-oxo-1,2,3-benzotriazin-3(4H)-ylmethyl] phosphorodithioate; tolerances for residues.

2 parts per million in or on alfalfa, apples, apricots, artichokes, barley straw, blackberries, boysenberries, broccoli, brussels sprouts, cabbage, cauliflower, celery, cherries, citrus fruits, clover, crabapples, cranberries, cucumbers, loganberries, melons (honeydew melons, muskmelons, cantaloups, watermelons, and other melons), nectarines, oat straw, onions, peaches, pears, plums (fresh prunes), quinces, raspberries, rye straw, snap beans, spinach, strawberries, tomatoes (from pre- and post-harvest applications), and wheat straw.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER

file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

*Effective date.* This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2))

Dated: March 7, 1969.

R. E. DUGGAN,  
Acting Associate Commissioner  
for Compliance.

[P.R. Doc. 69-3078; Filed, Mar. 13, 1969;  
8:46 a.m.]

Title 36—PARKS, FORESTS, AND MEMORIALS

Chapter I—National Park Service, Department of the Interior

PART 7—SPECIAL REGULATIONS, AREAS OF THE NATIONAL PARK SYSTEM

Muir Woods National Monument, Calif.

A proposal was published at page 14710 of the FEDERAL REGISTER of October 2, 1968 (Volume 33, No. 192) to revise § 7.6 of Title 36 of the "Code of Federal Regulations." The effect of the amendment is to eliminate material concerning dogs which is duplicated in the general regulations (§ 2.8) and to clarify the purpose and intent of the regulation with regard to all pets.

Interested persons were given 30 days within which to submit written comments, suggestions, or objections with respect to the proposed amendments. Consideration having been given to all relevant matters presented, it has been determined that the amendment should be and is hereby adopted without change and it is set forth below.

These amendments shall take effect 30 days following the date of publication in the FEDERAL REGISTER.

(5 U.S.C. 553; 39 Stat. 535; 16 U.S.C. 3; 245 DM-1 (27 F.R. 6395); National Park Service Order No. 34 (31 F.R. 4235))

Paragraph (b) of § 7.6 is revised to read as follows:

§ 7.6 Muir Woods National Monument.

(b) *Pets.* Dogs, cats, and other pets are allowed in the monument only under leash.

RICHARD S. TOUSLEY,  
Superintendent,  
Muir Woods National Monument.

[P.R. Doc. 69-3076; Filed, Mar. 13, 1969;  
8:45 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 101—Federal Property Management Regulations

MISCELLANEOUS AMENDMENTS TO CHAPTER

The objective of these changes is to improve the utilization of motor vehicle parking facilities in and around Government-owned properties under the custody and control of GSA. The changes establish new procedures, restate priorities, and describe techniques which will be used in connection with vehicle parking.

SUBCHAPTER D—PUBLIC BUILDINGS AND SPACE

PART 101-18—ACQUISITION OF REAL PROPERTY

Subpart 101-18.1—Acquisition by Lease

Section 101-18.107 is amended to add a new paragraph (c) which prescribes an additional limitation on agencies' use of delegated leasing authority. As amended, the section reads as follows:

§ 101-18.107 Limitations on the use of delegated authority.

(c) Agencies having a need for other than temporary parking accommodations in the urban centers listed in § 101-18.104, for Government-owned motor vehicles not regularly housed by GSA, shall ascertain the availability of Government owned or controlled parking from GSA in accordance with the procedure outlined in § 101-20.102(b) prior to instituting procurement action to acquire parking space.

PART 101-19—MANAGEMENT OF BUILDINGS AND GROUNDS

Subpart 101-19.1—Operation and Maintenance

Section 101-19.111-2 is revised to restate the policy applicable to the allocation of vehicle parking facilities. As revised, the section reads as follows:

§ 101-19.111-2 Policy.

(a) GSA will establish, to the extent funds are available therefor, vehicle parking facilities in and around existing Government-owned properties under the custody and control of GSA. Such facilities will be consistent with the character



of other properties in the neighborhood, will not adversely affect the use or appearance of the Government property, and will not constitute a traffic hazard. GSA will allocate parking space at the facility in the following order of priority:

(1) Postal maneuvering area, and postal vehicle parking at buildings containing Post Office mail operations;

(2) Vehicles of patrons and visitors and service vehicles;

(3) Government-owned vehicles used for criminal apprehension law enforcement activities;

(4) Privately owned vehicles of Federal judges, Members of Congress, and heads of occupant agency offices (Priority is limited to the individuals and does not include members of their staffs.);

(5) Official parking (other than (1) and (3) above);

(i) Net requirements of motor pool dispatch vehicles, which is an amount less than the total number of vehicles assigned to dispatch service of the pool (The ratio of space to be provided will vary between approximately 60 percent and 80 percent of the total number of dispatch vehicles assigned to the motor pool, depending on the nature of the pool operation. See subparagraph (i), below.);

(ii) Government-owned vehicles in regular use for official business;

(iii) Privately owned vehicles used regularly for official business, i.e., 12 or more workdays per month; and

(6) Vehicles of employees of occupant agencies.

(b) From time to time, as necessary and appropriate, GSA will make surveys, conduct studies, and review parking space allocations to:

(1) Determine the rate of utilization of space in vehicle parking facilities and increase, where feasible, the number of vehicles authorized to use the facilities; and

(2) Reallocate spaces, as necessary, in accordance with the priorities set forth in § 101-19.111-2(a), above.

(c) Where appropriate, GSA will overallocate spaces to compensate for employees on leave or otherwise absent.

(d) GSA will coordinate agency vehicle parking requirements within the urban centers listed in § 101-18.104 to the end that agencies are made aware of the availability of parking space within each urban center.

(e) See §§ 101-18.107(c) and 101-20.102(b) for instructions concerning the procurement of commercial parking space by executive agencies.

(f) GSA or agencies, as appropriate, will employ commercial practices of parking management concerns where vehicles are parked bumper-to-bumper with a minimum of access aisles. In those instances, allocations will be made to block areas rather than to individual spaces, thus enabling overallocation to compensate for employees on leave or otherwise absent. In instances where allocation of parking spaces is made on the basis of individual spaces rather than block areas, poor utilization usually results. Therefore, adequate justification must be documented showing economic or other

significant reasons for individual space allocation rather than block allocation. Paid attendants may be used in some instances under arrangements with a parking management contractor (concessionaire). In those instances, charges shall be made for parking to compensate the concessionaire. In other instances, self-parking on a bumper-to-bumper basis without the use of attendants may be arranged through agency cooperation, with no charges being made for parking.

(g) In the process of laying out parking spaces for maximum utilization, GSA safety specialists will review the proposed arrangements to ensure compliance with sound safety and fire prevention practices.

(h) Heads of agencies, in assigning spaces to Government employees, shall promote the use of car pools so that maximum use is made of parking facilities.

(i) Motor pool vehicles and vehicles on indefinite assignment to agencies shall be subject to the same parking procedures (such as bumper-to-bumper parking) as employee vehicles. Use shall be made of motor pool space during other than early morning or late afternoon hours for visitors, service vehicles, and others who may require parking spaces during this period. Motor pool areas shall also be used for physically handicapped Government employees, and Members of Congress who use their offices on an infrequent basis. In connection with the part-time use of these spaces, street parking, municipal lots, and commercial parking facilities may be used during early and late hours when Government-owned vehicles are occupying assigned spaces.

(j) The provision of facilities for storing privately owned vehicles which have been impounded by law enforcement agencies shall be limited to outlying locations where spaces are not at a premium.

## PART 101-20—ASSIGNMENT AND UTILIZATION OF SPACE

### Subpart 101-20.1—Assignment of Space

1. Section 101-20.102 is revised to read as follows:

#### § 101-20.102 Requests for space.

(a) Except as provided in § 101-20.102-2, Federal agencies shall satisfy their space needs by submitting a request in the proper form to the GSA regional office responsible for the geographic area in which the space is located. A listing of GSA regional offices and the areas they serve is shown in § 101-20.4801.

(b) Agencies having a need for other than temporary parking accommodation in the urban centers listed in § 101-18.104, for Government-owned motor vehicles not regularly housed by GSA, shall, prior to initiating procurement action for parking accommodations, make their needs for such facilities known to the appropriate GSA regional office. The request, which may be in the form provided in § 101-20.102.1 (Stand-

ard Form 81, Request for Space), will be reviewed by GSA to determine the availability of Government owned or controlled space. The agency shall be notified promptly should no such space be available. This notification shall become a part of the file supporting the subsequent procurement.

2. Section 101-20.102-2 is amended to delete the cross-references contained in paragraphs (b) and (c). As amended, the section reads as follows:

#### § 101-20.102-2 Exceptions to submitting requests for space.

(b) Special purpose space of 2,500 square feet or less irrespective of geographical location.

(c) Commercial space acquired by lease by the Post Office Department for postal purposes.

3. Section 101-20.4801 is amended to change the addresses of two GSA regional offices. As amended the section reads as follows:

#### § 101-20.4801 GSA regional offices.

GSA region	Area served	Mailing address
2.....	Delaware, New Jersey, New York, Pennsylvania, Puerto Rico, and the Virgin Islands.	General Services Administration, 26 Federal Plaza, New York, N.Y. 10007.
7.....	Arkansas, Louisiana, Oklahoma, and Texas.	General Services Administration, 819 Taylor St., Fort Worth, Tex. 76102.

## SUBCHAPTER G—TRANSPORTATION AND MOTOR VEHICLES

### PART 101-38—MOTOR EQUIPMENT MANAGEMENT

The table of contents for Part 101-38 is amended to provide the following new entry:

101-38.1104 Procurement of parking.

#### Subpart 101-38.11—Storage of Government Motor Vehicles

New § 101-38.1104 is added as follows:

#### § 101-38.1104 Procurement of parking.

Prior to the procurement of other than temporary parking accommodations in urban centers (see § 101-18.107) agencies shall determine the availability of Government owned or controlled parking space in accordance with the provisions of § 101-20.102(b).

## PART 101-39—INTERAGENCY MOTOR VEHICLE POOLS

### Subpart 101-39.7—Care of Vehicles

Section 101-39.702 is amended by adding a new sentence in paragraph (b). As revised, paragraph (b) reads as follows:

#### § 101-39.702 Storage.



(b) Whenever interagency motor pool vehicles are stored at other than a designated storage point of an interagency motor pool, the storage cost is the responsibility of the using agency. Prior to the procurement of other than temporary parking accommodations in urban centers (see § 101-18.107) agencies shall determine the availability of Government owned or controlled parking space in accordance with the provisions of § 101-20.102(b).

(Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c))

*Effective date.* These regulations are effective on publication in the FEDERAL REGISTER.

Dated: March 7, 1969.

J. E. MOODY,  
*Acting Administrator  
of General Services.*

[F.R. Doc. 69-3075; Filed, Mar. 13, 1969;  
8:45 a.m.]



# Proposed Rule Making

## DEPARTMENT OF THE INTERIOR

Bureau of Mines

[ 30 CFR Parts 55, 56, 57 ]

### METAL AND NONMETALLIC MINES

#### Health and Safety Standards; Notice of Extension of Time for Comments

In Part II of the FEDERAL REGISTER for January 16, 1969, there were published proposed health and safety standards for metal and nonmetallic mines under the Federal Metal and Nonmetallic Mine Safety Act. The proposed standards would be added to Title 30 of the Code of Federal Regulations as new Parts 55, 56, and 57, relating, respectively, to open pit mines, sand, gravel, and crushed stone operations, and underground mines.

A period of 60 days from publication in the FEDERAL REGISTER was afforded to submit written data, views, arguments, and objections. Requests have been received for an extension of the time within which to comment on the proposed standards. In view of the number and comprehensive nature of the standards proposed, the time within which to submit comments upon the proposed standards is extended for an additional 45 days to May 1, 1969. Communications should be addressed to Director, Bureau of Mines, Department of the Interior, Washington, D.C. 20240.

March 11, 1969.

RUSSELL E. TRAIN,  
Under Secretary of the Interior.

[F.R. Doc. 69-3147; Filed, Mar. 12, 1969;  
12:50 p.m.]

### Fish and Wildlife Service

[ 50 CFR Part 280 ]

### EASTERN PACIFIC TUNA FISHERIES, YELLOWFIN TUNA

#### Notice of Proposed Rule Making

Experience gained since the adoption of the regulations effective June 11, 1963 (33 F.R. 8544) prescribing the restrictions of the taking of yellowfin tuna from a defined area of the Eastern Pacific Ocean has demonstrated a need for a revision in the regulations to make them more effective in implementing the yellowfin conservation measures promulgated by the Inter-American Tropical Tuna Commission. Because of the greatly increased capacity of the tuna fleet fishing this area, an early closure of the yellowfin season is likely to occur. Therefore a notice of proposed rule making is being published at this time, before the 1969 annual meeting of the Inter-American Tropical Tuna Commission, so that

an amendment may be adopted before the closure date.

The proposed amendments are to be issued under the authority contained in subsection (c) of section 6 of the Tuna Convention Act of 1950, as amended (16 U.S.C. 955(e)).

Prior to the final adoption of the proposed amendments, consideration will be given to any data, views, or arguments pertaining thereto which are submitted in writing to the Regional Director, Pacific Southwest Region, Bureau of Commercial Fisheries, 300 South Ferry Street, Terminal Island, Calif. 90731, within the period of 30 days from the date of publication of this notice in the FEDERAL REGISTER, unless the closure comes before this time, in which case regulations could be adopted as an emergency measure. Interested persons will also be afforded an opportunity to comment orally on the proposed amendments at a public hearing to be held at the United Portuguese Club, 2818 Addison Street, San Diego, Calif., beginning at 9:30 a.m., April 2, 1969. Any person who intends to present views orally at this hearing is requested to furnish in writing his name and the name of the organization he represents, if any, to the said Regional Director.

The proposed amendments are described below.

1. Add a new paragraph (o) to § 280.1 to read as follows:

§ 280.1 Definitions.

(o) *Eastern Pacific Ocean.* That portion of the Pacific Ocean lying east of 135° west longitude.

§ 280.6 [Amended]

2. Add a new paragraph (e) to § 280.6 to read as follows (shown in two alternative forms, one of which may be adopted):

(e) On trips begun after the closure of the yellowfin season:

(1) All yellowfin tuna caught by fishing vessels which fished both within and without the regulatory area in the Pacific Ocean will be presumed to have been taken from within the regulatory area and shall be subject to the incidental catch limitations applicable.

(2) Any master or other person in charge of a fishing vessel who plans to fish exclusively in areas of the Pacific Ocean outside of the regulatory area shall, before departure from port, notify the Regional Director by registered letter or telegram of this intent, giving the name of the vessel, the anticipated fishing area, the vessel's identification mark, and the date of departure from port. The required identification mark shall be placed on top of the wheelhouse of the vessel so that it is visible from the air. Symbols, numbers, or letters, not to ex-

ceed three (3) in combination, used for this purpose shall be approved by the Regional Director. Failure to furnish this notification will subject the yellowfin tuna caught on such a trip to the closed season incidental catch limitation applicable to the regulatory area: *Provided, however,* That any master or other person in charge of a fishing vessel may during the course of a fishing trip cancel such plans to fish exclusively in areas of the Pacific Ocean outside of the regulatory area by notifying the Regional Director in advance by radio-telephone or radiogram giving the date and time of the intended cancellation and the position of the vessel. After a cancellation, all yellowfin tuna aboard the vessel will be presumed to have been taken from within the regulatory area and subject to the incidental catch limitations applicable.

or an alternative:

(e) All yellowfin tuna aboard a fishing vessel which departed port after the closure of the yellowfin season and fished within the eastern Pacific Ocean will be presumed to have been taken within the regulatory area and shall be subject to the incidental catch limitations applicable.

Issued at Washington, D.C., pursuant to authority delegated to me by the Secretary of the Interior on August 26, 1966 (31 F.R. 11685), and dated March 12, 1969.

WILLIAM M. TERRY,  
Acting Director,  
Bureau of Commercial Fisheries.

[F.R. Doc. 69-3124; Filed, Mar. 13, 1969;  
8:49 a.m.]

## DEPARTMENT OF AGRICULTURE

### Consumer and Marketing Service

[ 7 CFR Part 1103 ]

[Milk Order 103]

### MILK IN MISSISSIPPI MARKETING AREA

#### Termination of Proceeding to Suspend Certain Provisions of Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), notice of proposed rule making was issued by the Deputy Administrator, Regulatory Programs, Consumer and Marketing Service, on February 12, 1969, with respect to suspension or termination of a diversion provision and suspension of the base and excess provisions of the order regulating the handling of milk in the Mississippi marketing area. Interested persons were invited to submit their views, data, or arguments to the



Hearing Clerk not later than February 24, 1969, in connection with the proposed action.

A cooperative association requested suspension of the base plan during the months of February through July 1969 because of alleged conflict with payment plans of the cooperative presently in operation or intended to be made effective.

Certain other groups of producers oppose the proposed suspension and request that no change be made in the base-excess plan until a hearing is held in this matter.

A public hearing to be held March 5, 1969, in Jackson, Miss., has been announced by notice issued February 25, 1969, on a proposal to delete the base and excess payment plan from the order. It is accordingly found and determined that the proposed suspension of the base and excess plan of payment to producers should not be effectuated pending the hearing in this matter.

Proponent has withdrawn the request for suspension or termination of a diversion provision of the order at this time. No other parties supported suspension of the diversion provision.

The proceeding begun in these matters on February 12, 1969, is hereby terminated.

Signed at Washington, D.C., on March 11, 1969.

RICHARD LYNCH,  
Assistant Secretary.

[F.R. Doc. 69-3088; Filed, Mar. 13, 1969;  
8:47 a.m.]

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration [ 14 CFR Part 91 ]

[Docket No. 9471; Notice No. 69-9]

### RADAR BEACON TRANSPONDER

#### Proposed Requirements

The Federal Aviation Administration is considering amending Part 91 of the Federal Aviation Regulations to require aircraft to carry an improved radar beacon transponder for operations in certain controlled airspace after January 1, 1973.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Administration, Office of the General Counsel: Attention Rules Docket GC-24, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before June 12, 1969, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both

before and after the closing date for comments, in the Rules Docket for examination by interested persons.

The Federal Aviation Administration, in an advance notice of proposed rule making as published in the *FEDERAL REGISTER*, Docket No. 6606, Notice 65-9 (30 F.R. 6074), on April 29, 1965, notified the public of plans for the development and improvement of the National Airspace System (NAS), and alerted users to proposed airborne equipment requirements attendant to that system. This notice discussed, among other items, the Air Traffic Control Radar Beacon System (ATCRBS).

The Federal Aviation Administration now proposes to implement that portion of the system requiring aircraft to carry improved radar beacon transponders having a Mode A (Military Mode 3) 4096 code capability, replying to Mode 3/A interrogations with the code specified by ATC; and Mode C capability, replying to Mode C interrogations by automatically transmitting altitude data in 100-foot increments.

It is contemplated that improved identification code and automatic altitude reporting capability will be available in both ground-based and airborne equipment in sufficient degree to justify a requirement for improved transponders in certain controlled airspace after January 1, 1973.

The required use of 4096 identification code transponders by all aircraft in certain airspace will enhance safety in that airspace by increasing the flexibility and reliability of aircraft identification and tracking. It will permit the ground-based equipment of the National Airspace System to automatically identify and track aircraft operating in that airspace, thereby virtually eliminating the possibility of misidentification or transposition of target identities and increasing the number of aircraft that can be safely handled by a controller.

Mode C automatic altitude reporting data, when selected for display by the controller, will appear continuously, associated with the radar beacon position information of each aircraft under his control or about to be transferred to his control. Also, he will be able to select Mode C data with respect to aircraft not under his control either by displaying altitude data on any individual radar beacon target he selects, or by displaying all aircraft within a particular altitude stratum. Specific ATC system benefits that would accrue through use of Mode C altitude reporting are:

- (1) Provide improved safety in the ATC system by automatically displaying to the controller the altitude of all aircraft.
- (2) Reduce volume of communications between controllers and pilots by obviating the need for oral altitude reports.
- (3) Improve utilization of airspace by providing controllers with continuous altitude data on climbing and descending aircraft.
- (4) Increase the effectiveness of the air traffic controller by permitting him greater selectivity in viewing targets in or near the airspace under his jurisdiction.

(5) Reduce the number of advisories and traffic avoidance vectors required in the provision of radar traffic information and vectoring service.

The advance notice proposed that the airborne transponder requirement apply only to aircraft operating in positive control airspace; however, the advantages inherent in the use of 4096 code ATCRBS suggest that the requirement be expanded to include other controlled airspace as well. Therefore, it is proposed that, effective January 1, 1973, ATCRBS transponders having 4096 code and automatic altitude reporting capability be required for all operations in controlled airspace at and above 10,000 feet MSL or in positive control airspace or in terminal airspace within which transponders are required by appropriate FARs. Until that date, transponders having at least 64 code capability will continue to be required in positive controlled airspace and certain other airspace designated in appropriate FARs.

All radar equipped ATC facilities, including those which are automated will be capable of processing replies from 64 code as well as 4096 code transponders. It will not be necessary to eliminate 64 code transponders from the system after January 1, 1973; however, their continued routine use cannot be permitted in areas where 4096 code equipment will be required in order to provide improved air traffic services. All transponders currently being manufactured provide 4096 code capability and it is reasonable to expect that by 1973 virtually all transponders will be Mode 3/A/C 4096 code versions.

