

FEDERAL REGISTER

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Agencies in this issue—

Civil Aeronautics Board
Consumer and Marketing Service
Customs Bureau
Defense Department
Federal Aviation Administration
Federal Communications Commission
Federal Power Commission
Federal Trade Commission
Food and Drug Administration
General Services Administration
Housing and Urban Development
Department
Interstate Commerce Commission
Land Management Bureau
Maritime Administration
Monetary Offices
National Aeronautics and Space
Administration
National Park Service
Public Health Service
Securities and Exchange Commission
Transportation Department
Wage and Hour Division

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

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears at the end of each issue beginning with the second issue of the month.

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 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 69-95]

PART 1—GENERAL PROVISIONS

Hours of Business of Customs Offices

In order to authorize all principal field officers of the Customs Service to excuse customs employees from work on State or local holidays, without the prior approval of a regional commissioner of customs, § 1.7(d) of the Customs Regulations is amended to read as follows:

§ 1.7 Hours of business.

(d) Each customs office shall be open for the transaction of business on all State and local holidays occurring on days other than Saturdays, Sundays, and national holidays. If a State or local holiday interferes with the performance of work in a customs office by any customs employee or employees, the appropriate principal field officer may excuse such employee or employees from duty without charge to leave.

(R.S. 251, sec. 624, 46 Stat. 759; 5 U.S.C. 301, 19 U.S.C. 66, 1624)

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

[SEAL] LESTER D. JOHNSON,
Commissioner of Customs.

Approved: April 2, 1969.

EUGENE T. ROSSIDES,
Assistant Secretary
of the Treasury.

[F.R. Doc. 69-4257; Filed, Apr. 10, 1969;
8:47 a.m.]

Title 32—NATIONAL DEFENSE

Chapter I—Office of the Secretary of Defense

SUBCHAPTER M—MISCELLANEOUS

[DoD Instructions 4005.3, 12/24/68]

PART 200—INDUSTRIAL MOBILIZATION PRODUCTION PLANNING SYSTEMS AND PROCEDURES

The Assistant Secretary of Defense (Installations and Logistics) has approved the following:

- Sec.
200.1 Purpose.
200.2 Applicability.
200.3 Responsibilities.

AUTHORITY: The provisions of this Part 200 issued under 5 U.S.C. 301.

§ 200.1 Purpose.

This part authorizes the publication of a single Department of Defense Industrial Mobilization Production Planning Manual (DoD 4005.3-M)¹ containing supplemental guidance to the policies and principles established in DoD Directive 4005.1, "Department of Defense Industrial Mobilization Production Planning Program—Limited War," dated June 23, 1967,² governing:

- Development and maintenance of the industrial production base; and
- Planning necessary to insure that the base will be responsive to military procurement actions during a Limited War.

§ 200.2 Applicability.

The provisions of this part and the DoD Manual¹ apply to (a) the Military Departments and the Defense Supply Agency; (b) other participating Federal Agencies; and (c) that portion of the industrial community which is, or may become, engaged in planning for the fulfillment of DoD requirements under the provisions of the DoD Manual.¹

§ 200.3 Responsibilities.

(a) The Deputy Assistant Secretary of Defense (Installations and Logistics) for Materiel will:

- Publish and maintain the DoD Industrial Mobilization Production Planning Manual (DoD 4005.3-M)¹ and will
- assign functional responsibilities to participating organizational elements;
- establish principles and procedural systems governing the operational aspects of mobilization production planning;
- define terms;
- prescribe DD Forms and instructions for their use;
- specify records to be maintained by users;
- establish security standards for the protection of planning in process and planning completed; and

(2) Maintain overall surveillance to insure continuous implementation of the provisions of this part and the DoD Manual¹ throughout the Department of Defense.

(b) The Military Departments and the Defense Supply Agency will (1) designate an individual and an alternate to act as the single point of contact with the DASD(I&L) Materiel and represent

¹ Filed as part of original document. Copies available at Government Printing Office (GPO), Mar. 27, 1969.

² Filed as part of original document. Copies available at the U.S. Naval Publications and Forms Center, 5801 Tabor Avenue, Philadelphia, Pa. 19120.

its interest on all industrial mobilization production planning program matters; and (2) assist the DASD(I&L) Materiel or his designee concerning program improvements and changes.

(c) Other participating Federal Agencies are invited to designate an individual and an alternate to represent their Agencies' interests in the program on a basis comparable to those who will represent the Military Departments and the Defense Supply Agency as provided in paragraph (b) of this section.

MAURICE W. ROCHE,
Director, Correspondence and
Directives Division, OASD
(Administration).

[F.R. Doc. 69-4227; Filed, Apr. 10, 1969;
8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Admin- istration, Department of Transpor- tation

SUBCHAPTER C—AIRCRAFT

[Docket No. 9420; Amdt. 39-748]

PART 39—AIRWORTHINESS DIRECTIVES

British Aircraft Corp. Model BAC 1-11, 203/AE and 204/AF Series Air- planes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive (AD) requiring replacement of the aluminum refuel/defuel valve housing with a modified stainless steel valve housing on BAC 1-11, 203/AE and 204/AF airplanes, was published in 34 F.R. 1956.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

BRITISH AIRCRAFT CORP. Applies to Model BAC 1-11, 203/AE and 204/AF airplanes.

Compliance required within the next 2,500 hours' time in service after the effective date of this AD, unless already accomplished.

To prevent fuel leakage into the wing center section torque box area, replace the aluminum alloy refuel/defuel valve housing P/N AB 45A101 with modified stainless steel valve housing P/N AB 45A1239 in accordance with BAC 1-11 Service Bulletin No. 28-PM 924 or later ARB-approved issue or FAA-approved equivalent.

This amendment becomes effective May 11, 1969.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Washington, D.C., on April 4, 1969.

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

[F.R. Doc. 69-4233; Filed, Apr. 10, 1969;
8:45 a.m.]

[Docket No. 9418; Amdt. 39-749]

PART 39—AIRWORTHINESS DIRECTIVES

British Aircraft Corp. Model BAC 1-11, 200 and 400 Series Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive (AD) requiring removal and modification of the spring pots from the right and left elevators on BAC Model 1-11, 200 and 400 Series airplanes, was published in 34 F.R. 1956.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

BRITISH AIRCRAFT CORP. Applies to Model BAC 1-11, 200 and 400 Series airplanes.

Compliance required within the next 1,500 hours' time in service after the effective date of this AD, unless already accomplished.

To ensure that the shear pin which is installed within the Elevator Centralizing Spring Pots, Part Nos. AB34-AB81, A3003, A3017, A3019 and A3021 remains effective, remove and disassemble the spring pots from the right and left elevators and modify in accordance with BAC 1-11 Service Bulletin No. 27-A-PM 3536 or later ARB-approved issue, or FAA-approved equivalent.

This amendment becomes effective May 11, 1969.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Washington, D.C., on April 4, 1969.

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

[F.R. Doc. 69-4234; Filed, Apr. 10, 1969;
8:45 a.m.]

[Docket No. 9419; Amdt. 39-747]

PART 39—AIRWORTHINESS DIRECTIVES

Vickers Viscount Models 744, 745D, and 810 Series Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include

an airworthiness directive requiring installation of interference brackets and retaining cables to the detachable clip assemblies at the fire extinguishing bottle neck at the inner and outer nacelle mountings on Vickers Viscount Model 744, 745D, and 810 Series airplanes, was published in 34 F.R. 1956.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

VICKERS. Applies to Viscount Models 744, 745D, and 810 Series airplanes.

Compliance required within the next 1,000 hours' time in service after the effective date of this AD, unless already accomplished.

To prevent discharge of power plant fire extinguisher into the wrong power plant due to incorrect assembly of power plant fire extinguisher bottles, install interference brackets and retaining cables to the detachable clip assemblies at the fire extinguishing bottle neck at the inner and outer nacelle mountings in accordance with British Aircraft Corp. Modification Bulletin D.3218 dated July 14, 1968 (700 Series) or Modification Bulletin FG.2094 dated July 14, 1968 (800/810 Series) or later ARB-approved issues or an equivalent approved by the Chief, Aircraft Certification Staff, FAA, Europe, Africa, and Middle East Region.

This amendment becomes effective May 11, 1969.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Washington, D.C., on April 4, 1969.

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

[F.R. Doc. 69-4235; Filed, Apr. 10, 1969;
8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 68-AL-19]

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

Designation of Additional Control Areas, Transition Area, Control Zone, and Reporting Points

On February 12, 1969, F.R. Doc. 69-1787 was published in the FEDERAL REGISTER (34 F.R. 2047) stating that because of the temporary unavailability of air traffic control service in the area of the north slope of Alaska, certain controlled airspace and designated reporting points were revoked effective February 7, 1969. It was also stated that, in the interest of safety, the controlled airspace and reporting points would be redesignated as a rule without notice concurrently with the availability of air traffic control service. Such service is now available; accordingly, action is taken herein to redesignate the aforementioned controlled airspace and reporting points.

Since these amendments are in the interest of safety, the Administrator has determined that notice and public procedure thereon is impracticable, and good cause exists to make them effective immediately.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0901 G.m.t., April 11, 1969, as hereinafter set forth.

1. In § 71.163 (34 F.R. 4549) the following are added:

FAIRBANKS/OLIKTOK, ALASKA

From the Fairbanks, Alaska, LF RR, 48 nautical miles, 12 AGL, 65 MSL, Chandalar, Alaska, RBN (lat. 67°30'44" N., long. 148°29'26" W.) 90 nautical miles, 95 MSL, 12 AGL Sagwon, Alaska, RBN (lat. 69°22'18" N., long. 148°41'57" W.) 12 AGL Prudhoe Bay, Alaska, RBN (lat. 70°14'55" N., long. 148°23'28" W.) 12 AGL Oliktok, Alaska, RBN.

SAGWON/FLAXMAN ISLAND, ALASKA

From the Sagwon, Alaska, RBN (lat. 69°22'18" N., long. 148°41'57" W.) 12 AGL Flaxman Island, Alaska, RBN.

BETTLES/PRUDHOE BAY, ALASKA

From the Bettles, Alaska, RBN, 59 nautical miles 12 AGL, 76 nautical miles 95 MSL, 12 AGL Prudhoe Bay, Alaska, RBN (lat. 70°14'55" N., long. 148°23'28" W.).

BETTLES/UMIAT, ALASKA

From the Bettles, Alaska, RBN, 59 nautical miles 12 AGL, 31 nautical miles 95 MSL, 12 AGL Umiat, Alaska, RBN (lat. 69°22'25" N., long. 152°08'00" W.).

UMIAT/POINT BARROW, ALASKA

From the Umiat, Alaska, RBN (lat. 69°22'25" N., long. 152°08'00" W.) 21 nautical miles 12 AGL, 112 nautical miles 25 MSL, 12 AGL Point Barrow, Alaska, RBN. This additional control area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will be continuously published in the Alaska Airman's Guide and Chart Supplement.

UMIAT/PRUDHOE BAY, ALASKA

From the Umiat, Alaska, RBN (lat. 69°22'25" N., long. 152°08'00" W.) 12 AGL Prudhoe Bay, Alaska, RBN (lat. 70°14'55" N., long. 148°23'28" W.).

2. In § 71.171 (34 F.R. 4557) the following is added:

PRUDHOE BAY, ALASKA

Within a 5-mile radius of Prudhoe Bay Airport (lat. 70°14'55" N., long. 148°23'28" W.).

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

PRUDHOE BAY, ALASKA

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Prudhoe Bay, Alaska, RBN (lat. 70°14'55" N., long. 148°23'28" W.) 076° bearing, extending from the RBN to 16 miles northeast, and within 2 miles northwest and 4 miles southeast of the Prudhoe Bay RBN 256° bearing extending from the RBN to 24 miles southwest, and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at lat. 69°40'00" N., long. 153°00'00" W.; to lat. 70°33'00" N., long. 150°45'00" W.; thence east via 3 nautical miles offshore to lat. 70°14'00" N., long. 148°00'00" W.; to lat. 69°35'00" N., long. 146°00'00" W.; to lat. 69°00'00" N., long. 148°00'00" W.; to lat. 69°00'00" N., long. 153°00'00" W.; thence to point of beginning.

4. In § 71.211 (34 F.R. 4804) the following are added:

- a. Chandalar, Alaska, RBN.
- b. Prudhoe Bay, Alaska, RBN.
- c. Sagwon, Alaska, RBN.
- d. Umiat, Alaska, RBN.

5. In § 71.213 (34 F.R. 4805) the following are added:

- a. Prudhoe Bay, Alaska, RBN.
 - b. Sagwon, Alaska, RBN.
- (Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c))

Issued in Washington, D.C., on April 10, 1969.

T. McCORMACK,
Acting Chief, Airspace and
Air Traffic Rules Division.

[F.R. Doc. 69-4374; Filed, Apr. 10, 1969; 10:31 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 9507; Amdt. 644]

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 delete low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

- McGrath, Alaska—McGrath, LFR 1, Amdt. 9, 2 Nov. 1963 (established under Subpart C).
- Kansas City, Mo.—Kansas City International, NDB (ADF) Runway 36, Amdt. 4, 4 Jan. 1968 (established under Subpart C).
- Perryton, Tex.—Perryton Municipal, ADF 1, Orig., 29 Oct. 1968 (established under Subpart C).
- Chicago, Ill. (Wheeling)—Chicago/Oakland, VOR-1, Orig., 28 Jan. 1967 (established under Subpart C).
- Elizabethtown, Ky.—Elizabethtown-Hardin County, VOR-1, Orig., 11 Feb. 1967 (established under Subpart C).
- Gage, Okla.—Gage Municipal, VOR 1, Amdt. 4, 30 Oct. 1965 (established under Subpart C).
- Kansas City, Mo.—Kansas City International, VOR Runway 27, Orig., 4 Jan. 1968 (established under Subpart C).
- McGrath, Alaska—McGrath, VOR 1, Amdt. 2, 18 June 1966 (established under Subpart C).

2. 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:

- Clinton, Iowa—Clinton Municipal, VOR Runway 32, Amdt. 7, 21 Oct. 1967, canceled, effective 1 May 1969.

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

- Minneapolis, Minn.—Flying Cloud, TerVOR-9L, Amdt. 3, 17 Sept. 1966 (established under Subpart C).

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

- Kansas City, Mo.—Kansas City International, VOR/DME Runway 9, Orig., 4 Jan. 1968 (established under Subpart C).
- McGrath, Alaska—McGrath, VOR/DME 1, Amdt. 2, 16 July 1966 (established under Subpart C).

5. By amending § 97.17 of Subpart B 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. 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.

| Transition | | | | Ceiling and visibility minimums | | | |
|--------------|----------------|---------------------|-------------------------|---------------------------------|------------------|--------------------|--|
| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less | | |
| | | | | | 65 knots or less | More than 65 knots | More than 2-engine, more than 65 knots |
| Lisbon Int. | FND RBN | Direct | 2700 | T-dn | 300-1 | 300-1 | 200-1½ |
| Townson Int. | FND RBN | Direct | 2700 | C-dn | 500-1 | 500-1 | 500-1½ |
| BAL VORTAC | FND RBN | Direct | 2700 | 8-dn-15 | 200-¼ | 200-¼ | 200-¼ |
| EMI VORTAC | FND RBN (NOPT) | Direct | 2700 | A-dn | 600-2 | 600-2 | 600-2 |
| | | | | With glide slope inoperative: | | | |
| | | | | *S-dn-15 | 500-¼ | 500-¼ | 500-¼ |

Procedure turn W side of crs, 332° Outbd, 152° Inbd, 2700' within 10 miles of Ellicott RBN.

Minimum altitude of glide slope over Ellicott RBN, 2642' MSL.

Crs and distance, Ellicott RBN to airport, 152°—7.5 nautical miles.

Minimum altitude at glide slope interception Inbd, 2700'.

Altitude of glide slope and distance to approach end of runway at OM, 1435'—3.8 nautical miles; at MM, 364'—0.5 nautical mile.

If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished within 3.8 miles after passing OM, climb to 2000' on BAL

VOR R 105° to Bodkin Int. Hold E, 1 minute, left turn, 285° Inbd.

Note: ABR.

*With glide slope inoperative maintain 1400' until passing OM.

MSA within 25 miles of LOM: 000°-090°—2400'; 090°-180°—2400'; 180°-270°—2100'; 270°-360°—2400'.