In consideration of the foregoing, it is proposed to add a new § 91.96 and amend § 91.97 to become effective January 1, 1973, as follows:

#### § 91.96 Areas requiring airborne beacon transponders.

(a) Except as provided in paragraph (b) of this section, no person may operate an aircraft within controlled airspace in the 48 contiguous States and the District of Columbia at or above 10,000 feet MSL, in positive control airspace, or in a terminal area designated in this chapter within which a transponder is required, unless that aircraft is equipped with an operating transponder which—

(1) Has a Mode 3/A 4096 code capability, replying to Mode 3/A interrogations with the code specified by ATC, and

(2) Unless the pilot is otherwise directed by ATC, automatically replies to Mode C interrogations by transmitting pressure altitude information.

(b) ATC may authorize deviations from the requirements of paragraph (a) of this section:

(1) In the case of an inoperative transponder, ATC may immediately approve an operation, allowing the flight to continue to the airport of ultimate destination, including any intermediate stops, or to proceed to a place where suitable repairs can be made, or both.

(2) A request for authorization to deviate from the requirements of paragraph (a), other than for operation with an inoperative transponder as provided



above, must be submitted at least 24 hours before the proposed operation to the ATC facility having jurisdiction over the airspace concerned. ATC may authorize a deviation on a continuing basis or for an individual flight as appropriate.

**§ 91.97 Positive control areas and route segments.**

(a) Except as provided in paragraph (b) of this section, no person may operate an aircraft within a positive control area or positive control route segment, designated in Part 71 of this chapter, unless that aircraft is—

(1) Operated under IFR at a specific flight level assigned by ATC.

(2) Equipped with instruments and equipment required for IFR operations; and

(3) Flown by a pilot rated for instrument flight.

(b) ATC may authorize deviations from the requirements of paragraph (a) of this section. A request for authorization to deviate must be submitted at least 4 days before the proposed operation, in writing, to the ATC center having jurisdiction over the positive control area concerned. ATC may authorize a deviation

on a continuing basis or for an individual flight as appropriate.

These amendments are proposed under the authority of sections 307 and 313 of the Federal Aviation Act of 1958 (49 U.S.C. 1340, 1354) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on March 5, 1969.

W. M. FLENER,  
Director, Air Traffic Service.

[F.R. Doc. 69-3086; Filed, Mar. 13, 1969;  
8:46 a.m.]



# Notices

## DEPARTMENT OF THE INTERIOR

### Bureau of Indian Affairs

#### HUALAPAI INDIAN RESERVATION, ARIZ.

#### Ordinance Legalizing the Introduction, Sale and Possession of Intoxicants

MARCH 8, 1969.

Pursuant to the act of August 15, 1953 (Public Law 277, 83d Congress; 67 Stat. 586), I certify that the following Ordinance No. 23 relating to the application of the Federal Indian liquor laws on the Hualapai Reservation was duly enacted on December 7, 1968, by the Tribal Council of the Hualapai Tribe which has jurisdiction over the area of Indian Country included in the ordinance, reading as follows:

"1. It shall be legal and permissible from this date henceforth, to possess, transport, purchase, sell and/or use intoxicating liquors, beer, wine, and other malt or alcoholic beverages within the exterior boundaries of the Hualapai Indian Reservation, subject to such rules and regulations as may be provided by ordinances of the Hualapai Tribal Council and the laws of the State of Arizona.

2. The laws of the State of Arizona and the regulations of the Arizona Liquor Control Board in regard to the wholesale and retail sale of liquor and beer and wine within the boundaries of the State of Arizona are hereby adopted and made applicable to the territory within the exterior boundaries of the Hualapai Indian Reservation: *Provided, however*, That before any person, association, firm, corporation, or partnership, or any individual or group of individuals, may engage in the wholesale or retail liquor or beer, or wine business (hereinafter referred to as the "liquor business") within the exterior boundaries of the Hualapai Indian Reservation, whether or not the principal place of business of said wholesaler or retailer is located within the exterior boundaries of the Hualapai Indian Reservation, he must first make application to the Hualapai Tribal Council for, and obtain, a permit or license to engage in the liquor business. Either maintaining a wholesale or retail liquor, beer, or wine establishment upon said Reservation or making delivery and/or sales at wholesale or at retail at any place within the exterior boundaries of the Hualapai Reservation shall constitute engaging in the liquor business.

3. With such application, the applicant shall tender a fee of two hundred dollars (\$200). If a license or permit is issued to the applicant by the Hualapai Tribal Council, it shall be valid from July 1 of 1 year to the 30th day of June of the next following year. If such application is made when more than six (6) months of said yearly period remain,

there shall be no reduction in the amount of the license fee. If such application is made when less than six (6) months of said yearly period remain, the license fee shall be reduced by fifty percent (50%). If such license or permit is denied, the fee shall be returned to the applicant.

4. Before a permit or license shall be issued by the Hualapai Tribal Council, the applicant shall be investigated as to moral character and as to whether or not such person is acceptable to the members of the Hualapai Tribe to engage in the liquor business upon the Hualapai Reservation. Once a permit or license is granted by the Hualapai Tribal Council, such permit or license may be revoked only for cause and upon a hearing, with notice being mailed by registered or certified mail to the owner of such permit or license ten (10) days prior to such hearing, except such permit or license may not be transferred without the approval and consent of the Hualapai Tribal Council. Cause shall mean the failure to pay license fees each year, and/or the violation of tribal ordinances duly passed or the laws of the State of Arizona, or transfer or attempted transfer of such permit or license without the approval and consent of the Hualapai Tribal Council.

5. The issuance of a license or permit by the Hualapai Tribal Council and the payment of a fee, as hereinabove provided, shall be a condition of eligibility before any person, firm, association, corporation, partnership, individual, or group of individuals may engage in the liquor business within the exterior boundaries of the Hualapai Reservation, or receive a license from the State of Arizona for such purposes, and until such person or organization wishing to engage in the liquor business satisfies said condition, he shall not be permitted to engage in the liquor business within the boundaries of the Hualapai Reservation.

6. Each person receiving a permit or license to engage in the retail liquor business within the boundaries of the Hualapai Reservation shall, at his own expense, engage some suitable male person to maintain law and order in and about his place of business, and said male person shall be approved by the Hualapai Tribal Council as a person of good moral character to be deputized and appointed as Indian Policeman and shall also be approved to be appointed a Deputy Sheriff by the governing body of the county in which such retail liquor business is located. Failure to furnish such suitable person for the maintenance of law and order shall be cause for revocation of the permit or license to engage in the retail liquor business within the boundaries of the Hualapai Reservation.

7. The Hualapai Tribal Council may adopt such ordinances for the maintenance of law and order on the Hualapai

Reservation and regulation of the liquor business conducted on said Reservation not inconsistent with the laws of the State of Arizona and rules and regulations of the Arizona Liquor Control Board: *Provided, however*, That such ordinances shall not become effective until thirty (30) days after passage and the mailing of a copy of such ordinances by registered mail or certified mail to each permittee or licensee engaged in the liquor business on the Hualapai Reservation.

8. The Hualapai Tribe may also engage in the liquor business on its own account, pursuant to such rules and regulations as the Hualapai Tribal Council may from time to time adopt.

9. It shall be unlawful for any person within the exterior boundaries of the Hualapai Reservation to sell, offer to sell, give, or otherwise distribute any beer, wine, liquor, or other alcoholic beverage to any person under the age of twenty-one (21), to any intoxicated person, or to any person at a time or under circumstances not permitted under the laws of the State of Arizona or the regulations of the Arizona Liquor Control Board.

10. Section 6.38 of the Revised Law and Order Code of the Hualapai Tribe is hereby repealed.

11. There shall be inserted in the Revised Law and Order Code of the Hualapai Tribe a new § 6.38 which shall read as follows:

Any Indian who shall knowingly and willfully violate any provision of the Hualapai Tribe Liquor Ordinance shall be deemed guilty of an offense and upon conviction thereof shall be sentenced to imprisonment for a period not to exceed 60 days or to a fine not to exceed \$60, or both such imprisonment and fine, with costs.

ROBERT L. BENNETT,  
Commissioner of Indian Affairs.

[F.R. Doc. 69-3119; Filed, Mar. 13, 1969;  
8:49 a.m.]

#### Bureau of Land Management

[Sacramento 1979]

#### CALIFORNIA

#### Notice of Proposed Withdrawal and Reservation of Lands; Correction

MARCH 7, 1969.

In F.R. Doc. 68-9999, appearing at pages 11856 and 11857 of the issue for August 21, 1968, the land description for serial number Sacramento 1679 under Mount Diablo Meridian, describing land to be withdrawn as S½SW¼NW¼ sec. 13, T. 17 N., R. 9 E., is corrected to read: S½SE¼NW¼.

ELIZABETH H. MIDTBY,  
Chief, Lands Adjudication Section.

[F.R. Doc. 69-3118; Filed, Mar. 13, 1969;  
8:49 a.m.]



## DEPARTMENT OF COMMERCE

Maritime Administration

OCEANIC STEAMSHIP CO.

### Notice of Application

Notice is hereby given that the Oceanic Steamship Co. has filed application dated February 5, 1969, for a waiver under section 804, Merchant Marine Act, 1936, as amended, to permit its parent company, Matson Navigation Co., to engage in operations under a Container Space Agreement with two Japanese companies, Nippon Yusen Kaisha and Showa Shipping Co., Ltd. The agreement involves two vessels of Matson Navigation Co. and two vessels of the Japanese companies which will provide weekly service between Japan and California.

Interested parties may inspect this application in the Office of Government Aid, Maritime Administration, Room 4077, GAO Building, 441 G Street NW., Washington, D.C.

Any person, firm, or corporation having an interest in the application who desires to offer views and comments thereon for consideration by the Maritime Administration should submit same in writing, in triplicate, to the Secretary, Maritime Administration, Washington, D.C., by the close of business on March 27, 1969.

The Maritime Administration will consider these views and comments and take such actions with respect thereto as may be deemed appropriate.

Dated: March 11, 1969.

By Order of the Acting Maritime Administrator.

JAMES S. DAWSON, JR.,  
Secretary.

[F.R. Doc. 69-3122; Filed, Mar. 13, 1969;  
8:49 a.m.]

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education

COMPREHENSIVE PLANNING

### Notice of Information

Publication is hereby made of the following document, "Higher Education Facilities Planning Grants to State Commissions for Title I, Higher Education Facilities Act," which sets forth the basic terms and conditions for both Basic Comprehensive Facilities Planning Grants and Special Opportunity Facilities Planning Grants. This document is a revision of a document dated March 13, 1967, with the same caption and reflects the Commissioner's determination to encourage planning at the institutional level where the planning would be specifically keyed to providing for both institutional needs and community development needs, as for example in a Model Neighborhood area. A portion of the funds available for comprehensive plan-

ning has, therefore, been set aside for these Special Opportunity Facilities Planning Grants. Such grants will be made on the basis of priorities set forth in the document. The remainder of the appropriation will still be available to all states for Basic Comprehensive Facilities Planning Grants.

Applicant State Commissions are also notified that in order to be assured that their applications for a basic Comprehensive Planning Grant will receive consideration, each such State Commission must submit its application by April 15, 1969. However, applications for Special Opportunities Facilities Planning Grants will be considered if filed no later than May 15, 1969.

Approved: March 7, 1969.

PETER P. MUIRHEAD,  
Acting U.S. Commissioner  
of Education.

### HIGHER EDUCATION FACILITIES

#### COMPREHENSIVE PLANNING GRANTS PROGRAM

I. *Introduction.* Under subsection (b), section 105 of the Higher Education Facilities Act of 1963 (as amended), the Commissioner of Education is authorized to make grants:

\* \* \* upon such terms and conditions as the Commissioner determines will best further the purposes of this Act, to State Commissions for conducting either directly or through other appropriate agencies and institutions, comprehensive planning to determine the construction needs of institutions (and particularly combinations and regional groupings of institutions) of higher education.

The purpose of the "Higher Education Facilities Comprehensive Planning Grants Program" is to encourage wise use of the limited institutional, local, State, private, and Federal funds available for construction of higher education facilities. Achievement of this worthwhile purpose is dependent largely upon the development of continuous systems for comprehensive facilities planning at the institutional and State levels.

Funds available under the Higher Education Facilities Comprehensive Planning Grants Program may cover only a portion of the cost of the system development, data gathering and analysis required for sound comprehensive facilities planning in higher education. Substantial investments in planning activities have for some time been made in a number of States. In other States, very little has been done. The same is true of individual institutions. States and institutions will need to maintain and in many instances increase their own expenditures for planning in order to move ahead as rapidly as possible consistent with sound system development and accurate data gathering.

Higher Education Facilities Comprehensive Planning Grants are, as provided in the authorizing legislation, made to the State Commission designated or established in each State pursuant to section 105(a) of the Higher Education Facilities Act of 1963.

The State Commission is expected to provide for the widest possible participation by both public and private institutions of higher education in the comprehensive facilities planning covered by the grant proposal. Participation by individual institutions of higher education in planning activities supported under this program will, of course, be on a voluntary and cooperative basis, unless otherwise provided by law in a particular State.

In instances where other State agencies have responsibility for planning and coordi-

nation of public higher education, the proposal submitted by the State Commission must provide for coordination with such other agencies.

During the first 2 years of the program, State Commissions have been involved in developing the necessary data bases required for any continuing system for facilities planning. These efforts may be expected to provide results in the near future, in supplying well-documented information about the scope and nature of needs for facilities construction in institutions of higher education. Since planning is a process of continuous updating and reevaluation, it is appropriate that the basic State data systems continue to be supported. The cost of continuing such systems, however, may be expected to be less than the cost of initially designing and establishing them.

Beginning with fiscal year 1969, therefore, it is possible to begin to allocate a portion of the program funds for projects dealing with special problems and opportunities in facility planning.

The total appropriation will be divided into two categories: (1) A substantial portion of the funds will continue to be set aside for allocation on a formula basis for Basic Higher Education Facilities Comprehensive Planning Grants to State Commissions; (2) the remainder of the funds will be used for Special Opportunity Grants for individual projects of particular merit and particular relevance to urgent current problems. As in the case of the Basic Facility Planning Grants, these Special Opportunity Grants will be made only to State Commissions.

The policies and procedures set forth in these guidelines are designed to focus the use of the Federal grant funds toward achievement of the stated objectives, while at the same time allowing to each State Commission a high degree of flexibility to meet most urgent immediate needs and opportunities for comprehensive planning in each particular State.

II. *Statewide comprehensive facilities planning—basic grants.* As the title implies, "comprehensive facilities planning" is directed toward the generation of plans for the development of facilities. The planning to be supported by basic grants under this program is expected to be comprehensive in scope and directed toward the preparation of statistical data regarding construction needs, as a prerequisite to the development of architectural plans for construction.

In view of the purpose of the program, any activities supported are required to be related to the generation or the improvement of data as to the construction needs of institutions. (As used here, construction needs are considered to include needs for rehabilitation or conversion of existing structures as well as needs for additional structures.)

At the same time, it is well known that data on construction requirements are soundest if they are based on: (1) Detailed information on the inventory and utilization of existing facilities; and (2) detailed information on soundly developed projections of enrollment, programs, staff requirements, and budget requirements. Activities to improve statewide information in any of these areas may, therefore, be supported under the Higher Education Facilities Comprehensive Planning Grants Program, provided they clearly are related to the development or improvement of data on facilities needs.

Basic grants under this program may support comprehensive facilities planning on a statewide, interstate, regional, or institutional basis, provided the activities supported are demonstrated to contribute to the improvement of statewide data on the construction needs of institutions in each State.

Economic and social needs for higher education are not arranged neatly within the



boundaries of individual States. Some types of higher education program needs may be met best on a partnership basis involving two or more States or States in an entire region, especially in less heavily populated States or States having less extensive geographic area. Even the larger and more populous States may find it advantageous to plan jointly to meet the higher education needs of metropolitan areas which overlap the boundaries of two or more States.

Wherever appropriate, State Commissions are encouraged to include in their grant proposals provisions for participation in comprehensive facilities planning activities on an interstate or regional basis.

Comprehensive statewide or regional facilities planning logically deals with all types of higher education programs, from the junior college and technical institute level through graduate and professional training programs and even postgraduate education. This is true because each level and type of program should be considered both in the context of the total needs of the State and its people and in its articulated relationship to the other higher education programs in the State or region. Thus, all types and levels of higher education programs and institutions are within the scope of the comprehensive facilities planning activities which may be supported under the Higher Education Facilities Comprehensive Planning Grants Program.

At the same time, comprehensive facilities planning needs in a particular State at any specific time may be especially urgent in connection with one or more particular segments of higher education development, such as community colleges or graduate schools and programs.

A reciprocal relationship exists between statewide comprehensive planning and planning for the development of individual institutions of higher education. On the one hand, institutional planning (particularly that of publicly supported institutions whose role and scope may be defined in coordinated statewide planning) can proceed more intelligently within the framework and on the basis of demographic, economic, and social projections included in comprehensive statewide or regional planning. On the other hand, statewide projections of construction needs and capital budget requirements will be more nearly accurate when they are based upon careful facilities planning for the individual institutions in the State.

On occasion, special problems or circumstances provide exceptional opportunities for a high return on funds invested in intensive facilities planning for a particular institution or group of institutions. Such an opportunity might occur, for example, in connection with the development of a new institution, a significant departure in the role and scope of an established institution, or a crisis resulting from the location of an existing institution in the middle of an urban renewal area.

The major priority for the use of the grant funds, however, continues to be for activities directly involved in the initiation or strengthening of comprehensive facilities planning on a statewide and/or regional basis. Proposals to use grant funds for institutional facilities planning purposes may be approved, however, whenever: (1) It can be demonstrated that a statewide comprehensive facilities planning system already has been established; or (2) the use of part of the basic grant for facilities planning for individual institutions or consortiums of institutions can be demonstrated to be in connection with exceptional crises or opportunities, such as the development of a new institution, restoration of a campus destroyed by a disaster, the need to consider relocation of a campus or to completely reorient the facilities on a campus as a

result of a significant reorientation in the role and scope of an institution, or a firm commitment on the part of the governing boards of a consortium of institutions to plan for future development on a joint basis. (These examples are intended to be illustrative rather than limiting.)

Institutional level planning which may be supported under this program, however, is limited to the development of requirements and preliminary design concepts for additional construction and for modifications of existing structures, on the basis of general academic planning to be provided by the institutions without financial support under this program. The facilities planning which may be supported does not include the preparation of architectural plans.

III. *Special opportunity facilities planning grants.* As indicated in section I, all grants under the Higher Education Facilities Comprehensive Planning Grants Program, including Special Opportunity Grants, must be applied for by, and awarded to, the legally designated State Commissions for Higher Education Facilities.

The Special Opportunity Grants may be for special State-level planning projects (apart from on-going system activities funded under the State Commission's basic grant), or for planning projects for individual institutions or consortiums of institutions.

The Special Opportunity Grants under this program must be used specifically for facilities planning for institutions of higher education. The legal basis for the funds would not permit planning for museums, high schools, or other general community development projects, except where such facilities are integrally a part of the programs of institutions of higher education.

Any special opportunity or problem situation of the types generally described above (in the last three paragraphs of section II) could be the subject of a special opportunity grant proposal.

At the present time, however, priority consideration will be given by the Office of Education to proposals for projects designed to produce facilities development plans which jointly provide for institutional needs and community development needs.

Priority among the proposals submitted will be determined by the extent to which the Special Opportunity Grant proposals meet the following conditions:

1. The project will involve the evaluation of the social, economic, and educational needs of the community in which the particular institution is located, and will lead to and/or include the development of preliminary architectural solutions to the identified needs of the institution and of the surrounding community.

2. The local situation is such that a close interrelationship is demonstrated to exist between the need of the institution of higher education to expand or improve its physical facilities and the need of the surrounding community for redevelopment and upgrading and/or for educational, cultural, or social services, programs, and facilities.

3. The proposal is of good quality, in terms of (a) demonstrated competence of the persons who will be responsible to carry out the project; (b) concept of what is to be accomplished and how, and (c) adequacy of description of proposed methodology.

4. The applicant State Commission has completed previously funded activities under the program successfully and in a timely manner.

5. The project will involve both institutional and community representatives in consideration, development, and evaluation of the project.

6. The cost of the proposed project is reasonable vis a vis anticipated benefits, including primarily the improvement of in-

stitutional programs and the quality of community life in the specific instance, and secondarily the development of experience and approaches which could be applied in other instances.

7. The proposed activity has geographic and/or program relevance to a previously designated Model Neighborhood area. (Current listings of designated Model Cities areas are available from the Division of College Facilities, Office of Education.)

IV. *Availability and use of funds for basic facilities planning grants and special opportunity facilities planning grants.* Federal funds obligated for approved Higher Education Facilities Comprehensive Planning Grants—either Basic Grants or Special Opportunity Grants—will be available for commitment by the State Commissions for a period of 12 months after June 30 of the fiscal year in which the grants are awarded. Any such funds which have not been obligated in accordance with established accounting procedures in the particular State by June 30 of the following year shall lapse. This policy is established in recognition of the fact that the grants are awarded for the accomplishment of the specific comprehensive planning activities covered by the approved grant proposal and the expectation that the program set forth in the proposal should be accomplished as promptly as possible consistent with sound program planning and administration. State Commissions should not, therefore, request grant assistance for activities which cannot be implemented within the period of time allowed.

Funds made available under approved grants may be expended for staff and operating expenses of the State Commissions in carrying out the grant, and costs attributable to carrying out the grant which are incurred under contracts with State agencies having legal responsibility for comprehensive statewide planning or with other appropriate agencies, institutions, or organizations. Operating expenses may include any of the categories of expense listed on the "Budget and Expenditure Report Form," attached as Appendix B. No Basic or Special Opportunity Grant funds under the HEFGPC program may be expended directly or indirectly for the purchase of furniture and equipment or for renovation or remodeling of space.

Grant funds may be used only for expenses directly required for the accomplishment of comprehensive facilities planning activities set forth in the approved grant proposal and which are included in an initial or revised comprehensive facilities planning budget approved by the Office of Education. In no case may the Basic or Special Opportunity Grant funds under this program be used for the expenses of State Commissions in administration of State plans for Title I of the Higher Education Facilities Act or Part A, Title VI of the Higher Education Act of 1965, or for the expenses of State Commissions or other State agencies incurred in connection with activities other than comprehensive planning to determine the construction needs of institutions of higher education.

V. *Conditions under which basic facilities planning grants and special opportunity facilities planning grants will be approved.* Requests for grants under the Higher Education Facilities Comprehensive Planning Grants Program will be approved only if submitted in accordance with the standard format, Form OE 1139, shown in appendix A, and only if meeting the following conditions:

1. The proposal includes a description of the legal responsibilities for higher education planning and coordination in the State. It must also include an explanation of how the State Commission will coordinate with: (1) Any other agencies in the State which are assigned responsibilities for higher



education planning and coordination; and (2) any other agencies which have planning responsibilities in areas relevant to those activities covered in § 8.0 of the proposal—for example, an Urban Renewal Planning Authority.

2. For basic grants, the proposal includes a description of plans to involve all segments of higher education in the State, including nonpublic institutions, in the statewide comprehensive facilities planning activities covered by the proposal. For Special Opportunity Grants, the proposal includes, to the extent appropriate, evidence that all segments of the community and the institution (or consortium or regional grouping of institutions) have been involved in the development and planned implementation of the proposal.

**Note:** Community is defined to include but not necessarily be limited to business groups, civic and neighborhood organizations as well as professional groups. By the same token, institutional involvement in the project might well include faculty and staff as well as student organizations.

3. For basic grants, the proposal includes a description of the current status of statewide Comprehensive Facilities Planning. For Special Opportunity Grants, the proposal includes a description of the current status of institutional/community relationships.

4. The proposal includes a description of any State, local, or institutional matching support for the proposed activity.

5. The proposal does not include any comprehensive planning activities which would duplicate planning activities currently being carried out by other agencies in the State.

6. The proposal sets forth comprehensive facilities planning activities which are consistent with these instructions. For basic grants these activities must be demonstrated to be related to the development or improvement of statewide information on the construction needs of institutions of higher education and related requirements for capital financing in the immediate future and over an extended period of time. For Special Opportunity Grants these activities must be demonstrated to lead to and/or include the development of preliminary architectural solutions to the identified needs of the institutions and of the surrounding community.

7. The proposal includes estimated time and cost information by program activity. For each such activity the State Commission must show evidence that a proposed timetable has been established and that program budget estimates are based on sound and prudent planning.

8. The proposal is accompanied by a project budget, submitted on Form OE 1140 (see appendix B), and the project budget is reasonable and is clearly related to the comprehensive planning activities set forth in the proposal.

9. The proposal includes provisions for such fiscal control and fund accounting procedure as may be necessary to insure proper disbursement of and accounting for Federal funds paid to the State Commission for comprehensive planning activities pursuant to the grant request if it is approved, and for periodic progress reports to the Office of Education regarding the implementation of the proposal if it is approved.

10. The proposal contains assurances that:

- Wherever feasible, the planning activities covered by the proposal will use the same demographic, economic, and social data as those used in other types of comprehensive planning within the State.
- Wherever possible, terminology and definitions used in the comprehensive facilities planning activities for which the grant is requested will be consistent with defini-

tions established for the administration of the Higher Education Facilities Act and with those employed in current Office of Education statistical surveys in higher education.

c. Accounts and documents supporting expenditures for activities covered in the proposal will be maintained until the State Commission is notified of the completion of Federal audits of the project accounts.

d. The State Commission has verified, by consultation with the appropriate legal officer of the State, that it has proper legal authority to apply for, receive, and carry out the proposed Higher Education Facilities Comprehensive Planning Grant.

e. The State Commission will comply with all applicable requirements of the regulations (45 CFR Part 80) issued by the Secretary of Health, Education, and Welfare, and approved by the President to effectuate the provisions of section 601 of the Civil Rights Act of 1964 (Public Law 88-352).

f. If this proposal is approved, the State Commission will submit periodic and final reports to the Office of Education as specified in paragraphs 6 and 7 of section VI of the Instructions for the Higher Education Facilities Comprehensive Planning Grant Program.

g. Any contract for the provision of services will be negotiated on the basis of a reasonable budget for the cost of providing the services (exclusive of acquisition of furniture and equipment or renovation or remodeling of space).

h. All materials developed as a result of the project grant will be placed in the public domain.

11. The proposal is signed by either the chairman or the chief executive officer of the State Commission.

#### VI. Administrative policies and procedures.

1. **Allocation of funds.** Of the funds available for the Higher Education Facilities Comprehensive Planning Grants Program each year, the Office of Education will determine that portion which will be set aside for Basic Facilities Planning Grants and also that portion which will be set aside for Special Opportunity Planning Grants. As soon as possible in the fiscal year the Office of Education will publish these amounts and the method of distribution of funds.

2. **Submission of proposal.** All requests for grants under the Higher Education Facilities Comprehensive Planning Grant Program are to be sent directly to the Division of College Facilities.

a. **Basic grants.**—State Commissions desiring to apply for a grant will file three copies of the proposal on Form OE 1139, no later than April 15 of the fiscal year.

b. **Special Opportunity Grants.**—State Commissions desiring to compete for a Special Opportunity Grant will file three copies of a proposal on Form OE 1139, no later than May 15 of the fiscal year. While multiple project proposals will be considered, State Commissions are strongly urged to file a proposal for a Special Opportunity Grant only for those facilities planning activities, which in the context of the program focus and in the considered judgment of the State Commission, are felt to be of particular urgency and need.

#### 3. Grant approval and obligation of funds.

a. **Basic grants.**—After review and any necessary adjustments, the Commissioner or his designee will approve the proposal and grant request, including the accompanying project budget, and will send to the State Commission a grant award. Funds will be obligated for the grant upon approval, and will be available for the purposes and subject to the limitations set forth in section V of these instructions.

b. **Special Opportunity Grants.**—Upon receipt of project proposals from State Commissions, the Commissioner or his designee

will perform such initial administrative and program reviews as are deemed necessary. Promptly upon the completion of this initial review the Commissioner or his designee shall convene a panel of readers who will make recommendations on all eligible proposals submitted. Subsequent to this review, grant awards will be made by the Commissioner or his designee and a grant agreement will be sent to the State Commission. Funds will be obligated for the grant upon approval and will be available for the purposes and subject to the limitations set forth in section V of these instructions.

4. **Disbursement of grant funds.** Funds for approved grants under this program will be disbursed to the State Commissions by the same procedures as funds for the administration of State plans under Title I of the Higher Education Facilities Act and Part A, Title VI of the Higher Education Act of 1965. Funds disbursed under this program are, however, to be accounted for separately for each specific grant—Basic or Special Opportunity—awarded under the Higher Education Facilities Comprehensive Planning Grant Program.

5. **Approval of budget changes.** If a State Commission finds it necessary to make changes among line items in an approved budget, it should promptly submit for approval a revised budget, accompanied by a letter explaining the reasons for the proposed budget change. These documents should be addressed to the Division of College Facilities.

6. **Semiannual progress and financial reports.** Semiannually, on or about December 31 and June 30 of the fiscal year following the fiscal year in which the grant is approved, each State Commission will submit to the Office of Education (Division of College Facilities), a letter outlining progress to date in carrying out each of the comprehensive planning activities covered by the approved grant, together with a financial report, on Form OE 1140 (see appendix B), covering cumulative expenditures of grant funds from the date of approval of the grant through the date for which the progress report is submitted.

7. **Final report.** As soon as possible after completion of the comprehensive planning activities covered by the grant, and in all cases on or before December 31 of the calendar year following that in which the grant award was made, each State Commission will submit:

a. In the case of basic grants—A final report describing the results of each comprehensive planning activity covered by the basic grant; progress toward the development of statewide information on construction needs of institutions of higher education and related requirements for capital financing; and any steps which have been taken to implement the planning achieved with grant assistance, including the use of such planning data in connection with priority standards under Title I of the Higher Education Facilities Act; and copies representative of studies and reports produced in connection with the comprehensive planning activities supported by the basic grant.

b. In the case of special opportunity grants—A final report describing the results of each comprehensive planning activity covered by the grant; and any steps which have been taken to implement the planning achieved with grant assistance, including the use of such planning data in connection with priority standards under Title I of the Higher Education Facilities Act; and copies of studies and reports produced in connection with the comprehensive planning activities supported by the special opportunity grant.

[P.R. Doc. 69-3089; Filed, Mar. 13, 1969; 8:47 a.m.]



## CIVIL AERONAUTICS BOARD

[Docket No. 18650; Order 69-3-33]

## INTERNATIONAL AIR TRANSPORT ASSOCIATION

## Order Regarding Specific Commodity Rates

Issued under delegated authority on March 10, 1969.

An agreement (CAB 20806) has 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, between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Traffic Conference 1 of the International Air Transport Association (IATA). The agreement, which relates to specific commodity rates applicable within the Western Hemisphere, was adopted by the 24th meeting of the Traffic Conference 1 Specific Commodity Rates Committee held January 14, 1969, in New York and has been assigned the above-designated CAB Agreement number.

Basically, the agreement, as it applies in air transportation, extends for a further period of effectiveness certain specific commodity rates, under current descriptions, adopted since the last meeting of the Committee held in New York on July 16, 1968. The agreement also names rates to added points under existing commodity descriptions and makes a limited number of adjustments in existing rates, such as a change to a similar but different commodity description, a rate reduction, and a lowering of the minimum weight requirement. Additionally, the agreement proposes reduced rates under new commodity descriptions, as set forth in the attachment hereto.<sup>1</sup>

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.14, it tentatively is not found that the subject agreement is adverse to the public interest or in violation of the Act, provided that tentative approval thereof is conditioned as hereinafter ordered.

Accordingly, it is ordered, That: Action on Agreement CAB 20806 be and hereby is deferred with a view toward eventual approval: *Provided*, That approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication.

Persons entitled to petition the Board for review of this order, pursuant to the Board's regulations, 14 CFR 385.5, may, within 7 days after the date of service of this order, file such petitions in support of or in opposition to our proposed action herein.

This order will be published in the FEDERAL REGISTER.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 69-3101; Filed, Mar. 13, 1969; 8:48 a.m.]

<sup>1</sup> Filed as part of the original document.

[Docket No. 20580]

GROUP INCLUSIVE TOUR BASING  
FARES TO HAWAII

## Notice of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a public hearing in the above-entitled proceeding is assigned to be held on April 1, 1969, at 10 a.m. e.s.t., in Room 1027, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before the undersigned examiner.

For information concerning the issues involved and other details of this proceeding, interested persons are referred to Orders 68-12-114, December 20, 1968, and 69-2-18, February 5, 1969, the Prehearing Conference Report served February 5, 1969, the Revised Prehearing Conference Report served February 28, 1969, and to the documents which are in the docket of this case on file in the Docket section of the Civil Aeronautics Board.

Dated at Washington, D.C., March 10, 1969.

[SEAL] ROBERT M. JOHNSON,  
Hearing Examiner.

[F.R. Doc. 69-3102; Filed, Mar. 13, 1969; 8:48 a.m.]

[Docket No. 18650; Order 69-3-34]

## INTERNATIONAL AIR TRANSPORT ASSOCIATION

## Order Regarding Specific Commodity Rates

Issued under delegated authority on March 10, 1969.

An agreement has 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, between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Traffic Conference 1 of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590 dealing with specific commodity rates.

The agreement, adopted pursuant to unprotested notices to the carriers and promulgated in IATA letters dated February 11, February 17, and February 26, 1969, names additional specific commodity rates, as set forth in the attachment hereto,<sup>1</sup> which reflect significant reductions from the general cargo rates. In addition, a rate for a new commodity description has been specified, as indicated in the attachment.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.14, it tentatively is not found that the subject agreement is adverse to the public interest or in violation of the Act, provided that tentative approval thereof is conditioned as hereinafter ordered.

<sup>1</sup> Filed as part of the original document.

Accordingly, it is ordered, That: Action on Agreement CAB 20806, R-1 through R-7, be and hereby is deferred with a view toward eventual approval: *Provided*, That approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication.

Persons entitled to petition the Board for review of this order, pursuant to the Board's regulations, 14 CFR 385.50 may, within 7 days after the date of service of this order, file such petitions in support of or in opposition to our proposed action herein.

This order will be published in the FEDERAL REGISTER.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 69-3104; Filed, Mar. 13, 1969; 8:48 a.m.]

[Docket No. 18650; Order 69-3-36]

## INTERNATIONAL AIR TRANSPORT ASSOCIATION

## Order Regarding Specific Commodity Rates

Issued under delegated authority on March 10, 1969.

An agreement has 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, between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of the Joint Conferences of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590 dealing with specific commodity rates.

The agreement, adopted pursuant to unprotested notices to the carriers and promulgated in IATA letters dated January 16, January 22, February 5, and February 18, 1969, names additional specific commodity rates, as set forth in the attachment hereto,<sup>1</sup> which reflect significant reductions from the general cargo rates. In addition, a number of rates on the South Pacific routes have been canceled and rates for two new commodity descriptions have been specified. These rates are also set forth in the attachment.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.14, it tentatively is not found that the subject agreement is adverse to the public interest or in violation of the Act, provided that tentative approval thereof is conditioned as hereinafter ordered.

Accordingly, it is ordered, That: Action on Agreement CAB 20745, R-1 through R-17, R-20 through R-41, and R-43 through R-47, be and hereby is deferred with a view toward eventual approval: *Provided*, That approval shall not constitute approval of the specific

<sup>1</sup> Filed as part of the original document.

<sup>2</sup> R-18, R-19, and R-42 withdrawn by IATA letters dated Feb. 26, 1969.



commodity descriptions contained therein for purposes of tariff publication.

Persons entitled to petition the Board for review of this order, pursuant to the Board's regulations, 14 CFR 385.50, may, within 7 days after the date of service of this order, file such petitions in support of or in opposition to our proposed action herein.

This order will be published in the *FEDERAL REGISTER*.

[SEAL] HAROLD R. SANDERSON,  
- Secretary.

[F.R. Doc. 69-3105; Filed, Mar. 13, 1969;  
8:48 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[Dockets Nos. 15835, 15839; FCC 69R-117]

### LEBANON VALLEY RADIO, INC., AND RADIO CATONSVILLE, INC.

#### Memorandum Opinion and Order Enlarging Issues

In re applications of Lebanon Valley Radio, Inc., Lebanon, Pa., Docket No. 15835, File No. BP-16098; Radio Catonsville, Inc., Catonsville, Md., Docket No. 15839, File No. BP-16106; for construction permits.

1. This proceeding involves the mutually exclusive applications of Lebanon Valley Radio, Inc. (Valley), and Radio Catonsville, Inc. (Catonsville), for authorization to construct new standard broadcast stations at Lebanon, Pa., and Catonsville, Md., respectively. It was designated for hearing by order, FCC 65-102, released February 15, 1965, under issues, including inter alia, an issue to determine whether there is overlap between the 2 and 25 mv/m contours of Valley's proposal and the operation of station WHYL, Carlisle, Pa. Hearing sessions were held on September 13 and 17, 1965, October 5, 1965, November 29, 1965, and March 1 and 6, 1967. The record was closed at the February 1, 1968, session. Proposed findings of fact were filed by the Broadcast Bureau on March 29, 1968, and by the other parties on April 2, 1968. On February 26, 1969, the initial decision of Hearing Examiner H. Gifford Irion, FCC 69D-13, granting Valley's application, was released. Presently before the Review Board is a petition to enlarge issues or for other relief, filed January 17, 1969, by Catonsville.<sup>1</sup>

2. Petitioner requests the addition of the following issue:

To determine whether Lebanon Valley Radio, Inc., failed to apprise the Commission as required by § 1.65 of the rules, of a change in proposed transmitter site when such change could have a substantial and significant effect on the outcome of the hearing proceeding.

<sup>1</sup> Also before the Review Board are: (a) Opposition, filed Jan. 30, 1969, by the Broadcast Bureau; (b) opposition, filed Jan. 30, 1969, by Valley; and (c) reply, filed Feb. 14, 1969, by Catonsville.

As a corollary or as alternative relief, Catonsville requests that the record be reopened in order that additional evidence may be adduced with respect to the issue of overlap between Valley and Station WHYL. In support of its request, petitioner alleges that Valley conceived the intention to change its transmitter site a number of months ago, and on June 5, 1968, purchased a new parcel of land in furtherance of this purpose. Petitioner asserts that Valley permitted its option on the land presently specified in its application as its proposed site to expire on January 11, 1969. Catonsville contends that the change of transmitter site is critical to the issue of overlap between Valley and Station WHYL since the new site is closer to Carlisle. The Broadcast Bureau, opposing the request, contends that Catonsville's suspicions are premature and conjectural since it has neither established that the new parcel of land is suitable for and will be used as a transmitter site, nor that Valley no longer has a reasonable assurance that its present site is available. Valley, in its opposition, states that it has no intention of changing its transmitter site, that the new purchase of land has no connection with its instant application, that the language of its option on the presently specified transmitter site is sufficiently equivocal to give rise to a question of whether or not it continues beyond January 11, 1969, and that a 1-year extension of the option in question was obtained on January 22, 1969. A copy of the 1-year extension is submitted with Valley's opposition pleading.

3. Petitioner attaches to its reply to the oppositions an affidavit of one of the former owners of the land purchased in June 1968, who states that a principal of Valley told him at the time of settlement that "a radio station and towers would be erected on this plot of ground." Catonsville also submits a second affidavit, from the owners of Valley's present proposed transmitter site, in which they claim that the option on that site expired on January 11, 1969, and that the owners did not wish to renew it but agreed to do so after "badgering and harassment" by a principal of Valley and others, and after they were told that a radio tower would not be placed on the land during the 1-year extension of the option or for 4 or 5 years. Finally, petitioner submits the affidavit of a consulting engineer (who is also a principal of Catonsville) who states that, based on an examination of the description of the plot of land purchased in June, it is his opinion that it would be feasible to construct on the site a system such as that proposed by Valley.

4. If, as petitioner contends, the land purchased by Valley's principals is to be utilized as a site for its proposed station, and its presently specified site is to be abandoned, Valley's failure to inform the Commission of these developments, despite the fact that the Examiner has been engaged in the preparation of an initial decision based upon a long and complex record, could reflect adversely on its qualifications to be a Commission licensee. In the Board's view, the circum-

stances and affidavits relied on by the petitioner are sufficient to raise a substantial question in this regard. Thus, the facts that the land was purchased, that no attempt has been made to specify the exact reason for the acquisition of the land, and that Valley permitted the option on its present site to expire, considered in light of the allegations that the land purchased is suitable for a transmitter site, that a former owner of the land was told that it was going to be used for that purpose, and that the owner of the site now specified in Valley's application was told that the land would not be utilized for a radio tower during the period of the extended option, support petitioner's contention. Moreover, in the Board's view, these circumstances and allegations raise other interrelated questions which require the addition of issues on the Board's own motion. First, there is now considerable doubt as to whether Valley actually proposes to construct its transmitter at the site specified in its application. Second, the allegations of the owner of the site that he was badgered and harassed into extending Valley's option and that he was assured that a radio tower would not be placed on his land during the 1-year period of the extension raise a question of whether the proposed transmitter site is still available.<sup>2</sup> Finally, the affidavits relied on by petitioner in its reply conflict, in material respects, with the assertions in Valley's opposition. For all of these reasons, a substantial question is presented concerning the applicant's conduct and whether it has engaged in misrepresentation or conduct lacking in candor in its dealings with the Commission. An appropriate issue will therefore be specified. Under all of the above circumstances, an evidentiary inquiry is required even though it will necessitate a reopening of the record in this already protracted proceeding.<sup>3</sup>

5. Petitioner as a corollary to its request for a § 1.65 issue, asks that additional evidence be admitted with respect to the issue of overlap between Valley's proposal and station WHYL, since Valley's alleged new site would be closer to Carlisle and, Catonsville alleges, would create or aggravate the overlap problem. Valley has not amended its application to change its transmitter site. It would be inappropriate to admit evidence predicated upon a state of facts which has not yet been admitted or proven, and petitioner's request that additional evidence be received on the overlap issue will therefore be denied.

6. Accordingly, it is ordered, That the petition to enlarge issues or for other relief, filed January 17, 1969, by Radio Catonsville, Inc., is granted to the extent indicated below and is denied in all other respects; and

<sup>2</sup> The Board recognizes that the option was extended by written contract. However, the allegations herein create doubt as to the validity of the extension despite that fact.

<sup>3</sup> Since Valley's option on the site specified in its application did not expire until Jan. 11, 1969, and the subject petition was filed approximately 1 week thereafter, good cause for the late filing of the petition exists.