City, Baltimore; State, Md.; Airport name, Friendship International; Elev., 140'; Fac. Class, ILS; Ident., I-FND; Procedure No. ILS Runway 15, Amdt. Orig. Ed. date, 1 May 69

RULES AND REGULATIONS

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

Kansas City, Mo.—Kansas City International, LOC (BC) Runway 18, Amdt. 5, 15 July 1967 (established under Subpart C).

Kansas City, Mo.—Kansas City International, ILS Runway 36, Amdt. 5, 4 Jan. 1968 (established under Subpart C).

7. By amending § 97.21 of Subpart C to establish 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: 1.4 miles after passing MC LFR. |
| | | | | Climb straight ahead to 2700' on NW crs (272° Outbound) within 10 miles. Supplementary charting information: Mountainous terrain "all" quadrants. Terrain 1269', 3.1 miles S of airport. Terrain 1677', 3.5 miles S of airport. Appel Mountain 1569', 4.4 miles N of airport. |

Procedure turn S side of crs, 096° Outbound, 276° Inbound, 2400' within 10 miles of MC LFR. FAF, MC LFR. Final approach crs, 272°. Distance FAF to MAP, 1.4 miles.

Minimum altitude over MC LFR, 1400'.

MSA: NW—3200'; NE—3000'; SE—3400'; SW—4200'.

NOTE: IFR departures must comply with published SIDs.

*Alternate minimums Category D, 1000-2.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|--------|------------|-----|-----------------------------|-----|-----|-----|-----|-----|-------------------------|------|-----|-----|
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C..... | 800 | 1 | 463 | 800 | 1 | 463 | 800 | 1½ | 463 | 1100 | 2 | 763 |
| A..... | Standard.* | | T 2-eng. or less.—Standard. | | | | | | T over 2-eng.—Standard. | | | |

City, McGrath; State, Alaska; Airport name, McGrath; Elev., 337'; Facility, MC; Procedure No. LFR-1, Amdt. 10; Eff. date, 1 May 69; Sup. Amdt. No. LFR 1, Amdt. 6 Dated, 2 Nov. 63

8. 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: 9.7 miles after passing LAN VOR. |
| | | | | Climbing left turn to 2500' direct to LAN VOR. Supplementary charting information: Plot radial from LAN VOR that intercepts Runway 20 threshold, 1310' tower 6 miles NE of airport. |

Procedure turn W side of crs, 033° Outbound, 213° Inbound, 2500' within 10 miles of LAN VOR.

FAF, LAN VOR. Final approach crs, 213°. Distance FAF to MAP, 9.7 miles.

Minimum altitude over LAN VOR, 2500'.

MSA: 000°—180°—2900'; 180°—270°—2600'; 270°—360°—2200'.

NOTE: Use Lansing altimeter setting.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | |
|-----------|-----------------|-----|-----------------------------|------|-----|-----|------|-----|-------------------------|-----|--|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | VIS | |
| S-20..... | 1520 | 1 | 631 | 1520 | 1 | 631 | 1520 | 1½ | 631 | NA | |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | | |
| C..... | 1520 | 1 | 631 | 1520 | 1 | 631 | 1520 | 1½ | 631 | NA | |
| A..... | Not authorized. | | T 2-eng. or less.—Standard. | | | | | | T over 2-eng.—Standard. | | |

City, Charlotte; State, Mich.; Airport name, Fitch H. Beach; Elev., 889'; Facility, LAN; Procedure No. VOR Runway 20, Amdt. Orig.; Eff. date, 1 May 69

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

| Terminal routes | | | | Missed approach |
|---|-----|-----|--------------------------|---|
| From— | To— | Via | Minimum altitudes (feet) | MAP: OBK VORTAC. |
| | | | | Make right turn, climb to 2500' on OBK VORTAC R 060° and return to OBK VORTAC. Supplementary charting information: Tower 884', 3.3 miles ENE of airport. Tower 775', 2 miles E of airport. |
| Procedure turn N side of crs, 060° Outbnd, 240° Inbnd, 2000' within 10 miles of OBK VORTAC. Final approach crs, 240°. Minimum altitude over Toll Int, 1230'. MSA: 090°-090°-2100'; 090°-180°-3100'; 180°-270°-2600'; 270°-360°-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..... | 1220 | 1 | 554 | 1220 | 1 | 554 | 1220 | 1½ | 554 | NA |
| Dual VOR or VOR/DME Minimums: | | | | | | | | | | |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | |
| C..... | 1100 | 1 | 434 | 1120 | 1 | 434 | 1120 | 1½ | 434 | NA |
| A..... | Not authorized. | | | T 2-eng. or less—300-1 all runways. | | | T over 2-eng.—300-1 all runways. | | | |

City, Chicago (Wheeling); State, Ill.; Airport name, Chicagoland; Elev., 666'; Facility, OBK; Procedure No. VOR-1, Amdt. 1; Eff. date, 1 May 69; Sup. Amdt. No. Orig.; Dated, 28 Jan. 67

| Terminal routes | | | | Missed approach |
|-----------------|--------------|-------------|--------------------------|---------------------------------------|
| From— | To— | Via | Minimum altitudes (feet) | MAP: 9.8 miles after passing CVA VOR. |
| ML LOM..... | CVA VOR..... | Direct..... | 2900 | Climb to 2300', left turn to CVA VOR. |

Procedure turn W side of crs, 230° Outbnd, 040° Inbnd, 2300' within 10 miles of CVA VOR.
 FAF, CVA VOR. Final approach crs, 040°. Distance FAF to MAP, 9.8 miles.
 Minimum altitude over CVA VOR, 2300'.
 MSA: 090°-180°-2900'; 180°-270°-2700'; 270°-090°-2200'.
 Note: Use Moline, Ill., altimeter setting.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|----------|-----------------|-----|-----|----------------------------|-----|-----|-------------------------|-----|-----|------|-----|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| S-3..... | 1360 | 1 | 653 | 1360 | 1 | 653 | 1360 | 1½ | 653 | 1360 | 1½ | 653 |
| C..... | 1360 | 1 | 653 | 1360 | 1 | 653 | 1360 | 1½ | 653 | 1360 | 2 | 653 |
| A..... | Not authorized. | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | | | | | |

City, Clinton; State, Iowa; Airport name, Clinton Municipal; Elev., 707'; Facility, CVA; Procedure No. VOR Runway 3, Amdt. Orig.; Eff. date, 1 May 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

| Terminal routes | | | | Missed approach | |
|-----------------|---------|--------|--------------------------|---|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: 7.1 miles after passing CVA VOR. | |
| ML LOM | CVA VOR | Direct | 2000 | Climb to 2300', right turn to CVA VOR. Supplementary charting information: TDZ elevation, 749'. | |

Procedure turn W side of crs, 036° Outbd, 216° Inbd, 2300' within 10 miles of CVA VOR.

FAF, CVA VOR. Final approach crs, 216°. Distance FAF to MAP, 7.1 miles.

Minimum altitude over CVA VOR, 2300'.

MSA: 000°-180°-2300'; 180°-270°-2700'; 270°-090°-2200'.

NOTE: Use Moline, Ill., altimeter setting when control zone not effective.

§Alternate minimums not authorized when control zone not effective except 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 |
| B-20 | 1280 | 1 | 531 | 1280 | 1 | 531 | 1280 | 1 | 531 | 1280 | 1 1/4 | 531 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C | 1280 | 1 | 527 | 1280 | 1 | 527 | 1280 | 1 1/4 | 527 | 1320 | 2 | 567 |
| A | Standard. § | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | | | | | |

City, Davenport; State, Iowa; Airport name, Davenport Municipal; Elev., 753'; Facility, CVA; Procedure No. VOR Runway 20, Amdt. Orig.; Eff. date, 1 May 60.

| Terminal routes | | | | Missed approach | |
|-----------------|---------------------------------|-------------|--------------------------|--|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: 4.4 miles after passing Indian Hills Int/8-mile DME Fix. | |
| EWO VORTAC | Indian Hills Int/8-mile DME Fix | EWO, R 305° | 2500 | Left climbing turn to 3000' direct EWO VORTAC, and hold. Supplementary charting information: Hold SE, 1 minute, right turns, 306° Inbd. Chart: 1330' tower 37°41'50" N, 85°49'00" W; 1450' tower 37°40'55" N, 85°50'32" W. Final approach crs crosses airport reference point. | |

Procedure turn N side of crs, 125° Outbd, 305° Inbd, 3000' within 10 miles of EWO VORTAC.

FAF, Indian Hills Int/8-mile DME Fix. Final approach crs, 305°. Distance FAF to MAP, 4.4 miles.

Minimum altitude over EWO VORTAC, 3000'; over Indian Hills Int/8-mile DME Fix, 2500'.

MSA: 000°-090°-2300'; 090°-180°-2400'; 180°-270°-2500'; 270°-306°-2500'.

NOTE: Use Fort Knox, Ky., altimeter setting.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | D |
|-------|-------------------|-----|-----|----------------------------|-------|-----|-------------------------------|-----|
| | MDA | VIS | HAA | MDA | VIS | HAA | VIS | VIS |
| C | 1640 | 1 | 760 | 1640 | 1 1/4 | 760 | NA | NA |
| | VOR/DME Minimums: | | | | | | | |
| | MDA | VIS | HAA | MDA | VIS | HAA | | |
| C | 1480 | 1 | 600 | 1480 | 1 | 600 | NA | NA |
| A | Not authorized. | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Not authorized. | |

City, Elizabethtown; State, Ky.; Airport name, Elizabethtown-Hardin County; Elev., 889'; Facility, EWO; Procedure No. VOR-1, Amdt. 1; Eff. date, 1 May 60; Sup. Amdt. No. Orig.; Dated, 11 Feb. 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

| Terminal routes | | | | Missed approach | |
|-----------------|-----|-----|--------------------------|---|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: 5.7 miles after passing GAG VORTAC. | |
| | | | | Climb to 4000', left turn direct GAG VORTAC and hold. Supplementary charting information: Hold W of GAG VORTAC on R 289°, 109° Inbnd, right turns, 1 minute. | |

Procedure turn S side of crs, 289° Outbnd, 109° Inbnd, 4000' within 10 miles of GAG VORTAC.
FAF, GAG VORTAC. Final approach crs, 109°. Distance FAF to MAP, 5.7 miles.
Minimum altitude over GAG VORTAC, 4000'.
MSA: 000°-150°-3500'; 150°-270°-4200'; 270°-360°-4000'.
* Runway lights for night operation on 17-35 only.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D |
|-------|-----------|-----|-----|----------------------------|-----|-----|-------------------------|-----|-----|-----|
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | VIS |
| C* | 2760 | 1 | 537 | 2760 | 1 | 537 | 2760 | 1 | 537 | NA |
| A | Standard. | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | | | |

City, Gage; State, Okla.; Airport name, Gage Municipal; Elev., 2223'; Facility, GAG; Procedure No. VOR-1, Amdt. 5; Eff. date, 1 May 69; Sup. Amdt. No. VOR 1, Amdt. 4; Dated, 30 Oct. 65

| Terminal routes | | | | Missed approach | |
|------------------------|--------------------|------------|--------------------------|---|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: 4.5 miles after passing MKC VORTAC. | |
| R 012°, MKC VORTAC CW | R 088°, MKC VORTAC | 7-mile Arc | 2600 | Climb to 2700' on MKC VORTAC R 268°, intercept STJ VORTAC R 170° and proceed S to Lansing Int. Supplementary charting information: TDZ elevation, 1025'. | |
| R 140°, MKC VORTAC CCW | R 088°, MKC VORTAC | 7-mile Arc | 2600 | | |
| 7-mile DME Arc | MKC VORTAC (NOPT) | MKC R 088° | 2400 | | |

Procedure turn N side of crs, 088° Outbnd, 268° Inbnd, 2600' within 10 miles of MKC VORTAC.
FAF, MKC VORTAC. Final approach crs, 268°. Distance FAF to MAP, 4.5 miles.
Minimum altitude over MKC VORTAC, 2400'.
MSA: 045°-135°-2000'; 135°-225°-3100'; 225°-315°-2400'; 315°-045°-2500'.
Notes: (1) Radar vectoring. (2) Inoperative components table does not apply to HIRL.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|-------|-----------|-----|-----|--|-----|-----|------|---|-----|------|-----|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| E-27 | 1440 | 1 | 415 | 1440 | 1 | 415 | 1440 | 1 | 415 | 1440 | 1 | 415 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C | 1540 | 1 | 515 | 1540 | 1 | 515 | 1540 | 1 3/4 | 515 | 1590 | 2 | 555 |
| A | Standard. | | | T 2-eng. or less—RVR 24', Runway 36; Standard all other runways. | | | | T over 2-eng.—RVR 24', Runway 36; Standard all other runways. | | | | |

City, Kansas City; State, Mo.; Airport name, Kansas City International; Elev., 1025'; Facility, MKC; Procedure No. VOR Runway 27, Amdt. 1; Eff. date, 1 May 69; Sup. Amdt. No. Orig.; Dated, 4 Jan. 68

| Terminal routes | | | | Missed approach | |
|-----------------|--------------------|--------|--------------------------|--|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: 5 miles after passing Mount Comfort Int. | |
| SHB VOR | Mount Comfort Int. | Direct | 2400 | Climb to 2400' within 10 miles, right turn, return to Mount Comfort Int. Supplementary charting information: Plot approach radial which intercepts runway centerline at threshold. TDZ elevation, 854'. | |

Procedure turn E side of crs, 163° Outbnd, 343° Inbnd, 2400' within 10 miles of Mount Comfort Int.
FAF, Mount Comfort Int. Final approach crs, 343°. Distance FAF to MAP, 5 miles.
Minimum altitude over Mount Comfort Int, 2400'.
MSA: 000°-180°-2400'; 180°-270°-3100'; 270°-360°-2900'.
Notes: (1) Dual VOR receivers required. (2) Radar vectoring. (3) Use Indianapolis, Ind., altimeter setting.

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | D |
|-----------|-----------------|-----|-----|----------------------------|-----|-----|-------------------------|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | VIS | VIS |
| S-36..... | 1320 | 1 | 466 | 1320 | 1 | 466 | NA | NA |
| | MDA | VIS | HAA | MDA | VIS | HAA | | |
| C..... | 1360 | 1 | 506 | 1360 | 1 | 506 | NA | NA |
| A..... | Not authorized. | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | |

City, McCordsville; State, Ind.; Airport name, Indianapolis Brookside; Elev., 854'; Facility, SHB; Procedure No. VOR Runway 36, Amdt. Orig.; Eff. date, 1 May 69

| Terminal routes | | | | Missed approach | |
|-----------------|-----------------|-------------|--------------------------|--|--|
| From-- | To-- | Via | Minimum altitudes (feet) | MAP: MCG VORTAC. | |
| MC LFR..... | MCG VORTAC..... | Direct..... | 2700 | Climb straight ahead on R 280° to 2700' within 10 miles. Supplementary charting information: Mountainous terrain "all" quadrants. Terrain 1266', 3.1 miles S of airport. Terrain 1677', 3.6 miles S of airport. Appel Mountain 1569', 4.4 miles N of airport. | |

Procedure turn S side of crs, 100° Outbd, 280° Inbd, 2700' within 10 miles of MCG VORTAC.

Final approach crs, 280°.

MSA: 170°-260°-4200'; 260°-350°-5200'; 350°-170°-3000'.

NOTE: IFR departures must comply with published SIDs.

*Alternate minimums for Category D, 1000-2.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|--------|------------|-----|-----|----------------------------|-----|-----|-------------------------|-----|-----|------|-----|-----|
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C..... | 800 | 1 | 523 | 800 | 1 | 523 | 800 | 1½ | 523 | 1100 | 2 | 763 |
| A..... | Standard.* | | | T 2-eng or less.—Standard. | | | T over 2-eng.—Standard. | | | | | |

City, McGrath; State, Alaska; Airport name, McGrath; Elev., 337'; Facility, MCG; Procedure No. VOR-1, Amdt. 3; Eff. date, 1 May 69; Sup. Amdt. No. VOR 1, Amdt. 2 Dated, 18 June 66

| Terminal routes | | | | Missed approach | |
|-------------------|--------------|-------------|--------------------------|--|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: FCM VOR. | |
| Victoria Int..... | FCM VOR..... | Direct..... | 2200 | Right climbing turn to 2200' on R 220° within 10 miles; return to FCM VOR. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from threshold, TDZ elevation, 909'. | |
| Prior Int..... | FCM VOR..... | Direct..... | 2200 | | |
| MSP VORTAC..... | FCM VOR..... | Direct..... | 2200 | | |
| FGT VOR..... | FCM VOR..... | Direct..... | 2200 | | |

Procedure turn S side of crs, 280° Outbd, 106° Inbd, 2200' within 10 miles of FCM VOR.