7. It is further ordered, That this proceeding is remanded to the Hearing Examiner and the hearing record is reopened for further proceedings consistent with this opinion; and

8. It is further ordered, That the issues in this proceeding are enlarged by the addition of the following issues:

(1) To determine whether the transmitter site proposed by Lebanon Valley Radio, Inc., is still available for the effectuation of its proposal.

(2) To determine whether Lebanon Valley Radio, Inc., proposes to construct a broadcast transmitter on the site proposed in its application.

(3) To determine whether Lebanon Valley Radio, Inc., failed to amend or attempt to amend its application within 30 days after substantial changes were made, as required by § 1.65 of the Commission's rules, and, if so, the effect on its qualifications to be a Commission licensee.

(4) To determine, in light of the evidence adduced under Issues (1), (2), and (3) above, whether Lebanon Valley Radio, Inc., has engaged in misrepresentation or conduct lacking in candor in its dealings with the Commission and, if so, the effect on its qualifications to be a Commission licensee; and

9. It is further ordered, That the burden of proceeding with the introduction of evidence under the issues added herein will be on Radio Catonsville, Inc., and the burden of proof will be on Lebanon Valley Radio, Inc.

Adopted: March 7, 1969.

Released: March 10, 1969.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 69-3096; Filed, Mar. 13, 1969;  
8:47 a.m.]

[Docket No. 18475; FCC 69-197]

### SOUTH PARK AMBULANCE CO.

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

In re application of F. E. Luquette, doing business as South Park Ambulance Co., Beaumont, Tex., Docket No. 18475; for authorization in the Business Radio Service.

The Commission has under consideration the above-entitled application for a Business radio station license.

There are substantial questions as to:  
a. Whether F. E. Luquette operated radio transmitting apparatus on Citizens Radio Service frequencies without a license therefor, in violation of section 301 of the Communications Act of 1934, as amended.

b. Whether F. E. Luquette, without being authorized by the sender, intercepted radio communications transmitted by the Police Department of Beaumont, Tex., on Police Radio Service frequencies, and knowing such communications to have been so intercepted, used them or any information therein con-

tained, for his own benefit or for the benefit of another not entitled thereto, in violation of section 605 of the Communications Act of 1934, as amended.

In view of those questions, the Commission is unable to find that a grant of the captioned application would serve the public interest, convenience, and necessity and must, therefore, designate the application for hearing. Except for the issues specified herein, the applicant is otherwise qualified to hold a Business Radio Service license.

Accordingly, it is ordered, Pursuant to section 309(e) of the Communications Act of 1934, as amended, and § 1.973(b) of the Commission's rules that the captioned application is designated for hearing at a time and place to be specified by a subsequent order upon the following issues:

(1) To determine whether F. E. Luquette, at various times between November 20, 1967, and January 25, 1968, operated radio transmitting apparatus on Citizens Radio Service frequencies without a license therefor, in violation of section 301 of the Communications Act of 1934, as amended.

(2) To determine whether F. E. Luquette, at various times and especially on February 5, 1968, without being authorized by the sender, intercepted radio communications transmitted by the Police Department of Beaumont, Tex., on Police Radio Service frequencies, and knowing such communications to have been so intercepted, used them or any information therein contained, for his own benefit or for the benefit of another not entitled thereto, in violation of sec-

tion 605 of the Communications Act of 1934, as amended.

(3) To determine whether, in light of the evidence adduced with respect to the foregoing issues, the applicant possesses the requisite qualifications to be a licensee of the Commission.

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

It is further ordered, That, to avail himself of the opportunity to be heard, the applicant herein, pursuant to § 1.221 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 intent to appear on the date fixed for hearing and present evidence on the issues specified in this order; and

It is further ordered, That the Chief, Safety and Special Radio Services Bureau, shall within 10 days of the release of this order, furnish a Bill of Particulars to the applicant herein setting forth the basis for the above issues.

Adopted: March 5, 1969.

Released: March 10, 1969.

FEDERAL COMMUNICATIONS  
COMMISSION,<sup>1</sup>

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 69-3097; Filed, Mar. 13, 1969;  
8:47 a.m.]

<sup>1</sup> Commissioner Bartley absent.

[List No. 254]

### CANADIAN STANDARD BROADCAST STATIONS

#### List of New Stations, Proposed Changes in Existing Stations, Deletions, and Corrections in Assignments

FEBRUARY 28, 1969.

List of new stations, proposed changes in existing stations, deletions, and corrections in assignments of Canadian standard broadcast stations modifying the assignments of Canadian broadcast stations contained in the appendix to the Recommendations of the North American Regional Broadcasting Agreement Engineering Meeting January 30, 1941.

Call letters	Location	Power kw	Antenna	Schedule	Class	Expected date of commencement of operation
CFAM (now in operation on new frequency).	Altona, Manitoba, N. 49°01'57" W. 97°56'57".	950 kilocycles 10.....	DA-2	U	III	
CFAM (delete assignment—vide 950 kc/s).	Altona, Manitoba.....	1250 kilocycles 10D/5N.....	DA-2	U	III	
CJSO (change in daytime radiation pattern—PO: 1320 kc, 10 kwD/5 kwN, DA-2).	Sorel, Quebec, N. 45°59'40" W. 73°10'15".	1320 kilocycles 10D/5N.....	DA-2	U	III	2-15-70.
CKDY (assignment of call letters).	Digby, Nova Scotia, N. 44°38'03" W. 65°46'43".	1480 kilocycles 1.....	DA-1	U	III	

[SEAL]

FEDERAL COMMUNICATIONS COMMISSION,  
WALLACE E. JOHNSON,  
Assistant Chief, Broadcast Bureau.

[F.R. Doc. 69-3098; Filed, Mar. 13, 1969; 8:47 a.m.]



## FEDERAL MARITIME COMMISSION

[Independent Ocean Freight Forwarder  
License No. 1099]

### GULF PORT FORWARDING CO., INC.

#### Revocation of License

By letter dated March 2, 1969, Gulf Port Forwarding Co., Inc., Post Office Box 815, Lubbock, Tex. 79408, has voluntarily requested the cancellation of its independent ocean freight forwarder license No. 1099.

By virtue of authority vested in me by the Federal Maritime Commission as set forth in Manual of Orders, Commission Order 201.1, section 6.03;

It is ordered, That the Independent Ocean Freight Forwarder License No. 1099 be and is hereby revoked effective March 5, 1969.

It is further ordered, That this cancellation is without prejudice to reapplication at a future date.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served on the licensee.

LEROY F. FULLER,  
Director,

Bureau of Domestic Regulation.

[F.R. Doc. 69-3065; Filed, Mar. 13, 1969;  
8:45 a.m.]

### UNITED STATES LINES CO. AND DAMPFSCHIFFFAHRTS-G E S E L L - SCHAFT "NEPTUN" BREMEN

#### Notice of Agreement Filed for Approval

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1405 I Street NW., Room 1202; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 10 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. Russell T. Weil, Kirlin, Campbell and Keating, The Farragut Building, 900 17th Street NW., Washington, D.C. 20006.

Agreement No. 8476-1, between United States Lines Co. and Dampfschiffahrts-Gesellschaft "Neptun" Bremen, modifies the basic transshipment agreement between these carriers to delete ports in the

United Kingdom from the range of transshipment ports. As amended, the agreement will cover transportation of general cargo between U.S. East Coast ports and Spain and Portugal with transshipment at ports in the Bayonne/Hamburg range only.

Dated: March 10, 1969.

By order of the Federal Maritime Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 69-3066; Filed, Mar. 13, 1969;  
8:45 a.m.]

### UNITED STATES LINES CO. AND OLDENBURG - PORTUGIESISCHE DAMPFSCHIFFS-RHEDEREI KUSEN HEITMANN & CIE. K.G., HAMBURG

#### Notice of Agreement Filed for Approval

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1405 I Street NW., Room 1202; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 10 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. Russell T. Weil, Kirlin, Campbell and Keating, The Farragut Building, 900 17th Street NW., Washington, D.C. 20006.

Agreement No. 8473-1, between United States Lines Co. and Oldenburg-Portugiesische Dampfschiffs-Rhederei Kusen Heitmann & Cie. K.G., Hamburg, modifies the basic transshipment between these carriers to delete ports in the United Kingdom from the range of transshipment ports. As amended, the agreement will cover transportation of general cargo between U.S. East Coast ports and ports of Spain, Morocco, Algeria, and the Canary Islands with transshipment at ports in the Bayonne/Hamburg range only.

Dated: March 10, 1969.

By order of the Federal Maritime Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 69-3067; Filed, Mar. 13, 1969;  
8:45 a.m.]

### NORTH CAROLINA SAVINGS AND LOAN LEAGUE, INC.

#### Certificate of Financial Responsibility for Indemnification of Passengers for Nonperformance of Transporta- tion No. P-60; Order of Revocation

Whereas, North Carolina Savings and Loan League, Inc., Post Office Box 6665, 1024 Homeland Avenue, Greensboro, N.C. 27405, does not now intend to charter any passenger vessel subject to section 3 of Public Law 89-777, and

Whereas, North Carolina Savings and Loan League, Inc., has returned Certificate (Performance) No. P-60 to the Commission for revocation.

It is ordered, That Certificate (Performance) No. P-60 be and is hereby revoked effective March 10, 1969.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served on North Carolina Savings and Loan League, Inc.

By the Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 69-3120; Filed, Mar. 13, 1969;  
8:49 a.m.]

## FARM CREDIT ADMINISTRATION

[Farm Credit Administration Order 727]

### OFFICERS OF FARM CREDIT ADMINISTRATION

#### Authority To Act as Governor in Event Governor Is Absent or Not Able To Perform the Duties of Office for any Other Reason

MARCH 10, 1969.

1. In the event that the Governor is absent or is not able to perform the duties of his office for any other reason, the officer who is the highest on the following list and who is available to act is hereby authorized to exercise and perform all functions, powers, authority, and duties pertaining to the office of Governor of the Farm Credit Administration:

(1) Harold T. Mason, Deputy Governor.

(2) Glenn E. Heitz, Deputy Governor and Director of Cooperative Bank Service.

(3) F. Vernon Wright, Deputy Governor and Director of Production Credit Service.

(4) Fred W. Gilmore, Deputy Governor and Director of Land Bank Service.

(5) Paul O. Ritter, General Counsel.

(6) Any Deputy Director of one of the above-named Services designated by the Governor.

2. This order shall be effective March 10, 1969, and supersedes Farm Credit Administration Order No. 725, dated September 11, 1968 (33 F.R. 13045).

E. A. JAENKE,  
Governor,  
Farm Credit Administration.

[F.R. Doc. 69-3094; Filed, Mar. 13, 1969;  
8:47 a.m.]



## FEDERAL POWER COMMISSION

[Docket No. CI61-189 etc.]

## MOBIL OIL CORP. ET AL.

## Findings and Orders

MARCH 4, 1969.

Mobil Oil Corp. (Operator) et al., Docket No. CI61-189; J. R. McDonald, Docket No. CI69-583; Mobil Oil Corp. (Operator) et al., James A. Wood, Trustee (Operator) et al., and J. R. McDonald, Docket No. RI67-273.

On December 10, 1968, J. R. McDonald (Applicant) filed in Docket No. CI69-583 an application, as amended on December 16, 1968, pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale for resale and delivery of natural gas in interstate commerce to Tennessee Gas Pipeline Co., a division of Tenneco Inc., from the Placedo Field, Victoria County, Tex., all as more fully set forth in the application.

Applicant proposes to continue in part the sale of natural gas heretofore authorized in Docket No. CI61-189 to be made pursuant to Mobil Oil Corp. (Operator) et al., FPC Gas Rate Schedule No. 243. On December 13, 1968, Mobil filed a petition to amend the order issuing the certificate in Docket No. CI61-189 by deleting therefrom authorization to sell gas from the acreage assigned to McDonald and from other acreage, all as more fully set forth in the petition to amend. Applicant has submitted as its FPC gas rate schedule the contract which is also on file as Mobil's rate schedule. Mobil has submitted the instruments of assignment as supplements to its rate schedule.

The presently effective rate under Mobil's rate schedule is in effect subject to refund in Docket No. RI67-273. Therefore, Applicant will be made a co-respondent in said proceeding; the proceeding will be redesignated accordingly; and Applicant will be required to file an agreement and undertaking to assure the refund of any amounts collected by him in excess of the amount determined to be just and reasonable in said proceeding.

The Commission's staff has reviewed the application and petition to amend and recommends each action ordered as consistent with all substantive Commission policies and required by the public convenience and necessity.

After due notice by publication in the FEDERAL REGISTER, no petition to intervene, notice of intervention, or protest to the granting of the application or petition to amend has been filed.

At a hearing held on February 27, 1969, the Commission on its own motion received and made a part of the record in this proceeding all evidence, including the application, as amended, and exhibit thereto and the petition to amend, and upon consideration of the record:

## The Commission finds:

(1) Applicant, J. R. McDonald, will be engaged in the sale for resale of natural gas in interstate commerce for ultimate public consumption and will be a "natural-gas company" within the meaning of the Natural Gas Act upon the commencement of the service authorized herein.

(2) The sale of natural gas proposed in Docket No. CI69-583, as hereinbefore described and more fully described in the application, will be made in interstate commerce subject to the jurisdiction of the Commission, and such sale by Applicant, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, is subject to the requirements of subsections (c) and (e) of section 7 of the Natural Gas Act.

(3) Applicant is able and willing properly to do the acts and to perform the service proposed and to conform to the provisions of the Natural Gas Act and the requirements, rules, and regulations of the Commission thereunder.

(4) The proposed sale of natural gas by Applicant is required by the public convenience and necessity, and a certificate therefor should be issued as hereinafter ordered and conditioned.

(5) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the order issuing a certificate of public convenience and necessity to Mobil in Docket No. CI61-189 should be amended as hereinafter ordered.

(6) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the FPC gas rate schedule and supplements to FPC gas rate schedule submitted by Applicant and Mobil should be accepted for filing.

(7) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that Applicant should be made a co-respondent in the proceeding pending in Docket No. RI67-273, that said proceeding should be redesignated accordingly, and that Applicant should be required to file an agreement and undertaking in said proceeding.

## The Commission orders:

(A) A certificate of public convenience and necessity is issued upon the terms and conditions of this order authorizing the sale by Applicant, J. R. McDonald, of natural gas in interstate commerce for resale for ultimate public consumption, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, all as hereinbefore described and as more fully described in the application in Docket No. CI69-583.

(B) The certificate issued herein is not transferable and shall be effective only so long as Applicant continues the acts or operations hereby authorized in accordance with the provisions of the

Natural Gas Act and the applicable rules, regulations, and orders of the Commission.

(C) The grant of the certificate issued in paragraph (A) above shall not be construed as a waiver of the requirements of section 4 of the Natural Gas Act or of Part 154 or Part 157 of the Commission's regulations thereunder and is without prejudice to any findings or orders which have been or which may hereafter be made by the Commission in any proceeding now pending or hereafter instituted by or against Applicant. Further, our action in this proceeding shall not foreclose nor prejudice any future proceedings or objections relating to the operation of any price or related provisions in the gas purchase contract herein involved. The grant of the certificate herein for service to the particular customer involved shall not imply approval of all of the terms of the contract, particularly as to the cessation of service upon termination of said contract, as provided by section 7(b) of the Natural Gas Act. The grant of the certificate herein shall not be construed to preclude the imposition of any sanctions pursuant to the provisions of the Natural Gas Act for the unauthorized commencement of any sale of natural gas subject to said certificate.

(D) The order issuing a certificate of public convenience and necessity to Mobil Oil Corp. (Operator) et al., in Docket No. CI61-189 is amended by deleting therefrom authorization to sell natural gas from certain acreage in the Placedo Field, Victoria County, Tex., as hereinbefore described and as more fully described in the petition to amend in Docket No. CI61-189.

(E) Applicant, J. R. McDonald, is made a co-respondent in the proceeding pending in Docket No. RI67-273 and the proceeding is redesignated accordingly.

(F) Within 30 days from the issuance of this order J. R. McDonald shall execute, in the form set out below, and shall file with the Secretary of the Commission an acceptable agreement and undertaking in Docket No. RI67-273 to assure the refund of any amounts collected by him, together with interest at the rate of 7 percent per annum, in excess of the amount determined to be just and reasonable in said proceeding. Unless notified to the contrary by the Secretary of the Commission within 30 days from the date of submission, such agreement and undertaking shall be deemed to have been accepted for filing.

(G) Applicant shall comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, and the agreement and undertaking filed by him in Docket No. RI67-273 shall remain in full force and effect until discharged by the Commission.

(H) The FPC gas rate schedule and supplements submitted by applicant and Mobil are accepted for filing and are designated as described below:



Applicant and Docket No.	Description and date of instrument	Rate schedule		Effective date
		No.	Supplement	
Mobil Oil Corp. (Operator) et al. CI61-189.	Assignment, <sup>1</sup> Aug. 16, 1968.	243	6	Jan. 3, 1969.
	Assignment, <sup>2</sup> Sept. 1, 1967.	243	7	Date of this order.
J. R. McDonald CI69-583.	Contract, <sup>3</sup> June 27, 1960.	1	1	Aug. 3, 1968.
	Letter agreement, July 28, 1960.	1	1	Do.
	Letter agreement, Mar. 29, 1961.	1	2	Do.
	Notice of change (undated).	1	3	Do.
	Assignment, <sup>4</sup> Aug. 16, 1968.	1	4	Do.

<sup>1</sup> Assigns acreage from Mobil Oil Corp. to J. R. McDonald.

<sup>2</sup> Assigns acreage from Mobil Oil Corp. to J. G. Stone.

<sup>3</sup> Between Mobil Oil Corp. and Tennessee Gas Pipeline Co., a division of Tenneco Inc., on file with the Commission as Mobil's FPC Gas Rate Schedule No. 243.

By the Commission.

[SEAL] GORDON M. GRANT,  
Secretary.

Suggested agreement and undertaking:

BEFORE THE FEDERAL POWER COMMISSION

(Name of Respondent)

Docket No. \_\_\_\_\_

AGREEMENT AND UNDERTAKING OF (NAME OF RESPONDENT) TO COMPLY WITH REFUNDING AND REPORTING PROVISIONS OF SECTION 154.102 OF THE COMMISSION'S REGULATIONS UNDER THE NATURAL GAS ACT

(Name of Respondent) hereby agrees and undertakes to comply with the refunding and reporting provisions of section 154.102 of the Commission's regulations under the Natural Gas Act insofar as they are applicable to the proceeding in Docket No. \_\_\_\_\_, and has caused this agreement and undertaking to be executed and sealed in its name by a duly authorized officer this \_\_\_\_\_ day of \_\_\_\_\_, 196\_\_.

(Name of Respondent)

By \_\_\_\_\_

Attest:

[P.R. Doc. 69-3007; Filed, Mar. 13, 1969;  
8:45 a.m.]

[Docket No. CS69-32 etc.]

# NATIONAL COOPERATIVE REFINERY ASSN. ET AL.

## Notice of Applications for "Small Producer" Certificates<sup>1</sup>

MARCH 5, 1969.

Take notice that each of the applicants listed herein has filed an application pursuant to section 7(c) of the Natural Gas Act and § 157.40 of the regulations thereunder for a "small producer" certificate of public convenience and necessity authorizing the sale for resale and delivery of natural gas in interstate commerce from the Permian Basin area of Texas and New Mexico, all as more fully set forth in the applications which are on file with the Commission and open to public inspection.

<sup>1</sup> This notice does not provide for consolidation for hearing of the several matters covered herein.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before April 2, 1969.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter believes that a grant of the certificates is required by the public convenience and necessity. Where a petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

GORDON M. GRANT,  
Secretary.

CS69-32...	Jan. 29, 1969	National Cooperative Refinery Association, c/o Robert G. Braden, Attorney, Jochems, Sargent & Bises, 500 Farmers & Bankers Life Building, Wichita, Kans. 67202.
CS69-33...	Feb. 5, 1969	Roden Oil Co., Post Office Box 5614, Midland, Tex. 79701.
CS69-34...	Feb. 10, 1969	Max W. Coll, II and The Estate of James R. Stephens, c/o Max W. Coll, II, Copartner, Box 1818, Roswell, N. Mex. 88201.
CS69-35...	Feb. 17, 1969	R. J. Zonne, Post Office Box 964, Midland, Tex. 79701.
CS69-36...	Feb. 18, 1969	Lewis B. Burleson and Jack Huff, c/o Jack Huff, Manager, Post Office Box 935, Midland, Tex. 79701.

[P.R. Doc. 69-3008; Filed, Mar. 13, 1969;  
8:45 a.m.]

[Docket No. G-7670 etc.]

## SOUTHERN UNION GATHERING CO. ET AL.

## Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates<sup>1</sup>

MARCH 4, 1969.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before March 26, 1969.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no petition to intervene is filed within the time required herein if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given: *Provided, however*, That pursuant to § 2.56 of the Commission's General Policy and Interpretations, as amended, all permanent certificates of public convenience and necessity granting applications, filed after July 1, 1967, without further notice, will contain a condition precluding any filing of an increased rate at a price in excess of that designated for the particular area of production for the period prescribed therein unless at the time of filing such certificate application, or within the time fixed for filing protests or petitions to intervene, the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to accept such condition the application will be set for formal hearing.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

GORDON M. GRANT,  
Secretary.

<sup>1</sup> This notice does not provide for consolidation for hearing of the several matters covered herein.



Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
G-7970 C 2-4-49	Southern Union Gathering Co., Fidelity Union Tower, Dallas, Tex. 75204	El Paso Natural Gas Co., Dakota Pool, San Juan County, N. Mex.	13.0	15.025
G-8402 D 2-4-49	Simular Oil Corp. (Operator), Post Office Box 521, Tulsa, Okla. 74102	Texas Eastern Transmission Corp., Northwestern Harburg Field, Newton County, Tex.	Assigned	
G-9688 D 2-4-49	Amstar Petroleum Corp., Post Office Box 2647, Tulsa, Okla. 74102 (partial abandonment).	Cities Service Gas Co., Hardtner Field, Barber County, Kans.	(7)	
G-17783 D 1-28-49	Husky Oil Co. of Delaware (suc- cessor to Husky Oil Co.), Post Box 383, Cody, Wyo. 82414	El Paso Natural Gas Co., Gallup- Gulp Pool, San Juan County, N. Mex.	Unconcomitant	
G-18487 C 2-13-49	Southeastern Development Co., c/o Desail, L. Prather, Seventh St., Parkersburg, W. Va. 26101	Consolidated Gas Supply Corp., acreage in Wirt County, W. Va.	25.0	15.325
G-19456 E 1-15-49	Bradley H. Keyes (successor to Frank Yockey et al.), Box 842, Atlee, N. Mex. 53430	El Paso Natural Gas Co., West Kutz Piedmont Cliffs Field, San Juan County, N. Mex.	13.0	15.025
G-1960-224 C 2-11-49	Brickwell Oil Co., Post Office Box 631, Alton, Tex. 78322	Texas San Juan Oil Corp., Miller and Fox Fields, Duval County, Tex.	12.0	14.65
G-1961-428 E 1-15-49	Killam & Hunt, Ltd. (successor to Killam & Hunt) c/o Douglas O. Hunt, Post Office Box 499, Laredo, Tex. 78460	Natural Gas Pipeline Co. of Amer- ica, Northeast Thompson- ville Field, Webb and Jim Hogg Counties, Tex.	15.0	14.65
G-1961-794 C 2-17-49	Union Oil Co. of California, Union Oil Center, Los Angeles, Calif. 90017	Leone Star Gas Co., Springer Field, Caddo Dome Area, Carter County, Okla.	15.25	14.65
G-1961-1024 D 2-17-49	Mohd Oil Corp. (Operator) et al., Post Office Box 1774, Houston, Tex. 77001	Natural Gas Pipeline Co. of Amer- ica, North Center City Field, Custer County, Okla.	Assigned	
G-1962-435 D 2-17-49	American Petroleum Co. of Texas, Post Office Box 2129, Dallas, Tex. 75221 (partial abandonment).	El Paso Natural Gas Co., Jenkins Field, Crane County, Tex.	(7)	
G-1962-1300 D 2-17-49	Mohd Oil Corp.	Natural Gas Pipeline Co. of Amer- ica, West Crane and Putnam Fields, Dewey and Custer Coun- ties, Okla.	Assigned	
G-1964-357 C 2-14-49	CRA, Inc. (Operator) et al., Post Office Box 735, Kansas City, Mo. 64106	Mountain Fuel Supply Co., Nicholls Grubbs Field, Sweetwater County, Wyo.	15.0	15.025
G-1965-375 E 2-17-49	J. D. King Operating Co. (successor to W. E. Hughes Operating Co. et al.), Route 2, Bivens, Tex. 75555	Arkansas Louisiana Gas Co., Clin- ton Lake Field, Marion County, Tex.	13.27	14.65
G-1967-1114 E 1-15-49	Killam & Hunt, Ltd. (Operator) et al. (successor to Killam & Hunt Operator) et al.	Tennessee Gas Pipeline Co., a divi- sion of Tennessee Inc., South Davis Field, Zapata County, Tex.	15.0	14.65
G-1967-471 D 2-13-49	Edwin L. Cox, 380 First National Bank Building, Dallas, Tex. 75202 (partial abandonment).	Michigan Wisconsin Pipe Line Co., Woodward Area, Dewey County, Okla.	(7)	
G-1967-1009 E 2-7-49	Estate of W. G. Rogers et al. (suc- cessor to W. G. Rogers et al.), c/o Emory T. Corbett, agent, 435 Oak Plaza Bldg., 3707 Rawlins St., Dallas, Tex. 75226	Pachanda Eastern Pipe Line Co., Moccasin-Lavaca Area, Beaver County, Okla.	17.0	14.65
G-1968-684 D 2-13-49	Mohd Oil Corp. (Operator) et al.	Texas Eastern Transmission Corp., Shiloh Field, Union Parish, La.	(7)	
G-1968-707 E 2-7-49	Estate of W. G. Rogers et al. (suc- cessor to W. G. Rogers et al.),	Pachanda Eastern Pipe Line Co., Moccasin-Lavaca Area, Beaver County, Okla.	17.0	14.65

Filing code: A—Initial service.  
B—Abandonment.  
C—Amendment to add acreage.  
D—Amendment to delete acreage.  
E—Succession.  
F—Partial succession.

See footnotes at end of table.



Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
CI69-754..... A 2-13-69	Getty Oil Co., Post Office Box 1404, Houston, Tex. 77001.	Trunkline Gas Co., Vermillion Block 120 Field, Offshore Ver- million Parish, La.	\$ 21.25	15.025
CI69-755..... A 2-13-69	William Perlman et al., 2302 Niels Esperson Bldg., Houston, Tex. 77002.	Valley Gas Transmission, Inc., La Huerta West Field Area, Duval County, Tex.	15.0	14.65
CI69-756..... A 2-13-69	Warren Petroleum Corp., Opera- tor, <sup>1</sup> Post Office Box 1389, Tulsa, Okla. 74102.	Natural Gas Pipeline Co. of Amer- ica, Vada Processing Plant, Lea County, N. Mex.	\$ 15.5	14.65
CI69-757..... A 2-13-69	L. W. Roche.....	United Fuel Gas Co., Rocky Fork Field, Kanawha County, W. Va.	28.0	15.325
CI69-758..... A 2-13-69	G. M. Close (Operator) et al., First National Bldg., Oklahoma City, Okla. 73102.	Panhandle Eastern Pipe Line Co., Oakdale Area, Woods County, Okla.	\$ 17.0	14.65
CI69-759..... A 2-13-69	L. W. Roche.....	United Fuel Gas Co., Rocky Fork Field, Kanawha County, W. Va.	28.0	15.325
CI69-760..... A 2-13-69	Hurley Petroleum Corp., 400 Petro- leum Bldg., Shreveport, La. 71101.	Texas Eastern Transmission Corp., Hico-Knowles Field, Lincoln Par- ish, La.	19.0	15.025
CI69-761..... A 2-13-69	R. L. Moorhouse, Trustee, c/o Sol Smith, Esq., 815 Brown Bldg., Austin, Tex. 78701.	United Gas Pipe Line Co., Ewing Field, San Patricio County, Tex.	15.0	14.65
CI69-762..... A 2-14-69	W. D. A. Corp., 2339 Inwood Rd., Suite 14, Dallas, Tex. 75235.	Humble Gas Transmission Co., West Richland Field Area, Oun- chita and Richland Parishes, La.	\$ 16.0	15.025
CI69-763..... B 2-14-69	Phillips Petroleum Co.....	Southern Natural Gas Co., Cross Bayou Field, Iberia Parish, La.	Depleted	.....
CI69-765..... A 2-14-69	Koch Industries, Inc., Post Office Box 2256, Wichita, Kans. 67201.	Arkansas Louisiana Gas Co., acre- age in Pontotoc County, Okla.	\$ 16.0	14.65
CI69-766..... (CI64-1498) F 2-10-69	International Nuclear Corp. (suc- cessor to Chevron Oil Co., West- ern Division), c/o Robert E. Gill, Jr., attorney, 420 Lincoln Tower Bldg., Denver, Colo. 80203.	Kansas-Nebraska Natural Gas Co., Inc., Lost Cabin Field, Fremont County, Wyo.	15.0	14.65
CI69-767..... (CI65-904) F 2-17-69	Yale Oil Association (successor to Ramsey Associated Petroleum, Ltd.), 2303 First National Bldg., Oklahoma City, Okla. 73102.	Consolidated Gas Supply Corp., Glennville District, Gilmer Coun- ty, W. Va.	25.0	15.325
CI69-768..... A 2-17-69	American Well Service & Salvage, Inc., and Amco Petroleum Corp., c/o Duncan M. Smith, Jr., attor- ney, Post Office Box 51643, Oil Center Station, Lafayette, La. 70501.	Transcontinental Gas Pipe Line Corp., acreage in Calcasieu Parish, La.	17.5	15.025
CI69-769..... (CI61-1773) F 2-17-69	Rex Monahan (successor to Sohio Petroleum Co.), Box 1231, Sterling, Colo. 80751.	Kansas-Nebraska Natural Gas Co., Inc. Surveyor Creek Field, Washington County, Colo.	10.0	16.4
CI69-770..... A 2-14-69	Lincoln Rock Corp., c/o Bernard A. Foster, III, Ross, Marsh & Foster, 725 15th St. NW, Washington, D.C. 20005.	Cimarron Transmission Co., acreage in Love County, Okla.	\$ 15.0	14.65
CI69-771..... (G-5739) F 2-10-69	Western Oil & Minerals Corp. (suc- cessor to John A. Egan), Post Office Box 191, Farmington, N. Mex. 87401.	El Paso Natural Gas Co., South Blanco Pictured Cliffs, San Juan County, N. Mex.	13.0	15.025
CI69-772..... A 2-17-69	Latham Oil Co., Inc. (Operator) et al., Post Office Box 1581, Shreve- port, La. 71102.	United Gas Pipe Line Co., Puckett Field, Rankin County, Miss.	18.0	15.025
CI69-773..... A 2-17-69	Phillips Petroleum Co.....	Lone Star Gas Co., Anadarko Basin Area, Stephens County, Okla.	15.0	14.65
CI69-774..... A 2-17-69	Petroleum, Inc., 300 West Douglas, Wichita, Kans. 67202.	Kansas-Nebraska Natural Gas Co., Inc., Guymon-Hington Gas Area, Texas County, Okla.	\$ 17.0	14.65
CI69-775..... (CI64-1452) F 2-10-69	Western Oil & Minerals Corp. (suc- cessor to John A. Egan).	El Paso Natural Gas Co., South Blanco Pictured Cliffs, San Juan County, N. Mex.	13.0	15.025
CI69-776..... (G-18249) F 2-13-69	Thomas A. Dugan (successor to Ken Blackford (Operator) et al.), Box 234, Farmington, N. Mex. 87401.	El Paso Natural Gas Co., Ballard Pictured Cliffs, Rio Arriba County, N. Mex.	13.0	15.025
CI69-777..... A 2-17-69	Meabon & Smith Gas Co. et al., c/o William Smith, 2 Sutherland Rd., Huntington, W. Va. 25705.	United Fuel Gas Co., Stonewall District, Wayne County, W. Va.	16.0	15.325
CI69-779..... A 2-14-69	Sohio Petroleum Co., 970 First Na- tional Bank Bldg., Oklahoma City, Okla. 73102.	Northern Natural Gas Co., North- west Woodward Area, Woodward County, Okla.	\$ 18.75	14.65

<sup>1</sup> Includes 1 cent per Mcf minimum guarantee for liquids.

<sup>2</sup> Gas is no longer being produced in commercial quantities.

<sup>3</sup> Deletes excess gas from contract. Buyer is unable to take additional gas in excess of contract volumes.

<sup>4</sup> Subject to deduction for compression.

<sup>5</sup> No permanent certificate issued; temporary authorization granted only.

<sup>6</sup> Well deliverability pressures are insufficient to enter high pressure line.

<sup>7</sup> Subject to upward and downward B.t.u. adjustment.

<sup>8</sup> Acreage released to landowners.

<sup>9</sup> Application previously noticed Feb. 12, 1969, in Dockets Nos. G-2723 et al. at a total initial price of 13.2727 cents per Mcf, subject to deduction for compression and treating charges, if applicable.

<sup>10</sup> Applicant filed revised billing statement to reflect a total initial price of 13.4425 cents per Mcf, including tax reimbursement; also subject to deduction for compression and treating charges, if applicable.

<sup>11</sup> Contract provides for 21.25 cents per Mcf; however, Applicant states it will accept certificate at 19.5 cents per Mcf.

<sup>12</sup> Well is no longer capable of producing gas in commercial quantities.

<sup>13</sup> Contract provides for 18 cents per Mcf, subject to upward and downward B.t.u. adjustment; however, Applicant proposes rate of 15.15 cents per Mcf (including 0.85-cent reduction for downward B.t.u. adjustment), subject to upward and downward B.t.u. adjustment.

<sup>14</sup> Application erroneously assigned Docket No. CI69-750; only temporary certificate issued in Docket No. CI65-1362 and 1362, therefore, the application will be treated as an amendment to the application in Docket No. CI65-1362 and Docket No. CI69-750 is canceled.

<sup>15</sup> Applicant has agreed to accept certificate conditioned as Opinion No. 468, as modified by Opinion No. 468-A.

<sup>16</sup> Includes 1 cent upward B.t.u. adjustment. Subject to upward and downward B.t.u. adjustment.

<sup>17</sup> Contract provides for 17 cents per Mcf, subject to upward and downward B.t.u. adjustment; however, Applicant agrees to accept certificate at 15 cents per Mcf, plus B.t.u. adjustment.

<sup>18</sup> Includes 1 cent per Mcf tax reimbursement.

<sup>19</sup> Contract provides for rate of 16 cents per Mcf; however, Applicant agrees to accept certificate conditioned to 15 cents per Mcf.

<sup>20</sup> Includes 1.75 cents upward B.t.u. adjustment. Subject to upward and downward B.t.u. adjustment.

[F.R. Doc. 69-3009; Filed, Mar. 13, 1969; 8:45 a.m.]



[Docket No. RI69-596 et al.]

## PLACID OIL CO. ET AL.

## Order Providing for Hearing on and Suspension of Proposed Changes in Rates

MARCH 5, 1969.

On February 3, 1969, Placid Oil Co. (Operator) et al., and Placid Oil Co. (both referred to herein as Placid)<sup>1</sup> tendered for filing proposed changes in their presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The proposed changes are contained in the following designated filings:

<sup>1</sup> Address is: 2500 First National Bank Building, Dallas, Tex. 75202, Attention: Paul W. Hicks, Esquire.

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual decrease	Date filing tendered	Effective date unless suspended	Data suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed decreased rate	
RI69-596..	Placid Oil Co. (Operator) et al., 2500 First National Bank Bldg., Dallas, Tex. 75202, Attention: Paul W. Hicks, Esq.	24	8	Tennessee Gas Pipeline Co., a division of Tenneco Inc. (Lake Washington Field, Plaquemines Parish, La.) (South Louisiana Area).	\$171,600	2-3-69	*2-4-69	*2-5-69	**23.7	***21.5	RI68-56.
.....do.....	.....do.....	26	6	Tennessee Gas Pipeline Co., a division of Tenneco Inc. (Dulac Area, Terrebonne Parish, La.) (South Louisiana Area).	101,300	2-3-69	*2-4-69	*2-5-69	**23.7	***21.5	RI68-57.
RI69-597..	Placid Oil Co.....	27	6	Tennessee Gas Pipeline Co., a division of Tenneco Inc. (Caillon Island Field, Terrebonne Parish).	8,250	2-3-69	*2-4-69	*2-5-69	**23.7	***21.5	RI68-57.
.....do.....	.....do.....	31	4	Tennessee Gas Pipeline Co., a division of Tenneco Inc. (Leeville Area, La. Fourche Parish, La.) (South Louisiana Area).	4,950	2-3-69	*2-4-69	*2-5-69	**23.15	***21.5	RI68-269.

\* The stated effective date is the day following the date the prior increase was placed into effect subject to refund.

\*\* The suspension period is limited to 1 day.

\*\*\* Special decrease to reduce refund exposure and provide measure of protection in the event the rate finally determined in Southern Louisiana exceeds 20 cents per Mcf.

\* Pressure base is 15.025 p.s.i.a.

\*\* Subject to a downward B.t.u. adjustment.

\*\*\* "Fractured" rate. Contractually due 26.1 cents per Mcf (23.8 cents plus 2.3 cents tax reimbursement) since Nov. 1, 1964.

\* Inclusive of 2.3 cents tax reimbursement.

Placid has requested that its proposed rate decreases be made effective as of February 2, 1969, the day following the date it believed its prior rate changes were proposed to become effective subject to refund in Dockets Nos. RI68-56, RI68-57, and RI68-269. However, Placid did not file its motion to place the prior suspended rates into effect until February 3, 1969. We therefore conclude that Placid's proposed rate decreases should be suspended for 1 day from February 4, 1969.

Placid's proposed four rate decreases, from rates currently in effect subject to refund in Dockets Nos. RI68-56, RI68-57, and RI68-269, amounting to \$286,000 annually, exceed the area increased rate ceiling established by the Commission's statement of general policy No. 61-1, as amended.

The 21.5-cent decreased rates proposed herein by Placid also exceed the area base rates prescribed in Opinion No. 546 issued September 25, 1968, in South Louisiana Area Rate Proceeding, Docket No. AR61-2, which is now pending on rehearing. Paragraph (A) of Opinion No. 546 states that from and after September 25, 1968, no rate or charge made, demanded, or received under a rate schedule filed for gas produced in the Southern Louisiana Area shall exceed the applicable rate prescribed therein. Consequently, the subject rate changes will be subject to rejection, *ab initio*, if the Commission affirms its Opinion No. 546 on rehearing or in the event Opinion No. 546 is affirmed but stayed and ultimately upheld on judicial review. The same is true with respect to the prior higher rates in

Dockets Nos. RI68-56 et al., and RI68-269. In these circumstances we believe it appropriate to suspend Placid's rates for only 1 day.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon hearings concerning the lawfulness of the proposed changes, and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), public hearings shall be held upon dates to be fixed by notices from the Secretary concerning the lawfulness of the rate changes contained in the above-designated supplements.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until February 5, 1969, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however*, That the supplements to the rate schedules filed by Placid, as set forth herein, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order Placid shall file under Dockets Nos. RI69-596 and RI69-597 with the Secretary of the

Commission its agreements and undertakings to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of a copy thereof upon Tennessee Gas Pipeline Co., a division of Tenneco Inc., the purchaser under the rate schedules involved. Unless Placid is advised to the contrary within 15 days after the filing of its agreements and undertakings, such agreements and undertakings shall be deemed to have been accepted. If, however, an acceptable general undertaking, as provided in Order No. 377, has previously been filed by Placid, then it will not be necessary for Placid to file its agreements and undertakings as provided herein. In such circumstances Placid's proposed rate changes will become effective as of the expiration of the suspension period without any further action by Placid.

(C) Unless otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension periods.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before April 21, 1969.

By the Commission.

[SEAL]

KENNETH F. PLUMB,  
Acting Secretary.

[F.R. Doc. 69-3068; Filed, Mar. 13, 1969; 8:45 a.m.]



[Docket No. CP69-224]

**LONE STAR GAS CO.****Notice of Application**

MARCH 6, 1969.

Take notice that on February 24, 1969, Lone Star Gas Co. (Applicant), 301 South Harwood Street, Dallas, Tex. 75201, filed in Docket No. CP69-224 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of facilities for the transportation of natural gas in interstate commerce, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes the construction and operation of approximately 6.9 miles of 2-inch transmission line extending from its 6-inch Line F-2 in a southerly direction to a city gate measuring station to be installed near the town of Little Elm, Denton County, Tex.

Applicant states that the town of Little Elm does not have natural gas service, and that Applicant has been granted a franchise to build and operate a distribution system within the town.

Applicant estimates the cost of the natural gas pipeline facilities at \$51,058, the city gate measuring and regulating station at \$2,900, and the local distribution system for Little Elm at \$33,370, all of which Applicant intends to finance from working capital.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before March 31, 1969.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 69-3070; Filed, Mar. 13, 1969; 8:45 a.m.]

[Docket No. CP69-230]

**MISSISSIPPI RIVER TRANSMISSION CORP.****Notice of Application**

MARCH 6, 1969.

Take notice that on February 28, 1969, Mississippi River Transmission Corp. (Applicant), 9900 Clayton Road, St. Louis, Mo. 63124, filed in Docket No. CP69-230, an application pursuant to section 7 of the Natural Gas Act for permission and approval of the Commission to abandon in place certain natural gas facilities and construct certain new facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks permission and approval of the Commission to abandon in place a portion of the lateral line from Applicant's Alton Line to Shell Oil Co.'s Wood River refinery, Madison County, Ill., consisting of 1.89 miles of 16-inch pipe. Applicant proposes to replace that portion of abandoned line with 0.85 mile of 16- and 18-inch line along a shorter route.

Applicant estimates the cost of the proposal at \$148,700, to be financed from funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before April 3, 1969.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that permission and approval for the proposed abandonment is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 69-3071; Filed, Mar. 13, 1969; 8:45 a.m.]

[Docket No. CP69-223]

**NORTHERN NATURAL GAS CO.****Notice of Application**

MARCH 6, 1969.

Take notice that on February 24, 1969, Northern Natural Gas Co. (Applicant), 2223 Dodge Street, Omaha, Nebr. 68102, filed in Docket No. CP69-223 an application pursuant to section 7(b) of the Natural Gas Act for permission and approval to abandon the transportation of natural gas in interstate commerce for resale and distribution in certain communities in the State of Kansas, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant seeks permission and approval to abandon the transportation of natural gas presently being supplied to its Peoples Division for sale and distribution in the communities of Montezuma, Cimarron, Ensign, and Dodge City, Kans. Applicant proposes to transfer to its Peoples Division certain of the branch lines and measuring facilities utilized to provide such service. Applicant states that due to substantial load growth it will be unable to meet the residential and industrial natural gas requirements of the four communities without the construction of new facilities.

Applicant alleges that Cities Service Gas Co. has existing facilities traversing the subject area which are capable of supplying the area's natural gas requirements, and that Cities Service has agreed to undertake the fulfilling of those requirements.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before March 28, 1969.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that permission and approval for the proposed abandonment is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 69-3072; Filed, Mar. 13, 1969; 8:45 a.m.]



[Docket No. CP69-229]

## TEXAS GAS TRANSMISSION CORP.

## Notice of Application

MARCH 6, 1969.

Take notice that on February 28, 1969, Texas Gas Transmission Corp. (Applicant), Post Office Box 1160, Owensboro, Ky. 42301, filed in Docket No. CP69-229 a "budget-type" application pursuant to section 7(c) of the Natural Gas Act and § 157.7(b) of the regulations thereunder, for a certificate of public convenience and necessity authorizing construction during the 12-month period beginning June 1, 1969, and operation of miscellaneous natural gas facilities necessary to enable Applicant to purchase natural gas from independent producers in the general area of its existing system, all as more fully set forth in the application on file with the Commission and open to public inspection.

Applicant further requests that the limitations of §§ 2.58(a) (2) and 157.7(b) (1) (ii) of the Commission's regulations be waived, and that Applicant be allowed to construct facilities costing up to \$1 million for any single offshore facility and \$750,000 for any single onshore facility. Applicant does not ask that the limit of \$5 million on total expenditures be waived.

Applicant states that this "budget-type" application will enable it to act with the least possible delay when contracting for supplies of gas which may become available along its system.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before April 3, 1969.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protests or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 69-3073; Filed, Mar. 13, 1969;  
8:45 a.m.]

[Docket No. CP69-228]

## VALLEY GAS TRANSMISSION, INC.

## Notice of Application

MARCH 6, 1969.

Take notice that on February 25, 1969, Valley Gas Transmission, Inc. (Applicant), Houston Natural Gas Building, 1200 Travis, Box 1188, Houston, Tex. 77001, filed in Docket No. CP69-228 an application pursuant to section 7(b) of the Natural Gas Act to abandon certain facilities in Texas, all as more fully described in the application on file with the Commission and open for public inspection.

Specifically, Applicant requests authority to abandon approximately 2.25 miles of pipeline and appurtenant facilities connecting wells in the Tidehaven Field, Matagorda County, Tex., and approximately 3 miles of pipeline and related facilities connected to a central point in the South Spanish Camp Field, Wharton County, Tex.

Applicant states the net book value of the facilities to be abandoned is \$47,078. Applicant proposes to abandon them in place. Applicant states that the wells which these facilities connect are depleted.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before March 31, 1969.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate permission and approval for the proposed abandonment is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 69-3074; Filed, Mar. 13, 1969;  
8:45 a.m.]

[Docket No. RP 69-24]

EASTERN SHORE NATURAL GAS CO.  
Notice of Proposed Change in Rates  
and Charges

MARCH 7, 1969.

Notice is hereby given that Eastern Shore Natural Gas Co. (Eastern Shore)

on February 11, 1969, as supplemented on February 27, 1969, filed a proposed change to its FPC Gas Tariff, Original Volume No. 1, to be effective as of April 11, 1969. The change is reflected in proposed Rate Schedule CD-E and contains a demand charge of \$5.25 per Mcf of contract demand in lieu of the presently effective systemwide demand charge of \$6.43.

Eastern Shore alleges that the new zone and rate schedule results from negotiations with its customers as provided in the settlement agreement which was approved by the Commission in Docket RP61-20 (27 FPC 1371).

Protests, petitions, or notices of intervention may be filed with the Federal Power Commission, Washington, D.C. 20426, on or before March 27, 1969.

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 69-3108; Filed, Mar. 13, 1969;  
8:48 a.m.]

[Docket No. G-3784 etc.]

## SOLIO PETROLEUM CO. ET AL.

## Applications for Certificates, Abandonment of Service, and Petitions To Amend Certificates

MARCH 7, 1969.

Solio Petroleum Co. (Operator) et al. (successor to Blanco Oil Co.) and other applicants listed herein, Docket No. G-3784 et al.; Petroleum, Inc., operator, Docket No. CI69-703.

In the notice of applications for certificates, abandonment of service, and petitions to amend certificates, issued February 24, 1969, and published in the FEDERAL REGISTER March 4, 1969, F.R. 34(3762), on page 8, column 1: Under Docket No. CI69-703, insert in parenthesis Docket No. "CI60-418" and change filing code from "A" to "F".

GORDON M. GRANT,  
Secretary.

[F.R. Doc. 69-3109; Filed, Mar. 13, 1969;  
8:48 a.m.]

## FEDERAL TRADE COMMISSION

PUBLICATION OF ADVERTISING  
STANDARDS BY PRIVATE ASSOCIATION

## Approval

The Commission announced its approval of advertising and selling standards proposed for publication by a private association.

The association has come to believe that certain unfair and deceptive practices are being used by a number of firms providing a particular service. It has therefore devised a "Statement," similar to a Code of Ethics, setting forth a number of practices which have heretofore been found unlawful by the Commission and which should not be engaged in by members of the industry. It proposes to



invite industry members voluntarily to agree to avoid such practices as "bait" advertising, false disparagement of competitors, deceptive pricing, deceptive advertising of guarantees, and misleading use of the word "free."

The objective of the "Statement" is to maintain accuracy and truth in advertising and selling of the service involved. Among other things, the "Statement" provides, "all advertising shall be accurate and clearly disclose the true nature of the offer. Advertising as a whole should not create a misleading impression, even though each statement or illustration, when considered separately, may be literally truthful. Advertisers at all times should be in a position to substantiate the accuracy of any claims made in their advertising."

The Commission advised that: "As long as each signer of the document agrees to, and abides by, its provisions without coercion, expressed or implied, the Commission would have no objection to your proposed document as written, or its proposed use."

Issued: March 13, 1969.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA,  
Secretary.

[F.R. Doc. 69-3121; Filed, Mar. 13, 1969;  
8:49 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

### BARTEP INDUSTRIES, INC.

#### Order Suspending Trading

MARCH 10, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock and all other securities of Bartep Industries, Inc., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 11, 1969, through March 20, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 69-3110; Filed, Mar. 13, 1969;  
8:48 a.m.]

[File Nos. 7-3045-7-3053]

### CAROLINA POWER AND LIGHT CO. ET AL.

#### Notice of Applications for Unlisted Trading Privileges and of Opportunity for Hearing

MARCH 10, 1969.

In the matter of applications of the Boston Stock Exchange for unlisted

trading privileges in certain securities.

The above-named national securities exchange has filed applications with the Securities and Exchange Commission pursuant to section 12(f) (1) (B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stocks of the following companies, which securities are listed and registered on one or more other national securities exchanges:

	File No.
Carolina Power and Light Co.	7-3046
Industrial Bancorp., Inc.	7-3047
Kimberly-Clark Corp.	7-3048
May Department Stores Co.	7-3049
Northwest Bancorporation	7-3050
Ogden Corp.	7-3051
Southwestern Public Service Co.	7-3052
Travelers Corp.	7-3053

Upon receipt of a request, on or before March 25, 1969, from any interested person, the Commission will determine whether the application with respect to any of the companies named shall be set down for hearing. Any such request should state briefly the title of the security in which he is interested, the nature of the interest of the person making the request, and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on any of the said applications by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing with respect to any particular application, such application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 69-3111; Filed, Mar. 13, 1969;  
8:48 a.m.]

[File Nos. 7-3055-7-3057]

### CHROMALLOY AMERICAN CORP. (DELAWARE) ET AL.

#### Notice of Applications for Unlisted Trading Privileges and of Opportunity for Hearing

MARCH 10, 1969.

In the matter of applications of the Philadelphia - Baltimore - Washington Stock Exchange for unlisted trading privileges in certain securities.

The above-named national securities exchange has filed applications with the Securities and Exchange Commission pursuant to section 12(f) (1) (B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stocks of the following companies, which securities are listed and registered on one or more other national securities exchanges:

	File No.
Chromalloy America Corp. (Delaware)	7-3055
Universal Container Corp.	7-3056
Federal Resources Corp.	7-3057

Upon receipt of a request, on or before March 25, 1969, from any interested person, the Commission will determine whether the application with respect to any of the companies named shall be set down for hearing. Any such request should state briefly the title of the security in which he is interested, the nature of the interest of the person making the request, and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on any of the said applications by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing with respect to any particular application, such application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 69-3112; Filed, Mar. 13, 1969;  
8:48 a.m.]

[812-2397, 812-2401]

### CML VARIABLE ANNUITY ACCOUNT A AND CONNECTICUT MUTUAL LIFE INSURANCE CO.

#### Notice of Application for Exemption

MARCH 10, 1969.

Notice is hereby given that CML Variable Annuity Account A ("Account") and Connecticut Mutual Life Insurance Co. ("Insurance Company"), (hereinafter called "Applicants"), 140 Garden Street, Hartford, Conn. 06115, have filed an application pursuant to section 6(c) of the Investment Company Act of 1940 ("Act"), 15 U.S.C. section 80a-1 et seq., for an order exempting Applicants from certain provisions of sections 17(f) (3), 22(d), 22(e), 27(a) (4), 27(c) (1), and 27(c) (2) of the Act and Rule 17f-2 thereunder. Account is an open-end diversified management company registered under the Act. All interested persons are referred to the application on file with the Commission for a statement of the representations therein, which are summarized below.

Insurance Company established Account as the facility through which Insurance Company will set aside and invest assets attributable to variable annuity contracts.

Section 17(f) (3) provides that a registered management investment company may maintain its securities and similar investments in its own custody, but only in accordance with such rules and regulations or orders as the Commission may from time to time prescribe for the protection of investors. Rule 17f-2(b) provides, with certain exceptions,



that all securities and similar investments must be deposited in the safekeeping of a bank or other company whose functions and physical facilities are supervised by Federal or State authority. Rule 17f-2(d) provides, in relevant part, that no person shall be authorized or permitted to have access to the securities held in the custody of a management investment company except pursuant to a resolution of the board of directors of such company which names not more than five persons, who must be officers or responsible employees of such company, and that access to such investments shall be had only by two or more such persons jointly, at least one of whom shall be an officer. Applicants request an exemption from the provisions of section 17(f)(3) and Rule 17f-2 to the extent necessary to permit the custody by Insurance Company in its vault of the securities and other similar investments held in the Account, and to permit not more than 20 duly authorized officers or responsible employees of Insurance Company as well as representatives of the Connecticut Commissioner of Insurance, members of the National Association of Insurance Commissioners duly designated zonal auditing committee and selected responsible members of Insurance Company's internal audit team to have access to the assets of the Account on the grounds that adequate protection will be afforded to variable annuity contract owners.

Section 22(d) provides, in pertinent part, that no registered investment company shall sell any redeemable security issued by it to any person except at a current offering price described in the prospectus.

Applicants propose to make no sales and administrative charges with respect to payments derived from the surrender or conversion of contracts with Insurance Company which, immediately prior to their surrender or conversion, were held by the contract owner or beneficiary under a retirement program qualified under sections 401, 403(a), 403(b), or other provisions of the Internal Revenue Code allowing similar tax treatment.

Applicants assert that no unfair discrimination would result from elimination of such charges. In all cases of surrender or conversion of contracts with Insurance Company a sales charge on the payments under the contracts will have been paid. By eliminating sales and administrative charges upon the surrender or conversion of such contracts, duplication of charges already made is avoided.

Applicants also request an exemption from the provisions of section 22(d) to permit Insurance Company to employ, in effect, a form of experience rating whereby Insurance Company, a mutual life insurance company, may credit a portion of its divisible surplus with respect to the variable annuity contracts, all of which are issued on a participating basis. Although there is no contractual right to the payment of refunds under the contract, there is an annual determination by the board of directors of Insurance

Company of the amount of surplus that may prudently be distributed and the manner in which that amount should be divided among the many classes of contracts administered by Insurance Company based upon each class's contribution to such surplus. Application of the refunds due each participant will be made on the contract anniversary during the period with respect to which any refund is declared. Any refund from divisible surplus will be allocated to the contract owner, the contract or the account, as determined by Insurance Company. Such allocation shall be consistent with the tax qualified nature of the plan under which the contract is issued and, in certain circumstances, the method of allocation may be elected by the contract owner. The most common methods of allocation are expected to be (a) allocations against future payments under the contract, (b) crediting of a number of additional accumulation units equal in value to the amount of the refund due, or (c) increasing the amount of annuity payments.

Refunds due the participants will be applied without deduction of any amounts for sales or administrative expenses, since any applicable charges therefor would already have been made against the payments giving rise to such surplus.

Sections 22(e) and 27(c)(1) provide, in pertinent part, that (1) a registered investment company may not suspend the right of redemption or postpone the date of payment upon redemption of any redeemable security in accordance with its terms for more than 7 days after the tender of such security for redemption, and (2) a registered investment company issuing periodic payment plan certificates may not sell such certificates unless such certificates are redeemable securities. Applicants state that the amount of annuity payments under the variable annuity contracts are calculated actuarially based upon the assumption that the "pool" created by the value of the individual accounts of persons electing an annuity will be allocated over the expected future lifetimes, as determined from the mortality table, of all annuitants of a similar class. Some will die prior to their expected future lifetime, but others will survive beyond this. The assumption the insurer makes is that amounts available because of deaths prior to the average future lifetime will offset payments made to annuitants who survive beyond the average future lifetime. If an annuitant were permitted to redeem his contract after annuity payments commence, the actuarial assumptions made with respect to the remaining annuitants would no longer be valid. In order to sustain the actuarial basis for annuity payments, Applicants request an exemption from sections 22(e) and 27(c)(1) to permit issuance of variable annuity contracts which preclude redemption during the annuity payment period.

Section 27(a)(4), as here pertinent, prohibits the sale of any periodic payment plan certificate issued by a registered investment company if the first

payment on such certificate is less than \$20 or any subsequent payment is less than \$10. In order to avoid additional expense for employers in making payroll deductions, Applicants request an exemption to permit the first payment by or for a contract owner or participant to be in an amount not less than \$10.

Section 27(c)(2) prohibits a registered investment company or a depositor or underwriter for such company from selling periodic payment plan certificates unless the proceeds of all payments, other than the sales load, are deposited with a bank as trustee or custodian and held under an indenture or agreement containing, in substance, the provisions required by sections 26(a)(2) and (3) for a unit investment trust. Section 26(a)(2) requires that the trustee or custodian segregate and hold in trust all securities and cash of the trust and places certain restrictions on charges which may be made against the trust income and corpus and excludes from expenses which the trustee or custodian may charge against the trust any payments to the depositor or principal underwriter, other than a fee not exceeding such reasonable amount as the Commission may prescribe, for performing bookkeeping and other administrative services delegated to them by the trustee or custodian. Section 26(a)(3) governs the circumstances under which the trustee or custodian may resign. Applicants request an exemption from these requirements to permit the proceeds of all payments under the variable annuity contracts to be held by Insurance Company on the grounds that its status as a regulated insurance company, and its obligations as an insurance company to its variable annuity contract owners provide substantially the protection contemplated by these requirements.

Applicants have consented that the requested exemption may be made subject to the conditions (1) that the charges to variable annuity contract owners for administrative services shall not exceed such reasonable amounts as the Commission shall prescribe, jurisdiction being reserved for such purpose, and (2) that the payment of sums and charges out of the assets of the fund shall not be deemed to be exempted from regulation by the Commission by reason of the requested order: *Provided*, That the Applicants' consent to this condition shall not be deemed to be a concession to the Commission of authority to regulate the payments of sums and charges out of such assets other than charges for administrative services, and Applicants reserve the right in any proceeding before the Commission or in any suit or action in any court to assert that the Commission has no authority to regulate the payment of such other sums or charges.

Section 6(c) authorizes the Commission to exempt any person, security, or transaction or any class or classes of persons, securities, or transactions, from the provisions of the Act and rules promulgated thereunder if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors



and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than March 20, 1969, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicants at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing, or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 69-3113; Filed, Mar. 13, 1969;  
8:49 a.m.]

#### DUMONT CORP.

##### Order Suspending Trading

MARCH 10, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the class A and class B Common Stock of Dumont Corp., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15 (c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 11, 1969, through March 20, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 69-3114; Filed, Mar. 13, 1969;  
8:49 a.m.]

#### MAJESTIC CAPITAL CORP.

##### Order Suspending Trading

MARCH 10, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Majestic Capital Corp., Encino, Calif., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15 (c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 11, 1969, through March 20, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 69-3115; Filed, Mar. 13, 1969;  
8:49 a.m.]

[File No. 2-29361(22-5061)]

#### PENNSYLVANIA ENGINEERING CORP.

##### Notice of Application and Opportunity for Hearing

MARCH 7, 1969.

Notice is hereby given that Pennsylvania Engineering Corp., a Delaware corporation ("Company") has filed an application under clause (ii) of section 310(b)(1) of the Trust Indenture Act of 1939 ("Act") for a finding that the trusteeship of The First National Bank of Boston ("Bank of Boston") under an indenture, which was heretofore qualified under said Act, is not so likely to involve a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify Bank of Boston from acting as trustee under such indentures.

Section 310(b) of the Act provides in part that if a trustee under an indenture qualified under the Act has or shall acquire any conflicting interest, it shall within 90 days after ascertaining that it has such conflicting interest, either eliminate such conflicting interest or resign. Subsection (1) of such section provides, in effect, with certain exceptions, that a trustee under a qualified indenture shall be deemed to have a conflicting interest if such trustee is trustee under another indenture under which any other securities of the same issuer are outstanding. However, under clause (ii) of subsection (1), there may be excluded from the operation of this provision another indenture or indenture under which other securities of the issuer are outstanding, if the issuer shall have sustained the burden of proving, on application to the Commission and after opportunity for hearing thereon, that trusteeship under the indentures is not so likely to involve

a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify such trustee from acting as trustee under any such indentures.

The Company alleges that:

1. The Company has outstanding \$16,120,200 aggregate principal amount of its 5 percent Convertible Subordinated Debentures due November 1, 1993 ("Old Debenture") issued under an Indenture dated as of October 1, 1968, between the Company and Bank of Boston ("Old Indenture"). The Old Debentures were registered under the Securities Act of 1933 (File No. 2-29361) and the Indenture was simultaneously qualified under the Trust Indenture Act of 1939 (File No. 22-5061).

2. On December 30, 1968, the Company issued and sold to three institutional purchasers who represented that they were purchasing for investment and not with a view to distribution, \$6 million aggregate principal amount of the Company's 5 1/2 percent Convertible Subordinated Debentures due December 31, 1993 (the "New Debentures") issued under an indenture dated as of December 23, 1968, between the Company and Bank of Boston ("New Indenture"). The New Debentures were exempt from registration under the Securities Act of 1933 by section 4(2) thereof and the New Indenture is exempt from qualification under the Act by virtue of the provisions of section 304(b)(1) of that Act.

3. Except in few particulars hereinafter mentioned, the New Indenture is identical to the Old Indenture and except as hereinafter mentioned the terms of the New Debentures are identical to those of the Old Debentures.

4. The Old Indenture and the New Indenture are wholly unsecured. The Company is not in default under the Old Indenture or under the New Indenture. The New Debentures rank equally with the Old Debentures.

For a more detailed statement of the matters of fact and law asserted, all persons are referred to said application, which is a public document on file in the office of the Commission at 500 North Capitol Street NW., Washington, D.C. 20549.

Notice is further given that any interested person may, not later than March 26, 1969, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application which he desires to controvert, or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. At any time after said date, the Commission may issue an order granting the application, upon such terms and conditions as the Commission may deem necessary or appropriate in the public interest and the interest of investors, unless a hearing is ordered by the Commission.



For the Commission (pursuant to delegated authority).

[SEAL]

ORVAL L. DuBois,  
Secretary.

[P.R. Doc. 69-3116; Filed, Mar. 13, 1969;  
8:49 a.m.]

### SANTA FE INDUSTRIES, INC.

#### Notice of Application for Unlisted Trading Privileges and of Opportunity for Hearing

MARCH 10, 1969.

In the matter of application of the Detroit Stock Exchange for unlisted trading privileges in a certain security.

The above named national securities exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(f) (1) (B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stock of the following company, which security is listed and registered on one or more other national securities exchange:

Santa Fe Industries, Inc. File No. 7-3054

Upon receipt of a request, on or before March 10, 1969, from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL]

ORVAL L. DuBois,  
Secretary.

[P.R. Doc. 69-3117; Filed, Mar. 13, 1969;  
8:49 a.m.]

### RENEGOTIATION BOARD

#### PERSONS HOLDING PRIME CONTRACTS OR SUBCONTRACTS FOR TRANSPORTATION BY WATER AS COMMON CARRIERS

#### Extension of Time for Filing Financial Statements Under the Renegotiation Act of 1951

Every person who held a prime contract or subcontract for transportation by water as a common carrier at any time during the calendar year 1968 is

hereby granted an extension of time until August 1, 1969 for filing a financial statement for such year pursuant to § 105(e) (1) of the Renegotiation Act of 1951, as amended.