Final approach crs, 106°.

Minimum altitude over Execlior Int, 1440'.

MSA: 090°-180°-2500'; 180°-270°-2400'; 270°-090°-2000'.

NOTES: (1) Radar vectoring. (2) Runways 9R/27L unlighted. (3) Use Minneapolis International altimeter setting when control zone not effective; circling and straight-in MDA increased 40' when control zone not effective. (4) Inoperative table does not apply to REIL Runway 9L.

*Alternate minimums not authorized when control zone not effective.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|--------------------|------------|-----|-----|----------------------------|-----|-----|-------------------------|-----|-----|------|-----|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | VIS | HAT | HAT |
| S-9L..... | 1440 | 1 | 535 | 1440 | 1 | 535 | 1440 | 1 | 535 | 1440 | 1½ | 535 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C..... | 1440 | 1 | 535 | 1440 | 1 | 535 | 1440 | 1½ | 535 | 1400 | 2 | 555 |
| Dual VOR Minimums: | | | | | | | | | | | | |
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| S-9L..... | 1240 | 1 | 335 | 1240 | 1 | 335 | 1240 | 1 | 335 | 1240 | 1 | 335 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C..... | 1300 | 1 | 395 | 1300 | 1 | 455 | 1300 | 1½ | 455 | 1400 | 2 | 555 |
| A..... | Standard.* | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | | | | | |

City, Minneapolis; State, Minn.; Airport name, Flying Cloud; Elev., 909'; Facility, FCM; Procedure No. VOR Runway 9L, Amdt. 4; Eff. date, 1 May 69; Sup. Amdt. No. TerVOR-9L, Amdt. 3; Dated, 17 Sept. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

| Terminal routes | | | Missed approach | |
|-----------------|---------|--------|--------------------------|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: FCM VOR. |
| Victoria Int. | FCM VOR | Direct | 2600 | Climb to 2600' on R 300° within 10 miles; return to VOR. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from threshold. TDZ elevation, 905'. |
| Prior Int. | FCM VOR | Direct | 2600 | |
| MSP VORTAC | FCM VOR | Direct | 2600 | |
| FGT VOR | FCM VOR | Direct | 2600 | |

Procedure turn E side of crs, 173° Outbd, 353° Inbd, 2600' within 10 miles of FCM VOR.

Final approach crs, R 173°.

Minimum altitude over Dean Int., 1400'.

MSA: 090°-180°-2500'; 180°-270°-2400'; 270°-090°-2600'.

NOTES: (1) Radar vectoring. (2) Runways 9R/27L unlighted. (3) Use Minneapolis International altimeter setting when control zone not effective; circling and straight-in MDA increased 40' when control zone not effective.

*Alternate minimums not authorized 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 |
| B-30 | 1400 | 1 | 495 | 1400 | 1 | 495 | 1400 | 1 | 495 | 1400 | 1 | 495 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C | 1400 | 1 | 495 | 1400 | 1 | 495 | 1400 | 1½ | 495 | 1400 | 2 | 555 |
| | Dual VOR Minimums: | | | | | | | | | | | |
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| B-30 | 1240 | 1 | 335 | 1240 | 1 | 335 | 1240 | 1 | 335 | 1240 | 1 | 335 |
| A | Standard.* | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | | | | | |

City, Minneapolis; State, Minn.; Airport name, Flying Cloud; Elev., 905'; Facility, FCM; Procedure No. VOR Runway 36, Amdt. Orig.; Eff. date, 1 May 69

| Terminal routes | | | Missed approach | |
|-----------------|-----|-----|--------------------------|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: 4 miles after passing 4-mile Radar Fix. |
| | | | | Climb to 2000' on MSY VOR R 079° to Opal Int.; or, when directed by ATC, climb to 1500', left turn to MSY VOR R 064° to Slidell Int. |

Procedure turn not authorized.

FAF, 4-mile Radar Fix. Final approach crs, 079°. Distance FAF to MAP, 4 miles.

Minimum altitude over 4-mile Radar Fix, 1200'.

MSA: 090°-360°-2000'.

NOTE: Radar required.

*Night operations not authorized Runways 8/26.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|-------|-----------|-----|-----|-----------------------------|-----|-----|--------------------------|-----|-----|-----|-----|-----|
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C | 460 | 1 | 451 | 460 | 1 | 451 | 520 | 1 | 511 | 560 | 2 | 551 |
| A | Standard. | | | T 2-eng. or less—Standard.* | | | T over 2-eng.—Standard.* | | | | | |

City, New Orleans; State, La.; Airport name, Lakefront; Elev., 9'; Facility, MSY; Procedure No. VOR-3, Amdt. Orig.; Eff. date, 1 May 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

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: 6.3-mile DME Fix. |
| R 223°, MKC VORTAC CW..... | R 268°, MKC VORTAC..... | 20-mile Arc..... | 2600 | Climbing left turn to 2800', intercept R 331° MKC VORTAC, proceed to Camden Int. Supplementary charting information: TDZ elevation, 1014'. |
| R 331°, MKC VORTAC CCW..... | R 268°, MKC VORTAC..... | 20-mile Arc..... | 2700 | |
| 20-mile DME Arc..... | 12-mile DME Fix, R 268° (NOPT)..... | MKC, R 268°..... | 2600 | |

Procedure turn S side of crs, 268° Outbound, 088° Inbound, 2000' within 10 miles of 12-mile DME Fix, R 268° MKC VORTAC.

FAF, 12-mile DME Fix. Final approach crs, 088°. Distance FAF to MAP, 5.7 miles.

Minimum altitude over 12-mile DME Fix, 2600'.

MSA: 045°-135°-2000'; 135°-225°-3100'; 225°-315°-2400'; 315°-045°-2500'.

NOTES: (1) Radar vectoring. (2) Inoperative components table does not apply to HIRL.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|----------|-----------|-----|--|------|-----|-----|------|-----|---|------|-----|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| S-9..... | 1420 | 1 | 406 | 1420 | 1 | 406 | 1420 | 1 | 406 | 1420 | 1 | 406 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C..... | 1540 | 1 | 515 | 1540 | 1 | 515 | 1540 | 1½ | 515 | 1580 | 2 | 535 |
| A..... | Standard. | | T 2-eng. or less—RVR 24', Runway 36; Standard all other runways. | | | | | | T over 2-eng.—RVR 24', Runway 36; Standard all other runways. | | | |

City, Kansas City; State, Mo.; Airport name, Kansas City International; Elev., 1025'; Facility, MKC; Procedure No. VOR/DME Runway 9, Amdt. 1; Eff. date, 1 May 60; Sup. Amdt. No. Orig.; Dated, 4 Jan. 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VORTAC

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-mile DME on R 345°. |
| MC LFR..... | MCG VORTAC..... | Direct..... | 2600 | Turn left, climb to 3000' on R 100° within 15 miles. Supplementary charting information: Mountainous terrain "all" quadrants. Terrain 1290', 3.1 miles S of airport. Terrain 1677', 3.6 miles S of airport. Appel Mountain 1560', 4.4 miles N of airport. |
| R 321°, MCG VORTAC CW..... | R 345°, MCG VORTAC (NOPT)..... | 15-mile Arc MCG, R 337° lead radial..... | 4000 | |
| R 035°, MCG VORTAC CCW..... | R 345°, MCG VORTAC (NOPT)..... | 15-mile Arc MCG, R 333° lead radial..... | 2900 | |
| 15-mile DME Fix..... | 10-mile DME Fix (NOPT)..... | R 345°, MCG VORTAC..... | 2600 | |

Procedure turn E side of crs, 345° Outbound, 165° Inbound, 2000' within 10 miles of 4-mile DME Fix.

Final approach crs, 165°.

Minimum altitude over 10-mile DME Fix, 2000'; over 4-mile DME Fix, 1000'; over 2-mile DME Fix, 800'.

MSA: 170°-260°-4200'; 260°-350°-3200'; 350°-170°-3000'.

NOTE: IFR departures must comply with published SIDs.

*Alternate minimums Category D, 1000-2.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|-----------|------------|-----|----------------------------|-----|-----|-----|-----|-----|-------------------------|------|-----|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| S-10..... | 680 | 1 | 343 | 680 | 1 | 343 | 680 | 1 | 343 | 680 | 1 | 343 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C..... | 800 | 1 | 463 | 800 | 1 | 463 | 800 | 1½ | 463 | 1100 | 2 | 703 |
| A..... | Standard.* | | T 2-eng. or less—Standard. | | | | | | T over 2-eng.—Standard. | | | |

City, McGrath; State, Alaska; Airport name, McGrath; Elev., 337'; Facility, MCG; Procedure No. VORTAC, Runway 16, Amdt. 3; Eff. date, 1 May 60; Sup. Amdt. No. VOR/DME 1, Amdt. 2; Dated, 10 July 66

9. 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: 2.4 miles after passing ENA VOR. | |
| KE LFR..... | ENA VOR..... | Direct..... | 1700 | Climb to 1700' on R 180°, ENA VOR within 15 miles. Supplementary charting information: Antenna 185', 0.8 mile SW of airport. Antenna 140', 0.4 mile SW of airport. LFR antenna 242', 1.3 miles N of airport. | |
| Swanson DME Fix..... | R 006°, VOR (NOPT)..... | 230° heading 3.5 miles..... | 1700 | | |

Procedure turn W side of crs, 006° Outbnd, 180° Inbnd, 1700' within 10 miles of ENA VOR.
FAF, ENA VOR. Final approach crs, R 180°. Distance FAF to MAP, 2.4 miles.
Minimum altitude over ENA VOR, 900'; over KE LFR, 500'.
MSA: 000°-090°-2000'; 090°-180°-3000'; 180°-270°-1400'; 270°-360°-1500'.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|-----------|-------------------|-----|-----|----------------------------|-----|-----|-------------------------|-----|-----|-----|-----|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| S-19..... | 500 | 1 | 408 | 500 | 1 | 408 | 500 | 1 | 408 | 500 | 1 | 408 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C..... | 500 | 1 | 408 | 500 | 1 | 408 | 500 | 1½ | 408 | 600 | 2 | 568 |
| | VOR/LFR Minimums: | | | | | | | | | | | |
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| S-19..... | 500 | 1 | 268 | 500 | 1 | 268 | 500 | 1 | 268 | 500 | 1 | 268 |
| A..... | Standard. | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | | | | | |

City, Kenai, State, Alaska; Airport name, Kenai Municipal; Elev., 92'; Facility, ENA; Procedure No. VOR Runway 19, Amdt. 5; Eff. date, 1 May 69; Sup. Amdt. No. 4; Dated, 31 Oct. 68

| Terminal routes | | | | Missed approach | |
|------------------------------|---------------------|-------------|--------------------------|---|--|
| From— | To— | Via— | Minimum altitudes (feet) | MAP: 7.4 miles after passing MSY VOR. | |
| 10-mile DME MSY, R 232°..... | MSY VOR (NOPT)..... | Direct..... | 1500 | Climb to 2000' on MSY VOR R 079° to Opal Int or, when directed by ATC, climb to 1500', left turn to MSY VOR, R 064° to Slidell Int. | |
| 10-mile DME MSY, R 299°..... | MSY VOR (NOPT)..... | Direct..... | 1500 | | |
| 10-mile DME MSY, R 289°..... | MSY VOR (NOPT)..... | Direct..... | 1500 | | |

Procedure turn N side of crs, 236° Outbnd, 079° Inbnd, 1500' within 10 miles of MSY VOR.
FAF, MSY VOR. Final approach crs, 079°. Distance FAF to MAP, 7.4 miles.
Minimum altitude over MSY VOR, 1500'.
MSA: 000°-360°-2000'.
NOTES: (1) ASR. (2) Night operations not authorized Runways 8/26.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|--------|-----------|-----|-----|----------------------------|-----|-----|-------------------------|-----|-----|-----|-----|-----|
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C..... | 400 | 1 | 451 | 400 | 1 | 451 | 520 | 1½ | 511 | 560 | 2 | 551 |
| A..... | Standard. | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | | | | | |

City, New Orleans; State, La.; Airport name, Lakefront; Elev., 9'; Facility, MSY; Procedure No. VOR-1, Amdt. 10; Eff. date, 1 May 69; Sup. Amdt. No. 9; Dated, 19 Dec. 68

10. 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

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: 4 miles after passing Platte City Int. |
|---------------------|------------------------|--------|--------------------------|---|
| From— | To— | Via | | |
| MKC VORTAC | Platte City Int. | Direct | 2600 | Climb to 2600' direct to Manchester (MC) LOM. Supplementary charting information: TDZ elevation, 995'. |
| Manchester (MC) LOM | Platte City Int. | Direct | 2600 | |
| Camden Int. | Platte City Int (NOPT) | Direct | 2200 | |

Procedure turn W side of crs, 095° Outbnd, 185° Inbnd, 2600' within 10 miles of Platte City Int.
FAF, Platte City Int. Final approach crs, 185°. Distance FAF to MAP, 4 miles.
Minimum altitude over Platte City Int, 2200'.
NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|-------|-----------|-----|--|------|-----|-----|------|-------|---|------|-----|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| S-18 | 1340 | 3/4 | 345 | 1340 | 3/4 | 345 | 1340 | 3/4 | 345 | 1340 | 1 | 345 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C | 1540 | 1 | 515 | 1540 | 1 | 515 | 1540 | 1 1/2 | 515 | 1580 | 2 | 555 |
| A | Standard. | | T 2-eng. or less—RVR 24', Runway 36; Standard all other runways. | | | | | | T over 2-eng.—RVR 24', Runway 36; Standard all other runways. | | | |

City, Kansas City; State Mo.; Airport name, Kansas City International; Elev., 1025'; Facility, I-MCI; Procedure No. LOC (BC) Runway 18, Amdt. 6; Eff. date, 1 May 67; Sup. Amdt. No. 5; Dated, 15 July 67

| Terminal routes | | | Minimum altitudes (feet) | Missed approach MAP: 4.5 miles after passing Twinbrook Int. |
|------------------------|----------------------|--------------------------------------|--------------------------|---|
| From— | To— | Via | | |
| R 149°, MKC VORTAC CCW | RNI LOC | 7-mile Arc MKC, R 104°, lead radial. | 2600 | Climb to 2600' direct to Rondell (RN) LOM. Supplementary charting information: TDZ elevation, 1025'. |
| R 012°, MKC VORTAC CW | RNI LOC | 7-mile Arc MKC, R 072° lead radial. | 2600 | |
| 7-mile Arc | Twinbrook Int (NOPT) | RNI LOC crs. | 2400 | |

Procedure turn N side of crs, 088° Outbnd, 268° Inbnd, 2600' within 10 miles of Twinbrook Int.
FAF, Twinbrook Int. Final approach crs, 268°. Distance FAF to MAP, 4.8 miles.
Minimum altitude over Twinbrook Int, 2400'.
NOTES: (1) Radar vectoring. (2) Inoperative components table does not apply to HIRL.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|-------|-----------|-----|--|------|-----|-----|------|-------|---|------|-----|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| S-27 | 1440 | 1 | 415 | 1440 | 1 | 415 | 1440 | 1 | 415 | 1440 | 1 | 415 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C | 1540 | 1 | 515 | 1540 | 1 | 515 | 1540 | 1 1/2 | 515 | 1580 | 2 | 555 |
| A | Standard. | | T 2-eng. or less—RVR 24', Runway 36; Standard all other runways. | | | | | | T over 2-eng.—RVR 24', Runway 36; Standard all other runways. | | | |

City, Kansas City; State, Mo.; Airport name, Kansas City International; Elev., 1025'; Facility, I-RNI; Procedure No. LOC (BC) Runway 27, Amdt. Orig.; Eff. date, 1 May 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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: 2.2 miles after passing Concho Int. | |
| R 034°, SJT VORTAC CW | SJT LOC (BC) | 10-mile ARC SJT, R 017°, lead radial. | 3500 | Climb to 4000' direct SJ LOM, or, climb to 4000', left turn, intercept and proceed to Christoval Int via SJT VORTAC R 171°. Supplementary charting information: TDZ elevation, 1903'. | |
| R 142°, SJT VORTAC CCW | SJT LOC (BC) | 10-mile ARC SJT, R 040°, lead radial. | 3500 | | |
| SJ LOM | Concho Int. | Direct | 3500 | | |
| SJT VORTAC | Concho Int. | Direct | 3500 | | |
| 10-mile DME ARC | Concho Int (NOPT) | LOC crs. | 2700 | | |

Procedure turn E side of crs, 033° Outbnd, 213° Inbnd, 3400' within 10 miles of Concho Int.
FAF, Concho Int. Final approach crs, 213°. Distance FAF to MAP, 2.2 miles.
Minimum altitude over Concho Int, 2680'.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | |
|-------|-----------|-----|-----|----------------------------|-----|-----|-------------------------|-----|-----|-----|--|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | VIS | |
| S-21 | 2280 | ¾ | 375 | 2280 | ¾ | 375 | 2280 | ¾ | 375 | NA | |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | | |
| C | 2320 | 1 | 465 | 2380 | 1 | 465 | 2380 | 1½ | 465 | NA | |
| A | Standard. | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | | | | |

City, San Angelo; State, Tex.; Airport name, Mathis Field; Elev., 1915'; Facility, I-SJT; Procedure No. LOC (BC) Runway 21, Amdt. 5; Eff. date, 1 May 69; Sup. Amdt. No. 4; Dated, 13 June 68

12. 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: 5.8 miles after passing RN LOM. | |
| Camden Int. | Rondell (RN) LOM | Direct | 2700 | Climbing right turn to 2700', proceed to Manchester (MC) LOM. Supplementary charting information: TDZ elevation, 1014'. | |
| New Market Int. | Rondell (RN) LOM | Direct | 2700 | | |
| Wood Int. | Rondell (RN) LOM (NOPT) | Direct | 2700 | | |
| Lansing Int. | Rondell (RN) LOM | Direct | 2700 | | |
| De Soto Int. | Rondell (RN) LOM | Direct | 2700 | | |
| MCO VORTAC | Rondell (RN) LOM | Direct | 2700 | | |
| BSP VORTAC | Rondell (RN) LOM | Direct | 2900 | | |
| Manchester (MC) LOM | Rondell (RN) LOM | Direct | 2700 | | |

Procedure turn S side of crs, 268° Outbnd, 088° Inbnd, 2700' within 10 miles of RN LOM.
FAF, RN LOM. Final approach crs, 088°. Distance FAF to MAP, 5.8 miles.
Minimum altitude over RN LOM, 2700'.
MSA: 045°-135°-3100'; 135°-315°-2700'; 315°-045°-2800'.
NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|-------|-----------|-----|-----|--|-----|-----|---|-----|-----|------|-----|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| S-6 | 1460 | 1 | 446 | 1460 | 1 | 446 | 1460 | 1 | 446 | 1460 | 1 | 446 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C | 1540 | 1 | 515 | 1540 | 1 | 515 | 1540 | 1½ | 515 | 1580 | 2 | 555 |
| A | Standard. | | | T 2-eng. or less—RVR 24', Runway 36; Standard all other runways. | | | T over 2-eng.—RVR 24', Runway 36; Standard all other runways. | | | | | |

City, Kansas City; State, Mo.; Airport name, Kansas City International; Elev., 1025'; Facility, RN; Procedure No. NDB (ADF) Runway 9, Amdt. Orig.; Eff. date, 1 May 69

RULES AND REGULATIONS

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

| Terminal routes | | | | Missed approach | |
|------------------|----------------------------|--------|--------------------------|---|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: 4.4 miles after passing MC LOM. | |
| MEC VORTAC | Manchester (MC) LOM | Direct | 2000 | Climb to 2600' on bearing 005°, proceed to Camden Int; or, when directed by ATC, climbing left turn to 2600' to Manchester (MC) LOM. Supplementary charting information: TDZ elevation, 1011'. | |
| Parley Int. | Manchester (MC) LOM | Direct | 2000 | | |
| Lansing Int. | Manchester (MC) LOM | Direct | 2000 | | |
| De Soto Int. | Manchester (MC) LOM (NOPT) | Direct | 2300 | | |
| Camden Int. | Manchester (MC) LOM | Direct | 2600 | | |
| Randell (RN) LOM | Manchester (MC) LOM | Direct | 2600 | | |
| BSP VORTAC | Manchester (MC) LOM | Direct | 3000 | | |

Procedure turn W side of crs, 185° Outbnd, 005° Inbnd, 2600' within 10 miles of MC LOM.

FAF, MC LOM. Final approach crs, 005°. Distance FAF to MAP, 4.4 miles.

Minimum altitude over Manchester (MC) LOM, 2300'.

MRA: 045°-135°-2500'; 135°-225°-3100'; 225°-315°-2700'; 315°-045°-2400'.

NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|-------|-----------|--------|---|------|--------|-----|------|--------|--|------|--------|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| S-36 | 1350 | RVR 40 | 300 | 1350 | RVR 40 | 300 | 1350 | RVR 40 | 300 | 1350 | RVR 50 | 300 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C | 1540 | 1 | 515 | 1540 | 1 | 515 | 1540 | 1 1/4 | 515 | 1580 | 2 | 555 |
| A | Standard. | | T 2-eng. or less—RVR 24, Runway 36; Standard all other runways. | | | | | | T over 2-eng.—RVR 24, Runway 36; Standard all other runways. | | | |

City, Kansas City; State, Mo.; Airport name, Kansas City International; Elev., 1025'; Facility, MC; Procedure No. NDB (ADF) Runway 36, Amdt. 5; Eff. date, 1 May 68.
Sup. Amdt. No. 4; Dated, 4 Jan. 68

| Terminal routes | | | | Missed approach | |
|-----------------|---------|--------|--------------------------|--|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: MOB NDB. | |
| BRL VORTAC | MQB NDB | Direct | 2500 | Climb to 2300', right turn to MQB NDB. Supplementary charting information: Final approach crs crosses runway centerline extended 3000' from threshold. Steel tower 3 miles SW to 1200'. | |
| Canton Int. | MQB NDB | Direct | 2500 | | |
| Webster Int. | MQB NDB | Direct | 2500 | | |

Procedure turn S side of crs, 080° Outbnd, 260° Inbnd, 2300' within 10 miles of MQB NDB.

Final approach crs, 260°.

MSA: 000°-360°-2300'.

NOTE: Use Burlington, Iowa, altimeter setting.

%IFR departure procedures: Runways 27 and 9—When weather below 500-2, climb straight ahead to 2300' before proceeding on crs.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | D |
|-------|-----------------|-----|-----------------------------|------|-----|-----|--------------------------|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | VIS | VIS |
| S-27 | 1240 | 1 | 537 | 1240 | 1 | 537 | NA | NA |
| | MDA | VIS | HAA | MDA | VIS | HAA | | |
| C | 1240 | 1 | 537 | 1240 | 1 | 537 | NA | NA |
| A | Not authorized. | | T 2-eng. or less—Standard.% | | | | T over 2-eng.—Standard.% | |

City, Macomb; State, Ill.; Airport name, Municipal; Elev., 703'; Facility, MQB; Procedure No. NDB (ADF) Runway 27, Amdt. Orig.; Eff. date, 1 May 69

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

| Terminal routes | | | | Missed approach |
|-----------------|---------|--------|--------------------------|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: PYX NDB. |
| Holt Int. | PYX NDB | Direct | 4500 | Climbing right turn to 4500' and proceed via 090° bearing from PYX NDB to within 20 miles. |

Procedure turn S side of crs, 090° Outbnd, 270° Inbnd, 4500' within 10 miles of PYX NDB.
 Final approach crs, 270°.
 Minimum altitude over PYX NDB, 3580'.
 MSA: 000°-360°-4500'.
 NOTE: Use Gage, Okla., FSS altimeter setting.
 *Runway lights for night operation on 17-35 only.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | D |
|-------|-----------------|-----|-----|----------------------------|-----|-----|-------------------------|-----|
| | MDA | VIS | HAA | MDA | VIS | HAA | VIS | VIS |
| C* | 3580 | 1 | 665 | 3580 | 1 | 665 | NA | NA |
| A | Not authorized. | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | |

City, Perryton; State, Tex.; Airport name, Perryton Municipal; Elev., 2915'; Facility, PYX; Procedure No. NDB (ADF)-1, Amdt. 1; Eff. date, 1 May 69; Sup. Amdt. No. ADF 1, Orig.; Dated, 29 Oct. 66

| Terminal routes | | | | Missed approach |
|-----------------|---------|--------|--------------------------|---|
| From— | To— | Via | Minimum altitudes (feet) | MAP: SIK NDB. |
| Commerce Int. | SIK NDB | Direct | 2200 | Climbing left turn to 2000'; return to SIK NDB. Supplementary charting information: Final approach crs crosses runway threshold. |
| MAW VOR | SIK NDB | Direct | 2000 | |

Procedure turn E side of crs, 012° Outbnd, 192° Inbnd, 2000' within 10 miles of SIK NDB.
 Final approach crs, 192°.
 MSA: 000°-090°-2200'; 090°-270°-1900'; 270°-360°-1800'.
 NOTE: Use Cape Girardeau, Mo., altimeter setting.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | D |
|-------|-----------------|-----|-----|----------------------------|-----|-----|-------------------------|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | VIS | VIS |
| E-20 | 1000 | 1 | 746 | 1000 | 1 | 746 | NA | NA |
| | MDA | VIS | HAA | MDA | VIS | HAA | | |
| C | 1000 | 1 | 746 | 1000 | 1 | 746 | NA | NA |
| A | Not authorized. | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | |

City, Sikeston; State, Mo.; Airport name, Memorial Municipal; Elev., 314'; Facility, SIK; Procedure No. NDB (ADF) Runway 20, Amdt. Orig.; Eff. date, 1 May 69

RULES AND REGULATIONS

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

13. 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; Collaps 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: 2.7 miles after passing HHB NDB. | |
| HBG VORTAC..... | HHB NDB..... | Direct..... | 2000 | Climbing right turn to 2000' direct to HHB NDB and hold. Supplementary charting information: Hold NW, 1 minute, right turns, 130° Inbd. Airspace restricted area (R-440) A and B), 5 miles SE of airport, LRCO 122.1, 123.0. TDZ elevation, 151'. | |

Procedure turn W side of crs, 335° Outbd, 145° Inbd, 2000' within 10 miles of HHB NDB.

FAF, HHB NDB. Final approach crs, 123°. Distance FAF to MAP, 2.7 miles.

Minimum altitude over HHB NDB, 1000'.

MSA: 000°-360°-1800'.

NOTE: Use MCB FSS altimeter setting between hours of 1700-0800 local and all MDA's increased 300'.

*Operators with approved weather reporting service authorized standard alternate minimums.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | |
|-----------|------------------|-----|-----|----------------------------|-----|-----|-------------------------|-----|-----|-----|--|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | VIS | |
| S-13..... | 620 | 1 | 400 | 620 | 1 | 400 | 620 | 1 | 400 | NA | |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | | |
| C..... | 640 | 1 | 480 | 660 | 1 | 500 | 700 | 1½ | 540 | NA | |
| A..... | Not authorized.* | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | | | | |

City, Hattiesburg; State, Miss.; Airport name, Municipal; Elev., 151'; Facility, HHB; Procedure No. NDB (ADF) Runway 13, Amdt. 1; Eff. date, 1 May 60; Sup. Amdt. No. Orig.; Dated, 17 Apr. 60

| Terminal routes | | | | Missed approach | |
|-------------------|--------------|-------------|--------------------------|---|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: ROC NDB. | |
| Claypool Int..... | ROC NDB..... | Direct..... | 2400 | Climb straight ahead to 2300', return to NDB. Supplementary charting information: Final approach crs intercepts runway centerline 2000' from end of runway. TDZ elevation, 790'. | |
| OXI VOR..... | ROC NDB..... | Direct..... | 2400 | | |
| OKK VORTAC..... | ROC NDB..... | Direct..... | 2400 | | |

Procedure turn N side of crs, 097° Outbd, 277° Inbd, 2400' within 10 miles of NDB.

Final approach crs, 277°.

Minimum altitude over NDB, 1400'.

MSA: 000°-360°-2300'.

NOTE: Use Grissom AFB altimeter setting.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | D | |
|-----------|-----------------|-----|-----|----------------------------|-----|-----|-------------------------|--|-----|--|
| | MDA | VIS | HAT | MDA | VIS | HAT | VIS | | VIS | |
| S-29..... | 1400 | 1 | 610 | 1400 | 1 | 610 | NA | | NA | |
| | MDA | VIS | HAA | MDA | VIS | HAA | | | | |
| C..... | 1400 | 1 | 610 | 1400 | 1 | 610 | NA | | NA | |
| A..... | Not authorized. | | | T 2-eng. or less—Standard. | | | T over 2-eng.—Standard. | | | |

City, Rochester; State, Ind.; Airport name, Fulton County; Elev., 790'; Facility, ROC; Procedure No. NDB (ADF) Runway 29, Amdt. 1; Eff. date, 1 May 60; Sup. Amdt. No. Orig.; Dated, 6 Mar. 60

14. 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 | | | | Missed approach | |
|-----------------------------|------------------------------|--------------------------------------|--------------------------|---|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: ILS DH, 1264'; LOC 5.8 miles after passing RN LOM. | |
| R 223°, MKC VORTAC CW..... | RNI LOC..... | 20-mile Arc MKC, R 262° lead radial. | 2700 | Climbing right turn to 2700', proceed to Manchester (MC) LOM. | |
| R 331°, MKC VORTAC CCW..... | RNI LOC..... | 20-mile Arc MKC, R 273° lead radial. | 2700 | Supplementary charting information: TDZ elevation, 1014'. | |
| 20-mile Arc..... | Rondell (RN) LOM..... | LOC crs..... | 2700 | | |
| Camden Int..... | Rondell (RN) LOM..... | Direct..... | 2700 | | |
| New Market Int..... | Rondell (RN) LOM..... | Direct..... | 2700 | | |
| Wood Int..... | Rondell (RN) LOM (NOPT)..... | Direct..... | 2700 | | |
| Lansing Int..... | Rondell (RN) LOM..... | Direct..... | 2700 | | |
| De Soto Int..... | Rondell (RN) LOM..... | Direct..... | 2700 | | |
| MKC VORTAC..... | Rondell (RN) LOM..... | Direct..... | 2700 | | |
| BSP VORTAC..... | Rondell (RN) LOM..... | Direct..... | 2900 | | |
| Manchester (MC) LOM..... | Rondell (RN) LOM..... | Direct..... | 2700 | | |

Procedure turn S side of crs, 268° Outbd, 688° Inbd, 2700' within 10 miles of RN LOM.
FAP, RN LOM. Final approach crs, 088°. Distance FAP to MAP, 5.8 miles.
Minimum glide slope interception altitude, 2700'. Glide slope altitude at OM, 2614'; at MM, 1214'.
Distance to runway threshold at OM, 5.8 miles; at MM, 0.6 mile.
MSA: 045°-135°-3100'; 135°-315°-2700'; 315°-045°-2800'.
Notes: (1) Radar vectoring. (2) Inoperative components table does not apply to HIRL.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|----------|-----------|--|-----|------|-----|-----|------|---|-----|------|-----|-----|
| | DH | VIS | HAT | DH | VIS | HAT | DH | VIS | HAT | DH | VIS | HAT |
| S-2..... | 1264 | ¾ | 250 | 1264 | ¾ | 250 | 1264 | ¾ | 250 | 1264 | ¾ | 250 |
| LOC: | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| S-6..... | 1280 | 1 | 206 | 1280 | 1 | 206 | 1280 | 1 | 206 | 1280 | 1 | 206 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C..... | 1540 | 1 | 515 | 1540 | 1 | 515 | 1540 | 1¼ | 515 | 1580 | 2 | 555 |
| A..... | Standard. | T 2-eng. or less—RVR 24', Runway 36; Standard all other runways. | | | | | | T over 2-eng.—RVR 24', Runway 36; Standard all other runways. | | | | |