Dated: March 11, 1969.

LAWRENCE E. HARTWIG,  
Chairman.

[P.R. Doc. 69-3095; Filed, Mar. 13, 1969;  
8:47 a.m.]

### SMALL BUSINESS ADMINISTRATION

#### HEMISPHERE CAPITAL CORP.

#### Notice of Application for License as Small Business Investment Company

An application for a license to operate as a small business investment company under the provisions of the Small Business Investment Act of 1958, as amended, (15 U.S.C. 661 et seq.) has been filed by Hemisphere Capital Corp. (Applicant) with the Small Business Administration (SBA) pursuant to § 107.102 of the regulations governing small business investment companies (13 CFR Part 107; 33 F.R. 326). The Applicant, a New York corporation with a principal place of business located at 120 Delaware Avenue, Buffalo, N.Y. 14202, is a wholly owned subsidiary of Coburn Corporation of America (Coburn), a New York corporation having its principal place of business located at 100 Merrick Road, Rockville Centre, N.Y. 11571. Pursuant to a reorganization agreement and plan entered into between Coburn and Buffalo Small Business Investment Corp. (Buffalo), a small business investment company licensed by SBA under the Act, Coburn will acquire substantially all of the assets and assume substantially all of the liabilities of Buffalo in exchange for 16,300 shares of Coburn stock. The assets so acquired will be transferred to Applicant as a capital contribution by Coburn and Applicant will assume substantially all of the liabilities of Buffalo including Buffalo's indebtedness to SBA. The Coburn stock will be distributed by Buffalo to its stockholders in complete liquidation of the company and Buffalo's license surrendered to SBA.

All of the stock of the Applicant will be issued to and owned by Coburn and the officers and directors of the Applicant will be the following persons:

Name, address, and position or relationship

Irving L. Bernstein, 100 Merrick Road, Rockville Centre, N.Y., president, treasurer, and director.

Leonard Rochwarger, 120 Delaware Avenue, Buffalo, N.Y., vice president and assistant treasurer.

Murray Weiss, 100 Merrick Road, Rockville Centre, N.Y., assistant secretary and director.

Harold Grossman, 100 Merrick Road, Rockville Centre, N.Y., director.

Name, address, and position or relationship  
Paul R. Scott, 100 Merrick Road, Rockville, N.Y., secretary.

Matters involved in SBA's consideration of the application include the general business reputation and character of the foregoing individuals and the probability of successful operation of the company under their control and management (including adequate profitability and financial soundness) in accordance with the Act and regulations.

Notice is further given that any interested person may, no later than 10 days from the publication of this notice, submit to SBA, in writing, relevant comments on the proposed SBIC. Any such communication should be addressed to: Associate Administrator for Investment, Small Business Administration, 1441 L Street NW., Washington, D.C. 20416.

A copy of this notice shall be published by Applicant in a newspaper of general circulation in Buffalo, N.Y., and Rockville Centre, N.Y.

For SBA (pursuant to delegated authority).

Dated: March 3, 1969.

JAMES THOMAS PHELAN,  
Acting Associate Administrator  
for Investment.

[P.R. Doc. 69-3079; Filed, Mar. 13, 1969;  
8:46 a.m.]

[License No. 12/12-0112]

#### STERLING FUND, LTD.

#### Notice of Surrender of License

Notice is hereby given that Sterling Fund, Ltd., Hayward, Calif., has pursuant to § 107.105 of the Regulations Governing Small Business Investment Companies (13 CFR Part 107, 33 F.R. 326) surrendered its license to operate as a small business investment company. It was incorporated on January 3, 1964, under the laws of the State of California and licensed by the Small Business Administration (SBA) on March 10, 1964, to operate solely under the Small Business Investment Act of 1958, as amended (15 U.S.C., 661 et seq.).

Sterling Fund, Ltd., has complied with all conditions set forth by SBA for the surrender of its license, including repayment of all indebtedness owing to SBA.

Therefore, under the authority vested by the Small Business Investment Act of 1958, as amended and the pursuant regulations promulgated thereunder the surrender of the license of Sterling Fund, Ltd., is hereby accepted and Sterling Fund, Ltd., accordingly, is no longer licensed to operate as a small business investment company.

Dated: March 6, 1969.

JAMES THOMAS PHELAN,  
Acting Associate Administrator  
for Investment.

[P.R. Doc. 69-3080; Filed, Mar. 13, 1969;  
8:46 a.m.]



# INTERSTATE COMMERCE COMMISSION

## FOURTH SECTION APPLICATIONS FOR RELIEF

MARCH 11, 1969.

Protests to the granting of an application must be prepared in accordance with Rule 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

### LONG-AND-SHORT HAUL

**FSA No. 41578—Soda ash to points in Illinois.** Filed by Southwestern Freight Bureau, agent (No. B-14), for interested rail carriers. Rates on soda ash, other than modified soda ash, in bulk or in bulk in bags, barrels, boxes, or pails, in carloads, as described in the application, from specified points in Louisiana and Texas, to specified points in Illinois.

Grounds for relief—Market competition.

**Tariffs—Supplements 147 and 211 to Southwestern Freight Bureau, agent, tariffs ICC 4668 and 4564, respectively.**

**FSA No. 41579—Chlorine to St. Marys, Ga.** Filed by Southwestern Freight Bureau, agent (No. B-18), for interested rail carriers. Rates on chlorine, in tank carloads, as described in the application, from Taft, La., to St. Marys, Ga.

Grounds for relief—Market competition.

**Tariff—Supplement 147 to Southwestern Freight Bureau, agent, tariff ICC 4668.**

**FSA No. 41580—Chemicals from points in Louisiana and Texas.** Filed by Southwestern Freight Bureau, agent (No. B-15), for interested rail carriers. Rates on carbon tetrachloride, ethylene dichloride, methylene chloride, perchloroethylene, trichloroethane, and trichloroethylene, in tank carloads, from specified points in Louisiana and Texas, to St. Louis, Mo., and East St. Louis, Ill.

Grounds for relief—Rate relationship.

**Tariffs—Supplements 147 and 211 to Southwestern Freight Bureau, agent, tariffs ICC 4668 and 4564, respectively.**

**FSA No. 41582—Bituminous coal to Kimball, Tenn.** Filed by The Chesapeake and Ohio Railway Co., (No. A-44), for itself and the Louisville and Nashville Railroad Co. Rates on coal and coal briquettes, in carloads, as described in the application, from mine origins in Kentucky, Virginia, and West Virginia, to Kimball, Tenn.

Grounds for relief—Carrier competition.

**Tariff—Supplement 7 to The Chesapeake and Ohio Railway Co. tariff ICC 13964.**

### AGGREGATE-OF-INTERMEDIATES

**FSA No. 41581—Chemicals from points in Louisiana and Texas.** Filed by Southwestern Freight Bureau, agent (No. B-16), for interested rail carriers. Rates on carbon tetrachloride, ethylene dichloride, methylene chloride, perchloroethyl-

ene, trichloroethane, and trichloroethylene, in tank carloads, from specified points in Louisiana and Texas, to St. Louis, Mo., and East St. Louis, Ill.

Grounds for relief—Maintenance of depressed rates without use of such rates as factors in constructing combination rates.

**Tariffs—Supplements 147 and 211 to Southwestern Freight Bureau, agent, tariffs ICC 4668 and 4564, respectively.**

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.

[F.R. Doc. 69-3090: Filed, Mar. 13, 1969;  
8:47 a.m.]

[Notice 794]

## MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

MARCH 10, 1969.

The following are notices of filing of applications for temporary authority under section 210(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-87 (49 CFR Part 340) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

### MOTOR CARRIERS OF PROPERTY

**No. MC 107496 (Sub-No. 710 TA), filed March 6, 1969.** Applicant: RUAN TRANSPORT CORPORATION, Third At Keosauqua Way, Post Office Box 855, (50304), Des Moines, Iowa 50309. Applicant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, in pneumatic tank vehicles, from Chicago, Des Plaines, and Lemont, Ill., to points in Wisconsin and Indiana, for 150 days. Supporting shipper: Dundee Cement Co., Dundee, Mich. 48131. Send protests to: Ellis L. Annett, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 677 Federal Building, Des Moines, Iowa 50309.

**No. MC 107496 (Sub-No. 711 TA), filed March 6, 1969.** Applicant: RUAN TRANSPORT CORPORATION, Third At Keosauqua Way, Post Office Box 855 (50304), Des Moines, Iowa 50309. Appli-

cant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Fort Lupton, Colo., to points in Wyoming, Nebraska, Montana, Kansas, Utah, and New Mexico, for 180 days. Supporting shipper: Albers Milling Co., Post Office Box 342, Fort Lupton, Colo. 80621. Send protests to: Ellis L. Annett, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 677 Federal Building, Des Moines, Iowa 50309.

**No. MC 107496 (Sub-No. 712 TA), filed March 6, 1969.** Applicant: RUAN TRANSPORT CORPORATION, Third At Keosauqua Way 50304, Post Office Box 855, Des Moines, Iowa 50309. Applicant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer solutions*, in bulk, from Parma, Mo., to points in Arkansas, Illinois, Kentucky, Missouri, and Tennessee, for 150 days. Supporting shipper: Agrico Chemical Co., Post Office Box 346, Memphis, Tenn. 38101. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

**No. MC 108460 (Sub-No. 37 TA) (Correction), filed February 17, 1969,** published FEDERAL REGISTER, issue of February 26, 1969, and republished as corrected this issue. Applicant: PETROLEUM CARRIERS COMPANY, 5104 West 14th Street 57106, Post Office Box 762, Sioux Falls, S. Dak. 57101. Applicant's representative: John M. Heisler (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from (1) the pipeline facilities of the Mid-America Pipeline Co. (MAPCO), at or near Greenwood, Nebr., to points in Colorado, Iowa, Kansas, Missouri, Nebraska, South Dakota, and Wyoming; and (2) from the pipeline facilities of the Mid-America Pipeline Co. (MAPCO), at or near Whiting, Early, and Garner, Iowa, to points in Illinois, Iowa, Minnesota, Nebraska, North Dakota, South Dakota, and Wyoming, for 180 days. Note: The purpose of this republication is to add Whiting, Iowa, to (2) above. Supporting shipper: Cominco American Inc., 818 West Riverside Avenue, Spokane, Wash. 99201; A. E. MacDonald, Manager, Distribution and Traffic. Send protests to: J. L. Hammond, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 369, Federal Building, Pierre, S. Dak. 57501.

**No. MC 109994 (Sub-No. 29 TA), filed March 5, 1969.** Applicant: SIZER TRUCKING, INC., Box 97, Rochester, Minn. 55901. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn. 55402. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Duluth, Minn., to points in Connecticut, Delaware, District of Columbia, Maine,



Maryland, Massachusetts, New York, New Jersey, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and New Hampshire, for 150 days. Supporting shipper: Jeno's, Inc., 525 Lake Avenue South, Duluth, Minn. 55801. Send protests to: A. N. Spath, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 110420 (Sub-No. 580 TA), filed March 5, 1969. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. 53105. Applicant's representative: A. Bryant Torhorst (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Feed and dry feed ingredients*, from Hope, Ind., to Swift Falls, Minn., for 180 days. Supporting shipper: The Amburgo Co., Inc., 1315 Walnut Street, Philadelphia, Pa. 19107; James A. Martin, Manager, Sales and Service. Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 116077 (Sub-No. 261 TA), filed March 5, 1969. Applicant: ROBERTSON TANK LINES, INC., 5700 Polk Avenue, Post Office Box 1505, Houston, Tex. 77001. Applicant's representative: J. C. Browder (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Ammonium nitrate fertilizer*, in bulk, from the plantsite or storage facilities of Monsanto Co. at or near El Dorado, Ark., to points in Oklahoma and Texas, for 180 days. Note: Applicant does not intend to tack authority with presently authorized routes. Supporting shipper: Monsanto Co. (Mr. Wayne T. Bryant, Rate Analyst), 800 North Lindbergh Boulevard, St. Louis, Mo. 63166. Send protests to: District Supervisor John C. Redus, Bureau of Operations, Interstate Commerce Commission, Post Office Box 61212, Houston, Tex. 77061.

No. MC 119777 (Sub-No. 142 TA), filed March 5, 1969. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Box 1, Madisonville, Ky. 42431. Applicant's representative: William G. Thomas (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Plastic pipe and accessories* for the installation thereof from the plantsite of Universal Pipe & Plastic, Inc., near Springfield, Ky., to points in Virginia, West Virginia, Ohio, Indiana, Illinois, Missouri, Kansas, Oklahoma, Texas (Arkansas, Louisiana, Mississippi, Tennessee, Alabama, Georgia, Florida, South Carolina, and North Carolina); (2) *plastic compound*, from the plantsite of Universal Pipe & Plastic, Inc., near Springfield, Ky., to Lake Park, Fla., for 180 days. Supporting shipper: J. I. Geary, General Plant Manager, Universal Pipe & Plastic, Inc., Post Office Box 328, Springfield, Ky. 40069. Send protests to: Wayne L. Merilatt, District Super-

visor, Interstate Commerce Commission, Bureau of Operations, 426 Post Office Building, Louisville, Ky. 40202.

No. MC 124679 (Sub-No. 21 TA), filed March 6, 1969. Applicant: C. R. ENGLAND & SONS, INC., 228 West Fifth South Street, Salt Lake City, Utah 84101. Applicant's representative: Daniel B. Johnson, Perpetual Building, 1111 E Street NW., Washington, D.C. 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Philadelphia, Pa., King of Prussia, Pa.; Vineland, Bridgeton, and Pennsauken, N.J., to points in Colorado, Wyoming, Utah, Nevada, California, Oregon, Washington, Montana, Idaho, Arizona, and New Mexico, for 180 days. Supporting shippers: Kunkle Farm Products, Inc., 310 East 44th Street, New York, N.Y. 10017; Garliardi Bros., Inc., 300 North 60th Street, Philadelphia, Pa. 19139; Colonial Beef Co., Food Distribution Center, Philadelphia, Pa. 19148; J & J Soft Pretzel Co., Inc., 845 Bethel Avenue, Pennsauken, N.J. 08110; Lundy's, 934 North Third Street, Philadelphia, Pa. 19123; Metro Marketing, Inc., 3525 West Petersen Avenue, Chicago, Ill. 60645; Dutch Twist Corp., 155 Boro Line Road, King of Prussia, Pa. 19406. Send protests to: John T. Vaughan, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 6201 Federal Building, Salt Lake City, Utah 84111.

No. MC 126625 (Sub-No. 7 TA) (Correction), filed February 20, 1969, published FEDERAL REGISTER, issue of March 1, 1969, and republished as corrected this issue. Applicant: MURPHY SURF-AIR TRUCKING COMPANY, INC., Blue Grass Field, Lexington, Ky. 40505. Applicant's representative: Herbert D. Lieberman, 403 West Main Street, Frankfort, Ky. 40601. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between points in Boone County, Ky., on the one hand, and Weir Cook Airport, Indianapolis, Ind., on the other, and (2) between Weir Cook Airport, Indianapolis, Ind., on the one hand, and James Cox Municipal Airport, Vandalia, Ohio, on the other; Restriction: The service applied for herein is restricted to shipments having an immediately prior or immediately subsequent movement by air; for 180 days. Note: The purposes of this republication is to include restriction which was inadvertently omitted in previous publication. Supporting shippers: Trans World Airlines, Weir Cook Airport, Indianapolis, Ind.; Robert E. Langford, Distribution Center Manager, Levi Strauss and Co., 795 U.S. Highway 25, Florence, Boone County, Ky. Send protests to: R. W. Schneider, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 222 Bakhaus Building, 1500 West Main Street, Lexington, Ky. 40505.

No. MC 127019 (Sub-No. 4 TA), filed March 6, 1969. Applicant: LA RUE LAMB, doing business as LA RUE LAMB TRUCKING, Post Office Box 374, Myton, Utah 84052. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Granulated gilsonite (Natural Asphaltum)*, in bulk, from Bonanza, Utah, to Kansas City, Mo., for 180 days. Supporting shipper: American Gilsonite Co., 1150 Kennecott Building, Salt Lake City, Utah 84111. Send protests to: John T. Vaughan, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 6201 Federal Building, Salt Lake City, Utah 84111.

No. MC 133128 (Sub-No. 1 TA), filed March 5, 1969. Applicant: F-B TRUCK LINE COMPANY, 4255 South Second West Street, Salt Lake City, Utah 84107. Applicant's representative: Duane Acklie, 1201 J Street, Post Office Box 806, Lincoln, Nebr. 68501. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Animal food, and advertising matter, premiums, and display materials*, when shipped in the same vehicle with the commodities as described above, from Los Angeles, Calif., and its commercial zone, to points in Colorado, Nebraska, Utah, Kansas, Missouri, Iowa, Minnesota, Wisconsin, Kentucky, Illinois, Indiana, Ohio, Michigan, Pennsylvania, New York, New Jersey, and District of Columbia, under continuing contract with Kal Kan Foods, Inc., a division of M & M/Mars, for 180 days. Note: Applicant will not interline or tack but will handle transportation to port areas for delivery to water carriers and subsequent movement. Supporting shipper: Kal Kan Foods, Inc., 3386 East 44th Street, Vernon (Los Angeles), Calif. (Al Stampe, Traffic Manager). Send protests to: John T. Vaughan, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 6201 Federal Building, 125 South State Street, Salt Lake City, Utah 84111.

No. MC 133521 TA, filed March 5, 1969. Applicant: CONTRACT CARRIER COMPANY, 855 Main Street, Bridgeport, Conn. 06603. Applicant's representative: Gustave D. Cederholm, Suite 329, 17 Battery Place, New York, N.Y. 10004. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Frozen raw and finished bakery products, fillings, icings, toppings, and articles used in the sale, manufacture, and distribution thereof*. Note: Applicant seeks to transport the above commodities in less than truckload shipments in refrigerator trucks and trailers under controlled temperatures not exceeding minus 10° Fahrenheit. Applicant seeks no authority to transport articles in bulk or tank vehicles, between Hartford, New Haven, and Bridgeport, Conn., on the one hand, and, on the other, points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Kansas, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina,



Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, West Virginia, Virginia, for 150 days. Supporting shipper: Country Home Bakers, Inc., 1700 Barnum Avenue, Post Office Box 2196, Bridgeport, Conn. 06610. Send protests to: District Supervisor David J. Kiernan, Bureau of Operations, Interstate Commerce Commission, 324 U.S. Post Office Building, 135 High Street, Hartford, Conn.

No. MC 133522 TA, filed March 5, 1969. Applicant: CHARLES E. HOLLEY, JR., 31 Lincoln Street, Watsonville, Calif. 95076. Authority sought to operate as a contract carrier, by motor vehicle, over regular routes, transporting: Beer and ale, from Tacoma and Seattle, Wash., to San Jose-Watsonville, Calif., and return of empty beer bottles and pallets, from San Jose and Watsonville, Calif., to Seattle and Tacoma, Wash., for 180 days. Supporting shipper: Barsi Distributing Co., Watsonville, Calif. Send protests to: District Supervisor Claud W. Reeves, Interstate Commerce Commission, Bureau of Operations, 450 Golden Gate Avenue, Box 36004, San Francisco, Calif. 94102.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[P.R. Doc. 69-3091; Filed, Mar. 13, 1969;  
8:47 a.m.]

[Notice 310]

### MOTOR CARRIER TRANSFER PROCEEDINGS

MARCH 10, 1969.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's general rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 30 days from the date of service of the order. 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-70824. By order of February 27, 1969, Division 3, acting as an Appellate Division, approved the transfer to Piedmont Petroleum Products, Inc., Norfolk, Va., of a portion of certificate No. MC-94265, issued June 24, 1968, to Bonney Motor Express, Inc., Norfolk, Va., authorizing the transportation of: Fertilizer and fertilizer materials, from Norfolk, Va., and points within 10 miles of Norfolk, to Pendleton, N.C., and points in North Carolina within 150 miles of Pendleton; and fertilizer, from Norfolk, Va., to Edenton, N.C., and points within 150 miles of Edenton. E. Stephen Heisley, 529 Transportation Building, Washington, D.C. 20006, attorney for applicants.

No. MC-FC-70952. By order of March 5, 1969, Division 3 approved the

transfer to Circle Cartage Co., a corporation, Kansas City, Mo., of certificate No. MC-44748, issued October 2, 1959, to Klump Transfer Co., Inc., Kansas City, Mo., authorizing the transportation of: General commodities, with the usual exceptions, between Kansas City and North Kansas City, Mo., and Kansas City, Kans., and points within 10 miles of the points named. Tom B. Kretsinger, 450 Professional Building, Kansas City, Mo. 64106, attorney for applicants.

[SEAL] H. NEIL GARSON,  
Secretary.

[P.R. Doc. 69-0092; Filed, Mar. 13, 1969;  
8:47 a.m.]

[Notice 311]

### MOTOR CARRIER TRANSFER PROCEEDINGS

MARCH 11, 1969.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), 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-71053. By order of March 7, 1969, the Motor Carrier Board approved the transfer to Calvin T. Vernon, doing business as Emporia Motor Freight, Emporia, Kans., of certificate No. MC-15473 (Sub-No. 16), issued June 20, 1968, to Best Truck Lines, Inc., Ottawa, Kans., authorizing the transportation of: Meats, meat products, and meat byproducts, and articles distributed by meat packinghouses, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from the site of the plant of Iowa Beef Packers, Inc., at or near Emporia, Kans., to points in Iowa, Missouri, and Oklahoma, with no transportation for compensation on return except as otherwise authorized. John L. Richeson, First National Bank Building, Ottawa, Kans. 66067, attorney for applicants.