City, Kansas City; State, Mo.; Airport name, Kansas City International; Elev., 1625'; Facility, I-RNI; Procedure No. ILS Runway 9, Amdt. Orig.; Eff. date, 1 May 69

| Terminal routes | | | | Missed approach | |
|-----------------------|---------------------------------|-------------|--------------------------|---|--|
| From— | To— | Via | Minimum altitudes (feet) | MAP: ILS DH, 1211'; LOC 4.4 miles after passing MC LOM. | |
| MKC VORTAC..... | Manchester (MC) LOM..... | Direct..... | 2600 | Climb to 2800' on MCI localizer BC to Camden Int; or, when directed by ATC, climbing left turn to 2600', proceed to Rondell (RN) LOM. | |
| Farley Int..... | Manchester (MC) LOM..... | Direct..... | 2600 | | |
| Lansing Int..... | Manchester (MC) LOM..... | Direct..... | 2600 | | |
| De Soto Int..... | Manchester (MC) LOM (NOPT)..... | Direct..... | 2600 | | |
| Camden Int..... | Manchester (MC) LOM..... | Direct..... | 2600 | | |
| Rondell (RN) LOM..... | Manchester (MC) LOM..... | Direct..... | 2600 | | |
| BSP VORTAC..... | Manchester (MC) LOM..... | Direct..... | 3000 | | |

Procedure turn W side of crs, 185° Outbd, 005° Inbd, 2600' within 10 miles of MC LOM.
FAP, MC LOM. Final approach crs, 005°. Distance FAP to MAP, 4.4 miles.
Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 2470'.
Distance to runway threshold at OM, 4.4 miles; at MM, 0.6 mile.
MSA: 045°-135°-2500'; 135°-225°-3100'; 225°-315°-2700'; 315°-045°-2400'.
Note: Radar vectoring.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|-----------|-----------|--|-----|------|--------|-----|------|---|-----|------|--------|-----|
| | DH | VIS | HAT | DH | VIS | HAT | DH | VIS | HAT | DH | VIS | HAT |
| S-36..... | 1211 | RVR 24 | 300 | 1211 | RVR 24 | 300 | 1211 | RVR 24 | 300 | 1211 | RVR 24 | 300 |
| LOC: | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| S-36..... | 1320 | RVR 24 | 300 | 1320 | RVR 24 | 300 | 1320 | RVR 24 | 300 | 1320 | RVR 40 | 300 |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C..... | 1540 | 1 | 515 | 1540 | 1 | 515 | 1540 | 1¼ | 515 | 1580 | 2 | 555 |
| A..... | Standard. | T 2-eng. or less—RVR 24', Runway 36; Standard all other runways. | | | | | | T over 2-eng.—RVR 24', Runway 36; Standard all other runways. | | | | |

City, Kansas City; State, Mo.; Airport name, Kansas City International; Elev., 1625'; Facility, I-MCI; Procedure No. ILS Runway 36, Amdt. 6; Eff. date, 1 May 69; Sup. Amdt. No. 8; Dated, 4 Jan. 68

15. By amending § 97.31 of Subpart C to amend 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 | |
| 095° | 235° | 18 | 2000 | | | | | | | 1. For all runways: Descend aircraft to MDA after FAF 5 miles from threshold. 2. Components inoperative table does not apply to HIRL and REIL Runways 10R and 28R. Supplementary charting information: TDZ elevations: Runways 31, 809'; 10R, 810'; 1, 19, 23, 28R, 812'; 10L, 28L, 814'. Hold CM LOM E, 1 minute, right turns, 270° Inbnd. Hold CB LOM W, 1 minute, right turns, 090° Inbnd. |
| 090° | 050° | 10 | 2500 | | | | | | | |
| 050° | 300° | 20 | 2500 | | | | | | | |
| 000° | 300° | 30 | 3000 | | | | | | | |

and including the area bearing 170° clockwise to 235° from the Columbus Radar within 12 miles of Lockbourne AFB minimum altitude, 2000'. Radar control will provide 1000' vertical clearance within 3-mile radius of 1165' tower, 3 miles S and 1382' tower, 9 miles SW.

Missed approach:
Runways 10R, 10L, 1, 5, 13, and 19: Climb to 2700' direct to CM LOM and hold.
Runways 28L, 28R, 23, and 31: Climb to 2500' direct to CB LOM and hold.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|-------|-----------|--------|-----|--|--------|-----|---|--------|-----|------|--------|-----|
| | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT | MDA | VIS | HAT |
| ASR: | | | | | | | | | | | | |
| S-28L | 1300 | RVR 40 | 546 | 1300 | RVR 40 | 546 | 1300 | RVR 40 | 546 | 1300 | RVR 50 | 546 |
| S-28R | 1300 | 1 | 548 | 1300 | 1 | 548 | 1300 | 1 | 548 | 1300 | 1 1/2 | 548 |
| S-10L | 1300 | RVR 40 | 486 | 1300 | RVR 40 | 486 | 1300 | RVR 40 | 486 | 1300 | RVR 50 | 486 |
| S-10R | 1300 | 1 | 490 | 1300 | 1 | 490 | 1300 | 1 | 490 | 1300 | 1 1/2 | 490 |
| S-1 | 1420 | 1 | 608 | 1420 | 1 | 608 | | NA | | | NA | |
| S-19 | 1300 | 1 | 488 | 1300 | 1 | 488 | | NA | | | NA | |
| S-23 | 1380 | 1 | 568 | 1380 | 1 | 568 | | NA | | | NA | |
| S-31 | 1340 | 1 | 531 | 1340 | 1 | 531 | | NA | | | NA | |
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA |
| C | 1420 | 1 | 604 | 1420 | 1 | 604 | 1420 | 1 1/2 | 604 | 1420 | 2 | 604 |
| A | Standard. | | | T 2-eng. or less—RVR 24', Runways 28L and 10L; Standard all other runways. | | | T over 2-eng.—RVR 24', Runways 28L and 10L; Standard all other runways. | | | | | |

City, Columbus; State, Ohio; Airport name, Port Columbus International; Elev., 816'; Facility, Columbus Radar; Procedure No. Radar-1, Amdt. 9; Eff. date, 1 May 69; Sup. Amdt. No. 8; Dated, 10 Apr. 69

| 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 | |
| As established by Laughlin AFB ASR minimum vectoring altitude chart. | | | | | | | | | | |
| | | | | | | | | | | 1. Final approach within 3-mile radius of airport reference point from 100° clockwise to 340° within limits of U.S. border. 2. CAUTION: 1512' tower, 3.2 miles SE, 1408' tower, 3.5 miles NE, 1275' tower, 1.2 miles NE, and 1157' tower, 1 mile E of airport. 3. Radar antenna site at Laughlin AFB. 4. Use Laughlin AFB altimeter setting when Del Rio International altimeter setting is not received. *5. This procedure not available periods when Laughlin AFB Radar not operating. Contact HOU ARTCC prior to planned arrival to ascertain facility will be in operation. |

Missed approach:
Final approach from southeast—Climb to 4000', right turn to heading of 340° within 15 miles.
Final approach from northwest—Climbing left turn to 4000' on heading of 340° within 15 miles.

DAY AND NIGHT MINIMUMS

| Cond. | A | | | B | | | C | | | D | | |
|-------|-----------------|-----|-----|--|-----|-----|---|-------|-----|-----|--|--|
| | MDA | VIS | HAA | MDA | VIS | HAA | MDA | VIS | HAA | VIS | | |
| C* | 1700 | 1 | 701 | 1700 | 1 | 701 | 1700 | 1 1/2 | 701 | NA | | |
| A | Not authorized. | | | T 2-eng. or less—500-2 required Runway 13; Standard all other runways. | | | T over 2-eng.—500-2 required Runway 13; Standard all other runways. | | | | | |

City, Del Rio; State, Tex.; Airport name, Del Rio International; Elev., 999'; Facility, Laughlin Radar; Procedure No. Radar-1, Amdt. 1; Eff. date, 1 May 69; Sup. Amdt. No. Orig.; Dated, 25 July 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 March 25, 1969.

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

[F.R. Doc. 69-3872; Filed, Apr. 10, 1969; 8:45 a.m.]

Chapter V—National Aeronautics and Space Administration

PART 1204—ADMINISTRATIVE AUTHORITY AND POLICY

Subpart 5—Delegations and Designations

EXECUTION OF CERTIFICATES OF FULL FAITH AND CREDIT

Paragraph (b) of § 1204.505 is amended to read as follows:

§ 1204.505 Delegation of authority to execute certificates of full faith and credit.

(b) *Delegation of authority.* The following NASA Headquarters officials are delegated authority to execute certificates of full faith and credit (Office of the Administrator section of NASA Form 955) certifying the signatures and authority of employees of the National Aeronautics and Space Administration, whenever such certification is required to authenticate copies of official records for possible admission in evidence in judicial proceedings pursuant to 28 U.S.C. 1733 or any other statute:

- (1) General Counsel;
- (2) Deputy General Counsel;
- (3) Associate General Counsel;
- (4) Assistant General Counsels.

(42 U.S.C. 2473(b) (1))

Effective date. The provisions of § 1204.505(b) are effective upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on April 4, 1969.

T. O. PAINE,
Administrator.

[F.R. Doc. 69-4242; Filed, Apr. 10, 1969; 8:46 a.m.]

Title 31—MONEY AND FINANCE: TREASURY

Chapter I—Monetary Offices, Department of the Treasury

PART 82—SILVER COIN REGULATIONS

Authorization of Export of Silver Dollars in Unlimited Amounts

The Silver Coin Regulations (31 CFR Part 82) prohibit the export of silver coins of the United States as defined in § 82.3 of the regulations, from the United States except as specially authorized by the Secretary of the Treasury or his delegate.¹ Section 82.5 which is a general authorization permitting exports of cer-

¹ See Treasury Order 190 (Rev. 4) of Dec. 15, 1966, and Treasury Order 193-1 (Rev. 2) of Oct. 26, 1967. These orders delegate to the Under Secretary for Monetary Affairs and the Director, Office of Domestic Gold and Silver Operations, respectively, the authority to act under the regulations.

tain silver coins of the United States for legitimate numismatic purposes is being amended to permit the export for such purposes and in unlimited quantities of silver dollars and silver coins contained in uncirculated U.S. coin sets bearing a date subsequent to 1967.

Section 82.5 is hereby amended to read as follows:

§ 82.5 General authorization.

The following listed silver coins of the United States are authorized to be exported from the United States, without further authorization from the Treasury Department if exported for legitimate numismatic purposes:

(a) Silver coins contained in 1965-67 U.S. Special Mint Sets, proof coin sets whenever minted and uncirculated coin sets issued by the U.S. Mint and bearing a date subsequent to 1967.

(b) Silver dollars of the United States.

The foregoing amendment relieves an existing restriction and accordingly, notice and public procedure thereon are deemed unnecessary. It shall become effective upon filing with the FEDERAL REGISTER.

(Sec. 105, Coinage Act of 1906, Public Law 89-81, 81 U.S.C. 395)

[SEAL] THOMAS W. WOLFE,
Director, Office of Domestic
Gold and Silver Operations.

APRIL 8, 1969.

[F.R. Doc. 69-4258; Filed, Apr. 10, 1969; 8:47 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. C-1504]

PART 13—PROHIBITED TRADE PRACTICES

Opportunity Publishing Co.

Subpart—Advertising falsely or misleadingly: § 13.15 *Business status, advantages, or connections*; 13.15-5 *Advertising and promotional services*. Subpart—Misrepresenting oneself and goods—Business status, advantages or connections: § 13.1553 *Services*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Opportunity Publishing Co., Chicago, Ill., Docket C-1504, Mar. 13, 1969]

Consent order requiring a Chicago, Ill., publisher of a monthly trade magazine to cease misrepresenting, exaggerating and changing the copy material supplied it by its advertisers in the preparation of its advertisements.

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

It is ordered, That respondent Opportunity Publishing Co., a corporation, and its officers, agents, representatives, and employees, directly or through any cor-

porate or other device, in connection with the advertising, offering for sale, sale or distribution of its services in the preparation, composition, or publication of advertising or promotional material for its "Salesman's Opportunity" magazine or other publications in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Preparing or assisting in the preparation of any advertisement which does not fully and accurately state and represent both directly and indirectly the pertinent information and material supplied to respondent, and the pertinent facts otherwise known to respondent.

2. Preparing or assisting in the preparation of any advertisement which contains matter or information which the respondent knew or should have known to be false or misleading.

It is further ordered, That respondent corporation shall forthwith distribute a copy of this order to each of its operating divisions.

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

Issued: March 13, 1969.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-4229; Filed, Apr. 10, 1969; 8:45 a.m.]

[Docket No. C-1505]

PART 13—PROHIBITED TRADE PRACTICES

Sydell Woronoff and Sydell Gowns

Subpart—Concealing, obliterating or removing law required and informative marking: § 13.512 *Fur products tags or identification*; § 13.523 *Textile fiber products tags or identification*; § 13.525 *Wool products tags or identification*. Subpart—Involving products falsely: § 13.1108 *Invoicing products falsely*; 13.1108-45 *Fur Products Labeling Act*. Subpart—Misbranding or mislabeling: § 13.1185 *Composition*; 13.1185-30 *Fur Products Labeling Act*; § 13.1212 *Formal regulatory and statutory requirements*; 13.1212-30 *Fur Products Labeling Act*; 13.1212-80 *Textile Fiber Products Identification*; 13.1212-90 *Wool Products Labeling Act*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements*; 13.1852-70 *Textile Fiber Products Identification Act*; 13.1852-80 *Wool Products Labeling Act*.

(Sec. 6, 38 Stat. 721, 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, secs. 2-5, 54 Stat. 1128-1130, sec. 8, 65 Stat. 179, 72 Stat. 1717; 15 U.S.C. 45, 68, 69f, 70) [Cease and desist order, Sydell Woronoff trading as Sydell Gowns, New York, N.Y., Docket C-1505, Mar. 13, 1969]

Consent order requiring a New York City retailer of ladies' ready-to-wear

garments to cease misbranding its wool, textile fiber, and fur products and falsely invoicing its fur products.

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

It is ordered, That respondent Sydel Woronoff, individually and trading as Sydel Gowns, or under any other name or names, and respondent's representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or offering for sale, sale, transportation, distribution, delivery for shipment or shipment, in commerce, of wool products, as "commerce" and "wool product" are defined in the Wool Products Labeling Act of 1939, do forthwith cease and desist from misbranding wool products by failing to securely affix to or place on each such product a stamp, tag, label, or other means of identification showing in a clear and conspicuous manner each element of information required to be disclosed by section 4(a) (2) of the Wool Products Labeling Act of 1939.

It is further ordered, That respondent Sydel Woronoff, individually and trading as Sydel Gowns, or under any other name or names, and respondent's agents, representatives, and employees, directly or through any corporate or other device, do forthwith cease and desist from removing, or causing or participating in the removal of, the stamp, tag, label, or other identification required by the Wool Products Labeling Act of 1939 to be affixed to wool products subject to the provisions of such Act, prior to the time any such wool product is sold and delivered to the ultimate consumer, without substituting therefor labels conforming to section 4(a) (2) of said Act.

It is further ordered, That respondent Sydel Woronoff, individually and trading as Sydel Gowns, or under any other name or names, and respondent's representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction, delivery for introduction, sale, advertising or offering for sale, in commerce, or the transportation or causing to be transported in commerce, or the importation into the United States, of any textile fiber product; or in connection with the sale, offering for sale, advertising, delivery, transportation, or causing to be transported, after shipment in commerce, of any textile fiber product, whether in its original state or contained in other textile fiber products, as the terms "commerce" and "textile fiber product" are defined in the Textile Fiber Products Identification Act, do forthwith cease and desist from misbranding such textile fiber products by failing to affix a stamp, tag, label, or other means of identification to each such textile fiber product showing in a clear, legible, and conspicuous manner each element of information required to be disclosed by section 4(b) of the Textile Fiber Products Identification Act.

It is further ordered, That respondent Sydel Woronoff, individually and trad-

ing as Sydel Gowns, or under any other name or names, and respondent's representatives, agents, and employees, directly or through any corporate or other device, do forthwith cease and desist from removing or mutilating, or causing or participating in the removal or mutilation of, the stamp, tag, label, or other identification required by the Textile Fiber Products Identification Act to be affixed to any textile fiber product, after such textile fiber product has been shipped in commerce and prior to the time such textile fiber product is sold and delivered to the ultimate consumer, without substituting therefor labels conforming to section 4 of said Act and the rules and regulations promulgated thereunder and in the manner prescribed by section 5(b) of said Act.

It is further ordered, That the respondent Sydel Woronoff, individually and trading as Sydel Gowns, or under any other name or names, and respondent's representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising or offering for sale in commerce, or the transportation or distribution, in commerce, of any fur product; or in connection with the sale, advertising, offering for sale, transportation or distribution of any fur product which is made in whole or in part of fur which has been shipped and received in commerce, as the terms "commerce," "fur," and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Misbranding any fur product by:

1. Failing to affix a label to such fur product showing in words and in figures plainly legible all of the information required to be disclosed by each of the subsections of section 4(2) of the Fur Products Labeling Act.

2. Failing to set forth the term "natural" as part of the information required to be disclosed on a label under the Fur Products Labeling Act and the rules and regulations promulgated thereunder to describe such fur product which is not pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.

3. Failing to set forth on a label the item number or mark assigned to such fur product.

B. Falsely or deceptively invoicing fur products by:

1. Failing to furnish invoices, as the term "invoice" is defined in the Fur Products Labeling Act, showing in words and figures plainly legible all the information required to be disclosed in each of the subsections of section 5(b) (1) of the Fur Products Labeling Act.

2. Failing to set forth the term "natural" as part of the information required to be disclosed on invoices under the Fur Products Labeling Act and rules and regulations promulgated thereunder to describe fur products which are not pointed, bleached, dyed, or otherwise artificially colored.

3. Failing to set forth on invoices the item numbers or marks assigned to such fur products.

It is further ordered, That respondent Sydel Woronoff, individually and trading as Sydel Gowns, or under any other name or names, and respondent's representatives, agents, and employees, directly or through any corporate or other device, do forthwith cease and desist from removing or causing or participating in the removal of, prior to the time any fur product subject to the provisions of the Fur Products Labeling Act is sold and delivered to the ultimate consumer, any label required by the said Act to be affixed to such fur products, without substituting therefor labels conforming to section 4 of said Act and the rules and regulations promulgated thereunder, and in the manner prescribed by section 3(e) of said Act.

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

Issued: March 13, 1969.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-4230; Filed, Apr. 10, 1969;
8:45 a.m.]

Title 42—PUBLIC HEALTH

Chapter I—Public Health Service, Department of Health, Education, and Welfare

SUBCHAPTER G—PREVENTION, CONTROL, AND ABATEMENT OF AIR POLLUTION

PART 81—AIR QUALITY CONTROL REGIONS, CRITERIA, AND CONTROL TECHNIQUES

Metropolitan St. Louis Interstate Air Quality Control Region (Missouri-Illinois)

On December 21, 1968, notice of proposed rule making was published in the FEDERAL REGISTER (33 F.R. 19084) to amend Part 81 by designating the Metropolitan St. Louis Interstate Air Quality Control Region (Missouri-Illinois).

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments, and a consultation with appropriate State and local authorities pursuant to section 107(a) of the Clean Air Act (42 U.S.C. 1857c-2(a)) was held on January 14, 1969. Due consideration has been given to all relevant material presented.

In consideration of the foregoing and in accordance with the statement in the notice of proposed rule making, the Metropolitan St. Louis Interstate Air Quality Control Region (Missouri-Illinois) is hereby designated and Part 81, as set forth below, is hereby amended effective on publication.

§ 81.18 Metropolitan St. Louis Interstate Air Quality Control Region (Missouri-Illinois).

The Metropolitan St. Louis Interstate Air Quality Control Region (Missouri-Illinois) consists of the territorial area encompassed by the boundaries of the following jurisdictions (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f) geographically located within the outermost boundaries of the area so delimited):

IN THE STATE OF MISSOURI

St. Louis City. St. Louis County.
St. Charles County. Jefferson County.

IN THE STATE OF ILLINOIS

Madison County. Monroe County.
St. Clair County.

(Secs. 107(a), 301(a), 81 Stat. 490, 504; 42 U.S.C. 1857c-2(a), 1857g(a))

Dated: April 7, 1969.

ROBERT H. FINCH,
Secretary.

[F.R. Doc. 69-4225; Filed, Apr. 10, 1969;
8:45 a.m.]

Title 49—TRANSPORTATION

Subtitle A—Office of the Secretary of Transportation

[OST Docket No. 1, Amdt. 1-26]

PART 1—FUNCTIONS, POWERS, AND DUTIES IN THE DEPARTMENT OF TRANSPORTATION

Removal of Reservation of Authority Regarding Civil Penalties; Federal Highway Administrator

The authority to impose civil penalties under the National Traffic and Motor Vehicle Safety Act of 1966 (Public Law 85-563) has been delegated by § 1.4(c) (3) (i) to the Federal Highway Administrator. However, the authority to compromise civil penalties under that Act has been reserved to the Secretary of Transportation by § 1.5(l) (1). Since the authority to compromise civil penalties is an essential element of the civil penalty system, the purpose of this amendment is to remove that reservation and to authorize the Administrator to impose and compromise civil penalties.

In consideration of the foregoing, effective April 8, 1969, Part 1 of the Reg-

ulations of the Office of the Secretary of Transportation is amended by deleting § 1.5(l) (1).

This action is taken under the authority of section 9 of the Department of Transportation Act (49 U.S.C. 1657). Since this amendment involves a delegation of authority and relates to the internal management of the Department, notice and public procedure thereon are not required and the amendment may be made effective immediately.

Issued in Washington, D.C., on April 8, 1969.

JOHN VOLPE,
Secretary of Transportation.

[F.R. Doc. 69-4256; Filed, Apr. 10, 1969;
8:47 a.m.]

Chapter X—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 1024]

PART 1033—CAR SERVICE

Union Pacific Railroad Co. Authorized To Operate Over Tracks of Southern Pacific Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 8th day of April 1969.

It appearing that because present tracks and facilities of the Union Pacific Railroad Co. are inadequate to handle certain trainload shipments of coal for export via Long Beach Harbor, Calif., or Los Angeles Harbor, Calif.; that such trainload shipments of coal can be transported via tracks of the Southern Pacific Co. between a point of connection with the Union Pacific Railroad Co. at Union Pacific Railroad Co. milepost 10.9 at Whittier Junction, Calif., and Long Beach Harbor, Calif., a distance of 21.42 miles, or Los Angeles Harbor, Calif., a distance of 25.12 miles; that the Commission is of the opinion that operation by the Union Pacific Railroad Co. over this trackage of the Southern Pacific Co. is necessary to enable the Union Pacific Railroad Co. to handle this traffic, in the interest of the public and the commerce of the people; that notice and public procedure herein are impractical and contrary to the public interest; and that good cause exists for making this order effective upon less than 30 days' notice:

It is ordered, That:

§ 1033.1024 Service Order No. 1024.

(a) *Union Pacific Railroad Co. authorized to operate over tracks of the Southern Pacific Co.* The Union Pacific Railroad Co. be, and it is hereby, authorized to operate over tracks of the Southern Pacific Co. between a point of connection between these companies at Union Pacific Railroad Co. milepost 10.9 at Whittier Junction, Calif., and Long Beach Harbor, Calif., a distance of 21.42 miles, or Los Angeles Harbor, Calif., a distance of 25.12 miles.

(b) *Application.* The provisions of this order shall apply to intrastate and foreign traffic, as well as to interstate traffic.

(c) *Rates applicable.* Inasmuch as this operation by the Union Pacific Railroad Co. over tracks of the Southern Pacific Co. is deemed to be due to carrier's disability, the rates applicable to traffic moved by the Union Pacific Railroad Co. over these tracks of the Southern Pacific Co. shall be the rates which were applicable on the shipments at the time of shipment as originally routed.

(d) *Effective date.* This order shall become effective at 12:01 a.m., April 10, 1969.

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., September 30, 1969, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17(2). Interprets or applies sec. 1 (10-17), 15(4), and 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2))

It is further ordered, That copies of this order shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-4251; Filed, Apr. 10, 1969;
8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 980]

[Amdt. 6]

IRISH POTATOES

Import Regulations

Notice is hereby given of a proposed amendment of § 980.1 Irish potato import regulations (7 CFR 980.1 Irish potatoes, and 33 F.R. 4106), applicable to the importation of Irish potatoes into the United States to become effective June 8, 1969, under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.).

Under section 8e-1 of the Agricultural Marketing Act of 1937, as amended (7 U.S.C. 608e-1), whenever two or more marketing orders are concurrently in effect regulating the same agricultural commodity produced in different areas of the United States, the importation of such commodity shall be prohibited unless it complies with the grade, size, quality, and maturity provisions of the order which, as determined by the Secretary of Agriculture, regulates the commodity produced in the area with which the imported commodity is in most direct competition.

In Irish potatoes import regulations § 980.1 Irish potatoes (7 CFR 980.1 Irish potatoes) paragraph (a) subparagraph (2) reads as follows:

During the period June 15 through July 31 of each marketing year, the grade, size, quality, and maturity requirements of Marketing Order No. 953 (Part 953 of this chapter) applicable to potatoes of the round type shall be the respective grade, size, quality, and maturity requirements for imports of other round type potatoes; and during the period August 1 through the following June 14 of each year the grade, size, quality, and maturity requirements of Area No. 3, Colorado (Northern Colorado) covered by Marketing Order No. 948, as amended (Part 948 of this chapter) shall be the respective grade, size, quality, and maturity requirements for imports of all other round type potatoes.

It is proposed that the time period given in subparagraph (2) be revised to coincide with the effective period of the regulation under Marketing Order No. 953 which is to begin June 5 of each marketing year instead of June 15 of each marketing year.

Therefore, the proposed amendment is as follows: In § 980.1 *Import regulation; Irish potatoes* (7 CFR Part 980) subparagraph (2) of paragraph (a) is hereby amended to read as follows:

§ 980.1 *Import regulations; Irish potatoes.*

(a) * * *

(2) During the period June 5 through July 31, of each marketing year, the grade, size, quality, and maturity require-

ments of Marketing Order No. 953 (Part 953 of this chapter) applicable to potatoes of the round type shall be the respective grade, size, quality, and maturity requirements for imports of other round type potatoes; and during the period August 1 through the following June 4 of each year the grade, size, quality, and maturity requirements of Area No. 3, Colorado (Northern Colorado) covered by Marketing Order No. 948, as amended (Part 948 of this chapter) shall be the respective grade, size, quality, and maturity requirements for imports of all other round type potatoes.

Consideration will be given to any written data, views, or arguments pertaining to the proposed amendment which are filed in quadruplicate with the Hearing Clerk, Room 112, U.S. Department of Agriculture, Washington, D.C. 20250, not later than 30 days after publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27 (b)).

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

Dated: April 7, 1969.

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

[F.R. Doc. 69-4241; Filed, Apr. 10, 1969; 8:46 a.m.]

DEPARTMENT OF LABOR

Wage and Hour and Public Contracts Divisions

[29 CFR Part 850]

AGE DISCRIMINATION IN EMPLOYMENT

Exemptions

Pursuant to section 9 of the Age Discrimination in Employment Act (29 U.S.C. 628) and Secretary of Labor's Order No. 11-68 (33 F.R. 9690), it is hereby proposed to be found necessary and proper in the public interest to amend Part 850 of Title 29, Code of Federal Regulations, to exempt from the Act's application activities and programs under Federal contracts or grants or carried out by the public employment services of the several States designed primarily to provide employment, or to encourage the employment, of persons with special employment problems. This would include employment activities and programs under the Manpower Development and Training Act of 1962, as amended, and the Economic Opportunity

Act of 1964, as amended, for persons among the long-term unemployed, handicapped, members of minority groups, older workers, youth, and others with similar problems as determined by the Administrator.

If the Age Discrimination in Employment Act is to be read in harmony with the totality of Federal statutes dealing with special employment problems in accordance with established canons of statutory construction, the act should not be read as interfering with the aforementioned activities and programs. Cf. *Southern Steamship Company v. National Labor Relations Board*, 316 U.S. 31, 47 (1942). However, in any event, section 9 of the act does permit the Secretary of Labor to establish reasonable exemptions from its terms when it is found necessary and proper in the public interest. There would seem to be such a public interest here. Indeed, many of the programs are designed to meet the employment needs of older workers and to promote employment opportunities for them. These are among the objectives of the act itself.

Interested persons are hereby afforded an opportunity to present data, views, or arguments, concerning the proposal. Such comments should be directed to the Administrator of the Wage and Hour and Public Contracts Divisions, U.S. Department of Labor, Washington, D.C. 20210, within 20 days following publication of this notice in the FEDERAL REGISTER.

Signed at Washington, D.C., this seventh day of April 1969.

BEN P. ROBERTSON,
Acting Administrator, Wage and Hour and Public Contracts Divisions.

[F.R. Doc. 69-4261; Filed, Apr. 10, 1969; 8:48 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 8]

COLOR ADDITIVES

Order Denying Proposed Color Additive Regulations

In the matter of color additive petitions submitted by The Toller Goods Association, the Pharmaceutical Manufacturers Association, and the Certified Color Industry Committee, c/o Hazleton Laboratories, Inc., Post Office Box 30, Falls Church, Va. 22046, proposing issuance of regulations to provide for the safe use of various color additives as follows:

| Cap No. | Color additive(s) | Use |
|---------|--|---|
| 26 | Ext. D&C Yellow No. 7. | In drug and cosmetic products that are applied externally. |
| 24 | D&C Yellow No. 7 and D&C Yellow No. 8. | Do. |
| 35 | D&C Orange No. 4. | Do. |
| 36 | FD&C Red No. 2. | In foods, drugs, and cosmetics. |
| 37 | D&C Violet No. 2. | In drugs and cosmetics that are applied externally. |
| 38 | D&C Red No. 34. | Do. |
| 39 | D&C Red No. 17. | Do. |
| 37 | D&C Blue No. 6. | In ingested drugs, surgical sutures, lipsticks, and externally applied drugs and cosmetics. |
| 28 | D&C Red No. 30. | In ingested drugs, lipsticks, and drugs and cosmetics intended for external application. |
| 61 | FD&C Red No. 4. | In ingested drugs, marshmallow cherries, and externally applied drugs and cosmetics. |
| 62 | D&C Yellow No. 10. | In ingested drugs, lipsticks, and drugs and cosmetics for external application. |
| 63 | D&C Yellow No. 11. | In ingested drugs and drugs and cosmetics for external application. |
| 65 | FD&C Green No. 3. | In food, ingested drugs, lipsticks, and externally applied drugs and cosmetics. |
| 66 | FD&C Yellow No. 6. | In foods, drugs, and cosmetics. |
| 68 | FD&C Violet No. 1. | In foods, dietary supplements, ingested drugs, and externally applied drugs and cosmetics. |
| 84 | D&C Green No. 5. | In ingested drugs, lipsticks, and externally applied drugs and cosmetics. |
| 85 | D&C Green No. 6. | Do. |
| 86 | D&C Red No. 33. | In ingested drugs, lipsticks, and drugs and cosmetics for external application. |

All of these petitions were filed October 7, 1968, and the notice of filing was published in the *FEDERAL REGISTER* of November 20, 1968 (33 F.R. 17205).

Findings. 1. In each of the above-identified color additive petitions, the petitioner failed to submit adequate information to establish that the color additives will be safe under the conditions of use specified.

2. Although further information was requested from the petitioner, no new data have been received.

3. Litigation is now pending on appeal in the Court of Appeals for the Second Circuit that will delineate the safety data that will be required.

Conclusion. Regarding cosmetic use, sufficient data are not available to support the promulgation of color additive regulations in this matter pursuant to section 706(b) of the Federal Food, Drug, and Cosmetic Act.

Order. Based on the aforesaid findings and conclusion, the proposals of the petitioner to establish regulations under section 706(b) of the act to permit the use in cosmetics of the above-named color additives are denied: *And it is so ordered.* Pursuant to the provisions of the act (sec. 706, 74 Stat. 399-407, as amended; 21 U.S.C. 376) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Any person who will be adversely affected by the foregoing order may at

any time within 30 days after publication hereof 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 deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing and such objections must be supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Dated: April 4, 1969.

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

[F.R. Doc. 69-4231; Filed, Apr. 10, 1969;
8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 18471]

STANDARD BROADCAST STATIONS

Maintenance and Monitoring of Relative Phases and Currents in Elements of Directional Antennas; Order Extending Time for Filing Comments and Reply Comments

In the matter of amendment of Part 73 of the Commission's rules and regulations with respect to the maintenance and monitoring of the relative phases and currents in the elements of directional antennas and to provide for type approval of phase monitors used by standard broadcast stations; Docket No. 18471.

1. The notice of proposed rule making in this matter, adopted February 26, 1969, set April 7, 1969, and April 17, 1969, as the last dates for filing of comments and reply comments, respectively.