No. MC-FC-71102. By order of March 6, 1969, the Motor Carrier Board approved the transfer to Henry Lienhart, doing business as Arrow Coach Line, 2715 West 10th Street, Little Rock, Ark. 72204, of the operating rights in certificate No. MC-113928 issued April 19, 1967, to W. I. Sones, doing business as Arrow Bus Lines, South Broadway, McComb, Miss. 39648, authorizing the transportation of: Passengers and their baggage, and express, mail, and newspapers in the same vehicle with passengers, between McComb, Miss.,

and Hattiesburg, Miss., over U.S. Highway 98, serving all intermediate points.

No. MC-FC-71126. By order of March 10, 1969, the Motor Carrier Board approved the transfer to Parts Motor Lines, Inc., Atlanta, Ga., of permits Nos. MC-112492, MC-112492 (Sub-No. 1), and MC-112492 (Sub-No. 3), issued April 19, 1951, January 29, 1952, and April 22, 1955, respectively, to Parts Convoy Corp., 320 South Central Avenue, Hapeville, Ga. 30054, authorizing the transportation of: Automobile, truck, and tractor parts and accessories, from Hapeville, Ga., to points in Alabama, Mississippi, Tennessee, and North Carolina, from East Point, Ga., to points in Alabama, Mississippi, Tennessee, and North Carolina; and from East Point, Ga., to points in Florida and South Carolina; used motor parts and rejected automobile, truck, and tractor parts and accessories, from the above-destination points, to Hapeville or East Point, Ga., as specified. H. Fred Guber, 1000 Fulton Federal Building, Atlanta, Ga. 30303, attorney for transferee.

No. MC-FC-71138. By order of March 6, 1969, the Motor Carrier Board approved the transfer to Vitalis Truck Lines, Inc., Des Moines, Iowa, of certificates Nos. MC-114274 (Sub-No. 1), MC-114274 (Sub-No. 5), MC-114274 (Sub-No. 9), MC-114274 (Sub-No. 10), and MC-114274 (Sub-No. 13), issued August 22, 1961, April 26, 1967, May 10, 1968, November 29, 1967, and October 26, 1967, respectively, to Elmer Vitalis, doing business as Vitalis Truck Lines, Des Moines, Iowa, authorizing the transportation of: Such commodities as are dealt in by wholesale, retail, and chain grocery and food business houses, and, in connection therewith, equipment, materials, and supplies used in the conduct of such business, from Chicago and Alton, Ill., and specified points in Indiana, Minnesota, and Wisconsin, to Des Moines, Iowa; between Columbus, Fremont, and Omaha, Nebr., points in Iowa, and specified portion of Illinois, to Macomb, Ill., and thence over U.S. Highway 67 to the Mississippi River, and thence along the Mississippi River to the point of beginning; and meats, meat products, and meat byproducts, and articles distributed by meat packinghouses, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, except hides and commodities, in bulk, from Sioux City, Iowa, and Denison, Iowa, to points in Illinois (except Chicago and points in its commercial zone as defined by the Commission); originating at plantsite and storage facilities of, or utilized by, American Beef Packers, Inc., in Pottawattamie County, Iowa, to points in Illinois; from plantsite of Oscar Mayer & Co., Inc., at Perry, Iowa, to points in Illinois, Indiana, Michigan, Minnesota, Nebraska, Ohio, and Wisconsin; and from plantsite of Oscar Mayer & Co., Inc., located at or near Beardstown, Ill., to points in Indiana, Iowa, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin. Sidney C. Levine, 2454 Southwest Ninth Street, Des Moines, Iowa 50315, attorney for applicants.



No. MC-FC-71145. By order of March 7, 1969, the Motor Carrier Board approved the transfer to Carl A. Mahler, Sr., doing business as Lucky Seven Transfer & Storage, 226 North Cortez, Prescott, Ariz. 86301, of certificate of registration No. MC-120830 (Sub-No. 1), issued January 17, 1967, to Howard H. McDowell, doing business as Lucky Seven Transfer, 226 North Cortez, Prescott, Ariz. 86301, authorizing the transportation of: Household goods as defined by the Commission in Ex-Parte No. MC-19, between

all points and places in Arizona, and freight, baggage, and express, over the public highways known as those in Prescott, Ariz., and vicinity, as authorized in State Certificates No. 6302 and No. 3206, issued by the Arizona Corporation Commission.

No. MC-FC-71149. By order of March 6, 1969, the Motor Carrier Board approved the transfer to Cooley Transport, Inc., Chesnee, S.C., of certificate No. MC-127921 (Sub-No. 1), issued September 27, 1966, to Robert Cooley, Mrs. Lillian H.

Cooley, and Zenith Canter, a partnership, doing business as V. F. Cooley Estate, Chesnee, S.C., authorizing the transportation of: Salt, from Spartanburg, S.C., to points in North Carolina and Georgia. Frank A. Graham, Jr., 707 Security Federal Building, Columbia, S.C. 29201, attorney for applicants.

[SEAL]

H. NEIL GARSON,  
*Secretary.*

[P.R. Doc. 69-3093; Filed, Mar. 13, 1969;  
8:47 a.m.]



## CUMULATIVE LIST OF PARTS AFFECTED—MARCH

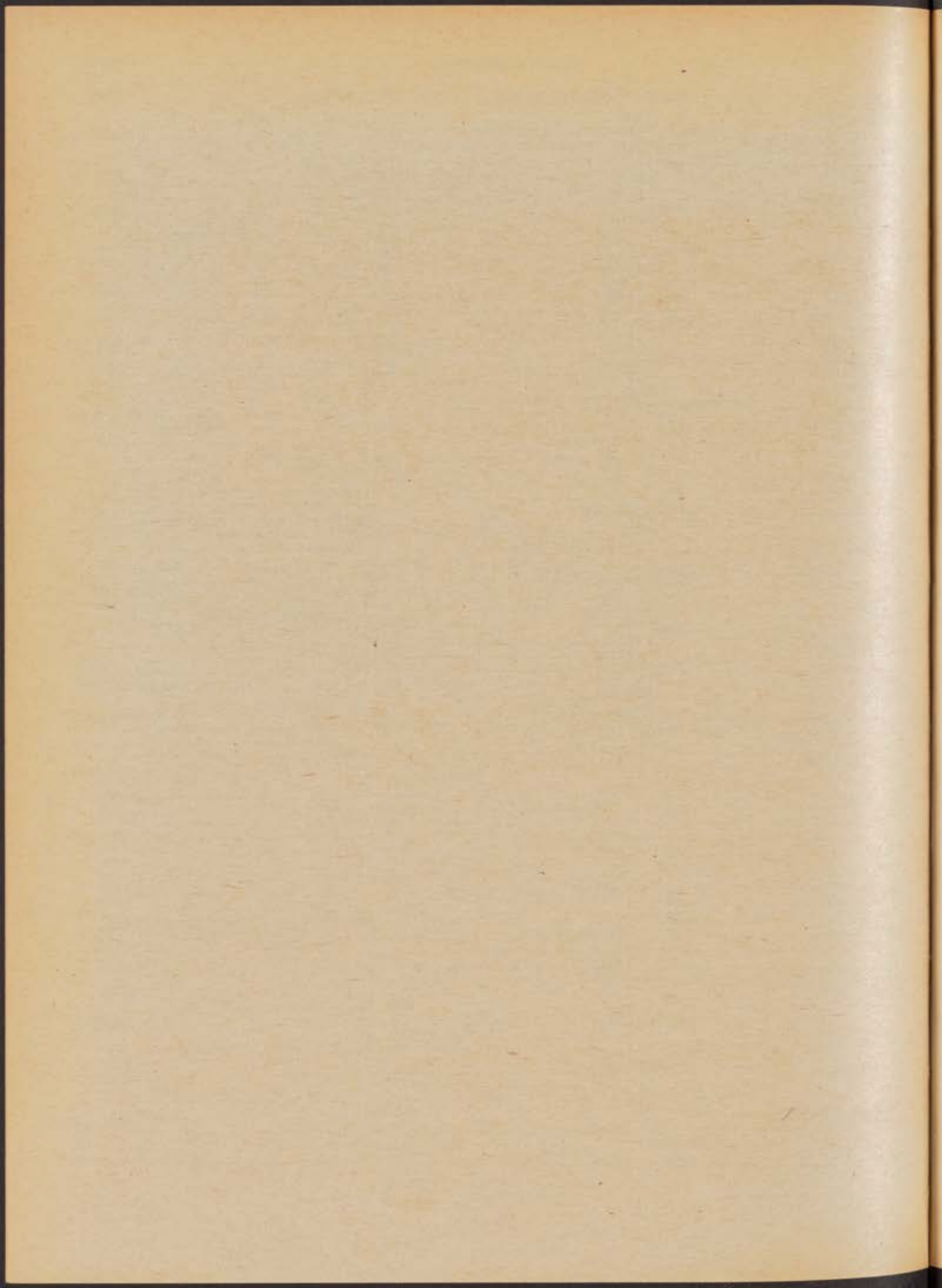
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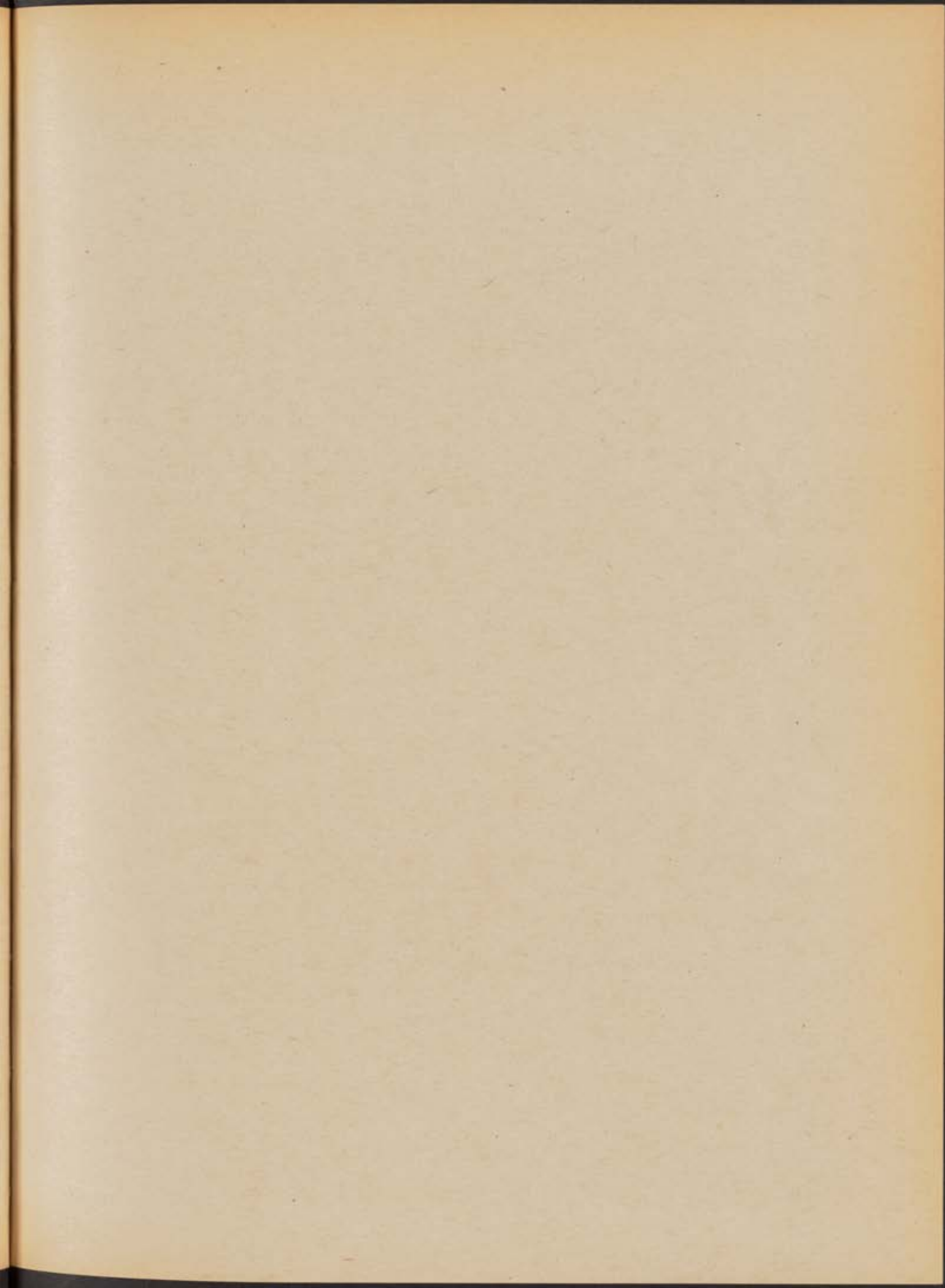


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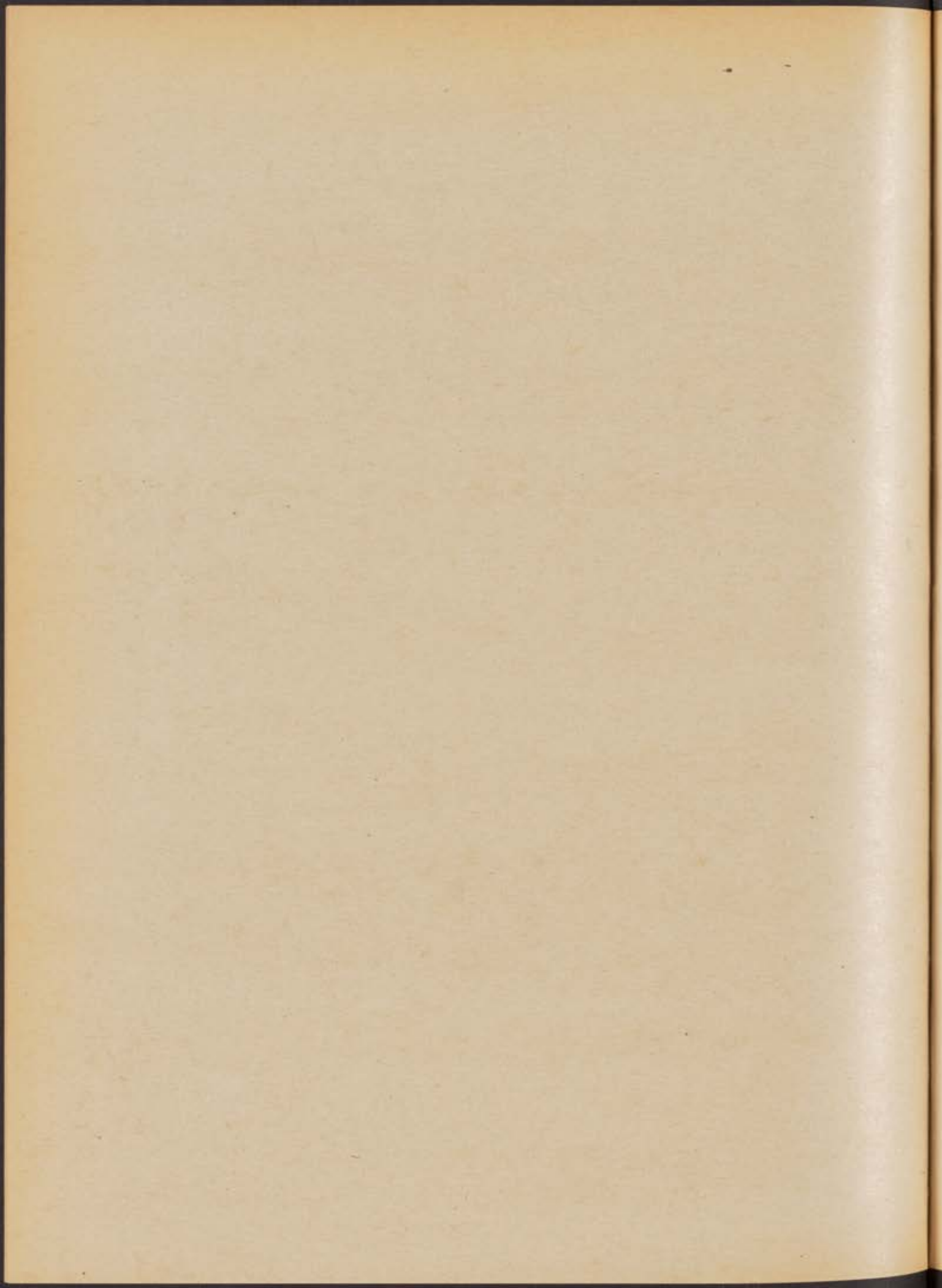




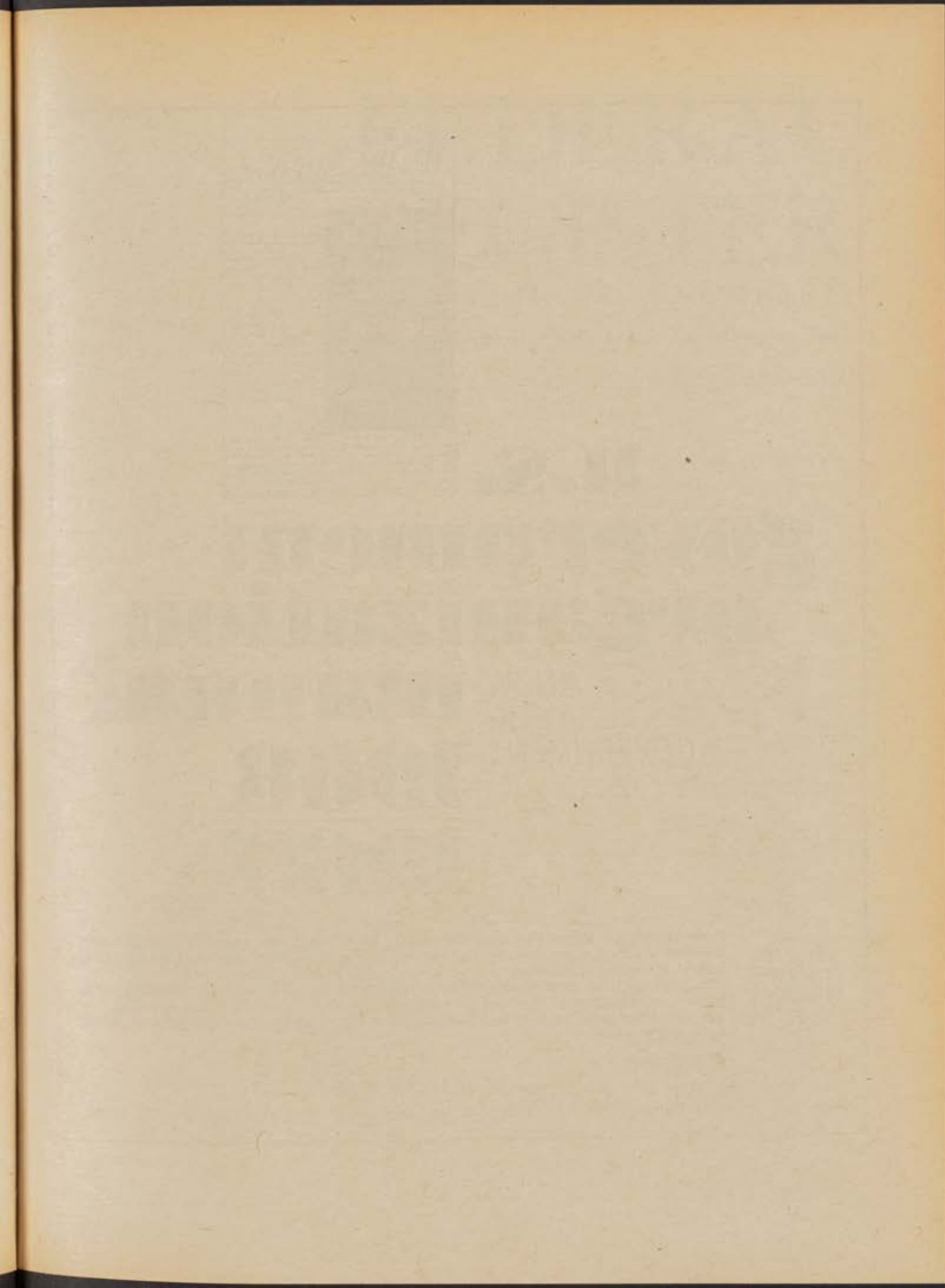




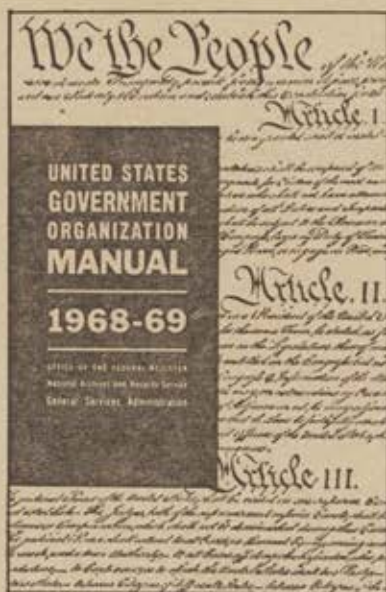












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