2. In a petition filed on March 26, 1969, A. Earl Cullum, Jr. (Cullum), of the firm of consulting engineers of that name, requests that the period during which comments may be filed be extended 30 days, specifically, to May 7, 1969. Citing the delays usually involved in obtaining copies of comments, he further asks that an additional 30 days beyond the deadline for filing comments be permitted for filing reply comments.

3. In a letter filed April 4, 1969, William J. Potts, Jr., attorney for the Association on Broadcasting Standards, Inc. (ABS), requests that an additional 3 months be afforded for filing comments and reply comments, until the dates of July 7, 1969, and July 21, 1969.

4. Both parties intend to file comments in this proceeding, but state that insufficient time has been allowed for

this purpose, both because of other necessary activities which have intervened, and the necessity for coordinating their comments, with the personnel of broadcasting stations which he represents, in Cullum's case, and in ABS's with its Technical Committee and Board of Directors.

5. We believe it is in the public interest to afford additional time in this proceeding, but that the 90-day extension of time for filing comments is unnecessarily long.

6. We will allow an additional 60 days for filing comments, and, in the light of Cullum's specific request, an additional 30 days thereafter for filing reply comments.

7. Accordingly, it is ordered, That the time for filing comments is extended from April 7, 1969, to June 9, 1969, and the time for filing reply comments is extended from April 17, 1969, to July 9, 1969.

8. This action is taken pursuant to authority found in sections 4(i), 5(d)(1), and 303(r) of the Communications Act of 1934, as amended, and § 0.281(d)(8) of the Commission's rules.

Adopted: April 7, 1969.

Released: April 7, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] GEORGE S. SMITH,
Chief, Broadcast Bureau.

[F.R. Doc. 69-4246; Filed, Apr. 10, 1969;
8:46 a.m.]

[47 CFR Part 73]

[Docket No. 18455]

STANDARD BROADCAST STATIONS

Remote Indicating Phase Monitors and Inspection Requirements for Remotely Controlled Directional Stations; Order Extending Time for Filing Comments and Reply Comments

In the matter of amendment of Part 73 of the Commission's rules and regulations with respect to use of remote indicating phase monitors and the inspection requirements for remotely controlled directional stations; Docket No. 18455.

1. The notice of proposed rule making in this matter, adopted February 26, 1969, set April 7, 1969, and April 17, 1969, as the last dates for filing comments and reply comments, respectively.

2. In a letter filed April 4, 1969, William J. Potts, Jr., attorney for the Association on Broadcasting Standards, Inc. (ABS), states that because of coordination procedures within the Association it will not be possible to submit meaningful comments by the presently specified deadline. He requests an additional period of 90 days for this purpose, until July 7, 1969.

3. We believe it is in the public interest to allow additional time, but consider 90 days to be an unnecessarily lengthy period. We will grant an additional 60

days for comments, with 30 days thereafter for reply comments.

4. Accordingly, it is ordered, That the time for filing comments is extended from April 7, 1969, to June 9, 1969, and the time for filing reply comments is extended, from April 17, 1969, to July 9, 1969.

5. This action is taken pursuant to authority found in sections 4(i), 5(d)(1), and 303(r) of the Communications Act of 1934, as amended, and § 0.281(d)(8) of the Commission's rules.

Adopted: April 7, 1969.

Released: April 7, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] GEORGE S. SMITH,
Chief, Broadcast Bureau.

[P.R. Doc. 69-4247; Filed, Apr. 10, 1969;
8:46 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 39]

[Docket No. 9517]

AIRWORTHINESS DIRECTIVES

NAMC YS-11 and YS-11A Aircraft

The Federal Aviation Administration is considering amending Part 39 of the Federal Aviation Regulations by adding an airworthiness directive (AD) applicable to NAMC YS-11 and YS-11A aircraft. Cracks have been discovered in the fillet area of the torque arm lug of the main landing gear strut cylinders on certain of these airplanes. If the lug is broken, the torque load cannot be absorbed and the piston rotates around the center of the cylinder, resulting in heavy damage to the wheel and landing gear. Since this condition is likely to exist or develop in other airplanes of the same type design, the proposed airworthiness directive would require inspection of the

torque arm lug of the main landing gear strut cylinder for cracks, and accomplishing specified modifications on NAMC YS-11 and YS-11A airplanes.

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 docket number and be submitted in duplicate to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before May 12, 1969, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423), and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new airworthiness directive:

NHON. Applies to NAMC YS-11 and YS-11A aircraft.

Compliance required as indicated, unless already accomplished.

To prevent failure of the torque arm lug of the main landing gear strut cylinders, accomplish the following:

(a) For airplanes with main landing gear strut cylinders which have accumulated 4,000 or more hours' time in service on the effective date of this AD, within the next 400 hours' time in service, inspect the fillet area of the torque arm lug of the main landing gear strut cylinder for cracks, in accordance with procedures as outlined in section 2A(1) of the service bulletin specified in paragraph (f).

(b) For airplanes with main landing gear strut cylinders which have accumulated less than 4,000 hours' time in service on the effective date of this AD, before the accumulation

of 4,400 hours' time in service, inspect the fillet area of the torque arm lug of the main landing gear strut cylinder for cracks, in accordance with procedures as outlined in section 2A(1) of the service bulletin specified in paragraph (f).

(c) If the inspections required by paragraphs (a) or (b) reveal one or more cracks, and the length of the crack or the sum of the lengths of all cracks is 0.47 inches (12mm) or less in length, before further flight and without removing the strut cylinder from the airplane, remove the cracks from the M.G.L. cylinder in accordance with procedures as outlined in section 2A(2) of the service bulletin specified in paragraph (f). Observe the limitations on the material that can be removed. If material in excess of these limitations is removed, replace the cylinder with a cylinder of the same part number. Accomplish the surface finish work outlined in section 2A(3) of the service bulletin specified in paragraph (f).

(d) If the inspections required by paragraphs (a) or (b) reveal one or more cracks, and the length of the crack or the sum of the lengths of all cracks is greater than 0.47 inch (12mm) in length, before further flight, remove the cylinder from the airplane and perform the inspection and removal of cracks procedures outlined in section 2B of the service bulletin specified in paragraph (f). Observe the limitations on resulting thickness. If prescribed dimensions cannot be maintained, replace the strut cylinder with a new part of the same part number. Accomplish the surface finish work outlined in section 2B(3) of the service bulletin specified in paragraph (f).

(e) If the inspections required by paragraph (a) and (b) reveal no cracks, accomplish the surface finish work outlined in section 2A(3) of the service bulletin specified in paragraph (f).

(f) Accomplish the inspections and rework required by paragraphs (a) through (e) in accordance with NAMC Service Bulletin 32-94 dated December 5, 1968, or any Japan Civil Aviation Bureau approved revisions, or an FAA approved equivalent.

(g) Operators who have not kept records of hours' time in service for individual main landing gear strut cylinders shall use airplane hours' time in service in lieu thereof.

Issued in Washington, D.C., on April 4, 1969.

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

[P.R. Doc. 69-4236; Filed, Apr. 10, 1969;
8:45 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

WYOMING

Modification of Wyoming Grazing District No. 2

By virtue of the authority contained in the Act of June 28, 1934 (48 Stat. 1269; 43 U.S.C. 315, et seq.), as amended, and pursuant to the authority delegated in 235 D.M. 1.1 (28 F.R. 2535), the following described lands are hereby added to Wyoming Grazing District No. 2:

SIXTH PRINCIPAL MERIDIAN

T. 41 N., R. 90 W.,
Sec. 31;
Sec. 32;
Sec. 33;
Sec. 34;
Sec. 35.

JOHN O. CROW,
Associate Director.

APRIL 4, 1969.

[F.R. Doc. 69-4244; Filed, Apr. 10, 1969;
8:46 a.m.]

National Park Service

BIGHORN CANYON NATIONAL RECREATION AREA, MONT. AND WYO.

Correction of Boundary Descriptions

There appeared in the FEDERAL REGISTER of May 28, 1968, at pages 7765-7767, a description of the boundaries of the Bighorn Canyon National Recreation Area and in the FEDERAL REGISTER of October 10, 1968, at pages 15128-15129, an adjustment of those boundaries. These boundary determinations were made by the Secretary of the Interior under authority vested in him by the Act of October 15, 1966 (80 Stat. 913; 16 U.S.C. 460t).

It is the purpose of this notice to correct a minor technical error in each of the aforesaid descriptions as stated below:

1. Lot "6" in the seventh call appearing in Column 3 at page 7765 of the May 28, 1968, notice should be changed to lot "5" so that this call will read as follows:

Thence westerly along the south line of lot 5, sec. 34, T. 56 N., R. 94 W., sixth principal meridian, to the east line of lot 411, T. 55 N., R. 94 W., sixth principal meridian;

2. "SW¼" in the fifth call appearing in the first full paragraph beginning in column one at page 15129 of the October 10, 1968, notice should be changed to "SE¼" so that this call will read as follows:

Thence easterly to the northwest corner of the SE¼ NE¼ of sec. 21;

Since the corrections herein presented are intended to more accurately describe

segments of the lines on the maps referred to in the aforesaid boundary notices of May 28, and October 10, 1968, no changes in those maps are required.

J. E. N. JENSEN,
Acting Director.

APRIL 4, 1969.

[F.R. Doc. 69-4232; Filed, Apr. 10, 1969;
8:45 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

BANK OF AMERICA NATIONAL TRUST AND SAVINGS ASSOCIATION

Notice of Approval of Applicant as Trustee

In F.R. Doc. 66-4724 appearing in the FEDERAL REGISTER issue of April 30, 1966 (31 F.R. 6551), notice was given that the Bank of America National Trust and Savings Association had been approved as a trustee pursuant to Public Law 89-346 and 46 CFR 221.21-221.30.

Notice is hereby given that under a merger effected on April 1, 1969, the survivor national banking association assumed the name of the Bank of America National Trust and Savings Association with offices at Bank of America Plaza, San Francisco, Calif., and that said Bank of America National Trust and Savings Association has been approved as a trustee pursuant to Public Law 89-346 and 46 CFR 221.21-221.30.

Dated: April 8, 1969.

M. I. GOODMAN,
Chief, Office of Ship Operations.

[F.R. Doc. 69-4266; Filed, Apr. 10, 1969;
8:49 a.m.]

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

ASSISTANT SECRETARY AND DEPUTY ASSISTANT SECRETARY FOR RENEWAL AND HOUSING ASSISTANCE

Delegation of Authority With Respect to Program of Assistance for Housing in Alaska

SECTION A. Authority delegated to the Assistant Secretary and the Deputy Assistant Secretary for Renewal and Housing Assistance. The Assistant Secretary for Renewal and Housing Assistance and the Deputy Assistant Secretary for Renewal and Housing Assistance each is hereby authorized to:

1. Exercise the power and authority of the Secretary of Housing and Urban Development under section 1004 of the Demonstration Cities and Metropolitan Development Act of 1966 (42 U.S.C. 3371), with respect to the Program of Assistance for Housing in Alaska, except the authority to:

a. Establish the rate of interest on Federal loans.

b. Approve the statewide program prepared by the State of Alaska or any duly authorized agency or instrumentality thereof.

2. Redelegate to the Regional Administrator and the Deputy Regional Administrator, Region VI (San Francisco), any of the power and authority delegated under section A, 1, and authorize further re delegation to Regional Office employees.

SEC. B. Additional authority delegated to the Assistant Secretary for Renewal and Housing Assistance. The Assistant Secretary for Renewal and Housing Assistance is further authorized to make such rules and regulations as may be necessary to carry out the power and authority delegated herein.

(Sec. 7(d) of the Department of HUD Act, 42 U.S.C. 3535(d))

Effective date. This delegation of authority is effective as of April 11, 1969.

GEORGE ROMNEY,
Secretary of Housing and Urban Development.

[F.R. Doc. 69-4259; Filed, Apr. 10, 1969;
8:47 a.m.]

REGIONAL ADMINISTRATOR AND DEPUTY REGIONAL ADMINISTRATOR, REGION VI (SAN FRANCISCO)

Redelegation of Authority With Respect to Program of Assistance for Housing in Alaska

SECTION A. Authority redelegated to Regional Administrator and Deputy Regional Administrator, Region VI (San Francisco). The Regional Administrator and the Deputy Regional Administrator, Region VI (San Francisco), each is hereby authorized to:

1. Exercise the power and authority of the Secretary of Housing and Urban Development under section 1004 of the Demonstration Cities and Metropolitan Development Act of 1966 (42 U.S.C. 3371), with respect to the Program of Assistance for Housing in Alaska, except the authority to:

a. Establish the rate of interest on Federal loans.

b. Approve the statewide program prepared by the State of Alaska or any duly authorized agency or instrumentality thereof.

2. Redesignate to one or more employees under his jurisdiction the authority delegated under section A, 1.

(Secretary's delegation effective Apr. 11, 1969, 34 F.R. 6399, Apr. 11, 1969)

Effective date. This redelegation of authority is effective as of April 11, 1969.

LAWRENCE M. COX,
Assistant Secretary for
Renewal and Housing Assistance.

[F.R. Doc. 69-4260; Filed, Apr. 10, 1969;
8:48 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 18388]

FLYING TIGER ADDITIONAL POINTS

Notice of Postponement of Hearing

Notice is hereby given that the hearing in the above-entitled proceeding set for May 6, 1969, will be held on May 12, 1969 at 10 a.m., e.d.t., in Room 726, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C.

Dated at Washington, D.C., April 7, 1969.

[SEAL] MERRITT RUHLEN,
Hearing Examiner.

[F.R. Doc. 69-4264; Filed, Apr. 10, 1969;
8:48 a.m.]

[Docket No. 18650; Order 69-4-35]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Specific Commodity Rates

Issued under delegated authority on April 7, 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 an IATA letter dated March 17, 1969, names additional specific commodity rates, as set forth in the attachment hereto,¹ which reflect significant reductions from the general cargo rates. In addition, a rate for a new commodity description, "Aluminum Window Frames," has been specified.

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.

¹ Filed as part of the original document.

Accordingly, It is ordered, That:

Action on agreement CAB 20745, R-48 through R-58, 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. 69-4262; Filed, Apr. 10, 1969;
8:48 a.m.]

[Docket No. 20335]

MOHAWK AIRLINES, INC.

Notice of Hearing

Mohawk Airlines, Inc., Subpart M (Boston-Syracuse-Cleveland).

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled matter is assigned to be held on April 29, 1969, at 10 a.m., d.s.t., in Room 726, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner Ross I. Newmann.

Dated at Washington, D.C., April 8, 1969.

[SEAL] RALPH L. WISER,
Associate Chief Examiner.

[F.R. Doc. 69-4265; Filed, Apr. 10, 1969;
8:48 a.m.]

[Docket No. 20592; Order 69-4-39]

PACIFIC SOUTHWEST AIRLINES

Order Setting Preliminary Motion for Oral Argument

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 8th day of April 1969.

By application filed December 24, 1968, Pacific Southwest Airlines (PSA) requests approval of its acquisition of control of Western Air Lines, Inc. (Western), through an acquisition of a controlling portion of the latter carrier's outstanding capital stock. PSA contemplates that the Western stock will be acquired pursuant to a tender offer to Western's shareholders whereby PSA will exchange 1.8 shares of its own stock for each Western share tendered pursuant to the offer. By motion filed on the same date, PSA requests a preliminary ruling from the Board that the acquisition of a controlling portion of Western's outstanding stock by PSA pursuant to its tender offer, and the placement of such stock into an irrevocable voting trust with an independent voting trustee, pending Board decision on its control application, would not be deemed grounds upon which to

hold the proceeding in abeyance pursuant to the Board's so-called "Sherman Doctrine."¹ On February 10, 1969, PSA filed a new pleading supplementing its motion by incorporating the terms of a proposed trust agreement entered into with Charles S. Murphy, Esq., as trustee, and alternatively requesting relief by way of exemption from section 408, pursuant to section 416 of the Act, to the extent that the pendent lite voting trust might be construed as a limited acquisition of control of Western by PSA.²

The pertinent features of the voting trust agreement, which has with modifications, been patterned after trusts which have previously been approved by the Board in connection with the liquidation of stock holdings required by the Board to be divested,³ are: That it is irrevocable pending Board action on PSA's control application;⁴ that Charles S. Murphy, Esq., or a successor trustee,⁵ shall be entitled to vote the shares of stock held in the trust for all purposes in accordance with his best judgment, with full power in his discretion to designate others not affiliated with PSA as voting proxies; and that nothing in the trust agreement shall impair PSA's rights to sell, pledge or otherwise encumber its beneficial interest in the stock. In addition, PSA expresses its willingness to modify the trust in any reasonable fashion the Board might deem necessary in order to accomplish the purpose of insuring the continued independence of Western pending the Board proceeding.

In support of its request for interim relief PSA generally asserts that every effort has been made to insure that Western will, pending Board approval of

¹ Sherman Control and Interlocking Relationships, 15 CAB 876, 881 (1962). The Board there established the doctrine that, in the absence of exceptional circumstances, wherever it appeared that a control or interlocking relationship had been unlawfully established prior to Board approval under sections 408 and 409 of the Act, the Board would not consider an application for approval on its merits until the unlawful relationship had been voluntarily terminated, or a proceeding was completed to determine the existence of a violation and corrective action had been taken.

² PSA also filed a reply to an answer of Western, on Jan. 15, 1969, accompanied by a motion for leave to file an otherwise unauthorized document; and on Feb. 26, 1969, a reply to Western's answer to its February 10th pleading. In view of the complicated questions raised by this proceeding we shall accept all documents filed.

³ See, Hughes-TWA-Atlas-Northeast, Common Control, 27 CAB 155, 157-161 (1958); Seaboard and Western Airlines, Agreements, 32 CAB 1322, 1325-26 (1960); Atlas Corporation, Interlocking Relationships, 31 CAB 1, 2 (1960).

⁴ Alternatively the trust will terminate Jan. 31, 1974, unless extended with the approval of the Board, coupled with a requirement that PSA divest itself of the stock prior to such termination date.

⁵ Provision is made for selection of a successor trustee through the confidential submission by PSA of three names to the Board with the right to select any one of them unless the Board shall within 10 days direct an alternate method of selection.

PSA's section 408(b) application, continue to operate as an independent competitive airline; that grant of the requested relief is necessary and in the public interest as the only feasible means by which the acquisition, pursuant to the proposed tender, can be accomplished; and that the arrangement would not be inconsistent with Board precedents⁸ or the requirements of section 408 of the Federal Aviation Act, as amended. It is further urged that failure to grant the relief requested would have serious implications for the air transport industry as a whole, in that it would in effect preclude Board consideration on the merits of acquisitions by air carriers, or other section 408 enterprises, where circumstances are such that the tender procedure must be followed.⁹

Western has filed various pleadings opposing PSA's request for interim relief.¹⁰ Generally, Western asserts that the trust arrangement would result in an unlawful acquisition of control of Western by PSA; that permitting its implementation by grant of the requested relief would be inconsistent with the requirements and objectives of the Federal Aviation Act and Board precedents,¹¹ would adversely affect Western's management and shareholders, and would be contrary to the public interest; and that there are available reasonable alternative means by which PSA could lawfully pursue its objectives, which would be

far more consistent with the public interest.¹²

PSA's application raises novel and complex questions concerning the appropriateness of a voting trust as a vehicle for insulation of control prior to Board approval of the control relationship pursuant to the requirements of section 408 of the Federal Aviation Act. Not only do these questions arise with respect to the particular terms of the trust as proposed, but in addition there exist significant questions as to whether the trust could be modified to bring it into conformity with the requirements and objectives of the Federal Aviation Act, and Board policy thereunder. Moreover, to the extent that it is determined that the voting trust arrangement would constitute an acquisition of control within the meaning of section 408 of the Act, serious questions are presented as to whether, under the circumstances here present, the Board could or should nevertheless permit consummation of the arrangement through a temporary pendente lite waiver of its jurisdiction, or limited approval by exemption, or otherwise.¹³

The public interest considerations presented by PSA's application are also not easily resolved. Thus, Western asserts that the holding of a controlling block of its stock in the voting trust pending Board action on PSA's application for approval of control, and the PSA power of, as well as the effect of, disposition of such stock in the event of disapproval, would have severe repercussions on Western's management and stockholders. In effect, such an arrangement creates an unalterable change in the status quo, prior to Board consideration of the merits of the application, which could well be considered to be inconsistent with the policies of the Board expressed in the Sherman case and other Board precedents with respect to voting trusts of this nature. PSA asserts, on the other hand, that denial of the interim relief requested would in effect amount to preclusion of a whole class of corporate transactions for the transfer of the control of airlines, without the Board ever having a chance to pass upon the merits of the transfer;

a result which could, under many circumstances, be significantly detrimental to the public interest. In addition, PSA alleges that a voting trust arrangement of the general type proposed is the only feasible means by which acquisition of control can be effectuated (where a tender to a large number of small stockholders is necessary). Western, on the other hand, urges that PSA's objections can reasonably be met by alternative arrangements which would be consistent with the requirements of section 408 of the Act and the public interest.

The determination as to whether (and if so, the determination of the extent to which) the interim relief sought by PSA should be granted will have an impact that may transcend the particular circumstances presented by PSA's motion. Hence, the Board has concluded that it should hear oral argument on the issues; and in connection therewith, the Board desires that the parties focus attention particularly on the following questions:

1. Would the placing of Western stock in the proposed voting trust, in and of itself, result in PSA acquiring control of Western, within the meaning of section 408?

2. If so, would a modification of various terms of the trust be sufficient to provide for effective insulation of PSA control, so as not to be in violation of section 408 of the Act, particularly with respect to:

a. Provisions which would eliminate any discretion in the trustees in voting the stock;¹⁴

b. Provisions restricting the power of disposition of the stock by PSA (i) to preclude transfer as a controlling block, (ii) to require that disposition be effected by the trustee, free from PSA direction or influence, in a specified time period following Board disapproval of PSA's acquisition of control, or (iii) other similar arrangements providing for effective or automatic disposition of the stock upon disapproval;

c. Specific provisions precluding PSA from in any manner directing, influencing or suggesting the manner in which the trustee shall exercise his trust, and directing the trustee to refrain from acting in accordance with the direction, influence, or suggestions of PSA;

d. Other provisions which would effectively insulate the trustee from PSA control or influence?

3. Would implementation of the trust arrangement, as proposed, or as modified in the manner suggested by 2 above, be consistent with the public interest and the continued proper management of Western during the period pending

⁸It is pointed out that such arrangements have been sanctioned by the ICC and the courts. *Illinois Central Railroad Company v. United States*, 263 F. Supp. 421, 429 (N.D. Ill., 1967), *aff'd*, per curiam 385 U.S. 457 (1967); *Chesapeake & Ohio Railway Company-Control-Chicago South Shore & South Bend Railroad*, 330 ICC 477 (1966).

⁹Such circumstances would include the absence of management cooperation, or the making of a tender offer competitive with that of a nonsection 408 enterprise, where the shareholdings of the airline are widely held.

¹⁰An answer was filed on Jan. 6, 1969; a supplemental answer (accompanied by a motion for leave to file an otherwise unauthorized document) in response to PSA's reply was filed on Jan. 27, 1969; and an answer to PSA's request for an alternative exemption and supplement to its motion for a preliminary ruling, was filed on February 20.

¹¹Western points out that the Board denied a similar request for relief in connection with West Coast's acquisition of the stock of Pacific Air Lines (see *West Coast Airlines, Enforcement, Order E-22248*, June 1, 1965, App. 5-6), and has on several occasions previously rejected voting trust arrangements utilized for the purpose of insulating control prior to Board approval of the acquisition, as distinct from liquidation of a previously acquired interest pursuant to a Board order. *National-Maytag Interlocking Relationships*, 40 CAB 161 (1964); *Allegheny Airlines, Enforcement Proceeding*, 41 CAB 743 (1964); *Toolco-Northeast Control Case*, Order E-21940, Mar. 23, 1965, pp. 4-6.

¹²Specifically, it is suggested that it would be entirely feasible for PSA to make its tender offer conditioned upon Board approval of the acquisition of control, thereby permitting the present Western shareholders to retain their voting rights and interests in the Western shares pending Board action on PSA's control application, and that the retained rights could be made negotiable during such interim period by issuance of negotiable "Certificates of Deposit." See *Chicago & N.W. Ry. Co. Certificates of Deposit*, 328 I.C.C. 126; 328 I.C.C. 140 (1965). It is also suggested that there is no urgency here present which would require that the tender offer be made prior to the Board's decision on the control application.

¹³See *Pan American-National Agreements*, 27 CAB 611, 613-14 (1958); *Toolco-Northeast Control Case*, 34 CAB 583 (1961), *affirmed* *National Airlines v. CAB*, 306 F.2d 753 (1962).

¹⁴For example, the trust might require that the stock be voted in the manner specified by management in the management proxy statement; that it be voted proportionately as the remaining outstanding stock is voted; or voted in the same manner as a majority of the remaining stock outstanding; or perhaps not voted.

Board action on PSA's application for acquisition of control?

4. Pending Board action on PSA's application for acquisition of control, would an alternative means of procedure¹² be more consistent with the public interest and objectives of the Federal Aviation Act?

Should the parties desire to submit further documents with respect to the issues raised herein, they will be considered by the Board provided that they are filed not later than seven (7) calendar days prior to the date set for oral argument herein.

Accordingly, it is ordered:

1. That the issues raised by PSA's motion for a preliminary ruling, and request in the alternative for an exemption, shall be set for oral argument before the Board on April 28, 1969, at 10 a.m., e.d.s.t., in Room 1027, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C.; and

2. That the respective motions of PSA and Western for leave to file an otherwise unauthorized document be and they hereby are granted.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 69-4263; Filed, Apr. 10, 1969;
8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 18517, 18518; FCC 69-327]

GREAT SOUTHERN BROADCASTING CO. AND HENDERSONVILLE BROADCASTING CORP., INC.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of William O. Barry, trading as Great Southern Broadcasting Co., Donelson, Tenn., requests: 92.1 mcs, No. 221; 3 kw; 233 feet, Docket No. 18517, File No. BPH-6010; Hendersonville Broadcasting Corp., Inc., Hendersonville, Tenn., requests: 92.1 mcs, No. 221; 3 kw; 300 feet, Docket No. 18518, File No. BPH-6296; for construction permits.

1. The Commission has under consideration the above-captioned and described applications which are mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference.

2. The respective proposals, although for different communities, would serve substantial areas in common. Consequently, in addition to determining, pursuant to section 307(b) of the Communications Act of 1934, as amended, which

¹² Including, but not limited to, a conditional tender offer effectuated through negotiable "Certificates of Deposit."

of the proposals would better provide a fair, efficient, and equitable distribution of radio service, a contingent comparative issue will also be specified.

3. According to its application Hendersonville Broadcasting Corp., Inc., would require approximately \$59,254 to construct and operate for 1 year without reliance on revenues. To meet this requirement it proposes to rely on existing capital, new capital, and bank loan. The applicant's balance sheet, however, fails to reveal any cash or other liquid assets in excess of liabilities and the bank loan on which it relies has expired by its own terms. As to the stockholders who are to provide the new capital, documentation is lacking to demonstrate their ability to meet their commitments. The balance sheets for all but Fauble fail to show liquid assets in excess of liabilities and Fauble's balance sheet fails to list his liabilities. As a result, no credit can be given to these sources of funds. Accordingly, an issue will be specified to determine the availability of the required \$59,254.

4. According to its application Great Southern Broadcasting Co. would require \$15,000 for construction and first year operation. Applicant bases this low figure on having most of the equipment on hand and on joint operation with a companion AM station. To meet this requirement, applicant relies on a bank loan also to have been used for construction of his AM station but the amount available over and above the needs of the AM is not made clear and the loan in any event has expired. Thus, no credit can be given for this item. Nor can it be given for the liquid assets shown on the applicant's balance sheet since it is very much out of date. This being the case, applicant has not shown the availability of the needed funds and an issue will be specified.

5. In Suburban Broadcasters, 30 FCC 1020, 20 RR 951 (1961), and our public notice of August 22, 1968 (FCC 68-847), we indicated that applicants were expected to provide full information on their awareness of and responsiveness to local community needs and interests. Both of the applicants appear to have made adequate surveys, but neither had adequately listed the suggestions received. Thus, we are unable at this time to determine whether either of the applicants is aware of and responsive to the needs of the area. Accordingly, Suburban issues are required.

6. Great Southern Broadcasting Co. proposes 50 percent duplicated programming while Hendersonville Broadcasting Corp. proposes independent programming. Therefore, evidence regarding program duplication will be admissible under the contingent comparative issue. When duplicated programming is proposed, the showing permitted under the comparative issue will be limited to evidence concerning the benefits to be derived from the proposed duplication, and a full comparison of the applicants' program proposals will not be permitted in the absence of a specific programming inquiry—Jones T. Sudbury, 8 FCC 2d 360, FCC 67-614 (1967).

7. Except as indicated below, the applicants are qualified to construct and operate as proposed. However, because of their mutual exclusivity, the Commission is unable to make the statutory finding that a grant of the applications would serve the public interest, convenience, and necessity, and is of the opinion that the applications must be designated for hearing on the issues set forth below.

8. It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the applications are designated for hearing in a consolidated proceeding, at a time and place to be designated in a subsequent order, upon the following issues:

(1) To determine whether Hendersonville Broadcasting Corp. has available to it the \$59,254 required for construction and first-year operation to thus demonstrate its financial qualifications.

(2) To determine whether Great Southern Broadcasting Co. has available to it the required \$15,000 for construction and first-year operation to thus demonstrate its financial qualifications.

(3) To determine the efforts made by Great Southern Broadcasting Co. to ascertain the community needs and interests of the area to be served and the means by which the applicant proposes to meet those needs and interests.

(4) To determine the efforts made by Hendersonville Broadcasting Corp. to ascertain the community needs and interests of the area to be served and the means by which the applicant proposes to meet those needs and interests.

(5) To determine the areas and populations which would receive FM service of 1 mv/m or greater intensity from the respective proposals and the availability of other FM services of 1 mv/m or greater intensity in such areas.

(6) To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the proposals would better provide a fair, efficient, and equitable distribution of radio service.

(7) To determine, in the event it is concluded that a choice between applications should not be based solely on considerations relating to section 307(b), which of the proposals would, on a comparative basis, better serve the public interest.

(8) To determine, in the light of the evidence adduced pursuant to the foregoing issues which, if either, of the applications should be granted.

9. It is further ordered, That to avail themselves of the opportunity to be heard, the applicants, pursuant to § 1.221(c) of the Commission's rules, in person or by attorney shall, within twenty (20) days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

10. It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the

hearing, either individually or, if feasible and consistent with the rules, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

Adopted: April 2, 1969.

Released: April 8, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-4250; Filed, Apr. 10, 1969;
8:47 a.m.]

[Docket Nos. 18515, 18516; FCC 69-326]

JACO, INC., AND KAKE-TV AND
RADIO, INC.

Order Designating Applications for
Consolidated Hearing on Stated
Issues

In re applications of Jaco, Inc., Wichita, Kans., Requests: 95.1 mcs, No. 236; 100 kw; 962 feet, Docket No. 18515, File No. BPH-6430; KAKE-TV and Radio, Inc., Wichita, Kans., Requests: 95.1 mcs, No. 236; 100 kw; 700 feet, Docket No. 18516, File No. BPH-6500; for construction permits.

1. The Commission has under consideration the above captioned and described applications which are mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference.

2. Jaco, Inc., estimates that it would cost \$342,869 to construct its proposed station and additional \$14,000 to operate it for 1 year without reliance on revenues. Although these figures appeared to be reasonable for Jaco, Inc.'s, original proposal, that proposal has been altered to specify a substantially lower tower. While the costs would be reduced as a result, Jaco, Inc., has not amended the financial portion of the application to reflect this reduction. In addition, reliance on deferred payments for equipment is indicated, but no manufacturer's letter to this effect has been submitted. As a consequence of both of these matters we are unable to determine Jaco, Inc.'s, anticipatable first-year costs. Similarly, we have a problem with its sources of funds. Its balance sheet indicates that current liabilities exceed current assets; consequently its reliance on existing capital is misplaced. So too with the loan from a stockholder on which it relies, since no agreement or balance sheet from him has been provided, and with the loan from a bank which likewise lacks documentation. Thus, at present, it cannot be credited with any of the required funds and an appropriate issue will be specified.

3. In Suburban Broadcasters, 30 FCC 1020, 20 RR 951 (1961), and our public notice of August 22, 1968 (FCC 68-847), we indicated that applicants were expected to provide full information on

their awareness of and responsiveness to local community needs and interests. Although Jaco, Inc., appears to have made an adequate survey, it has failed to list the suggestions it received. Thus, we are unable at this time to determine whether it is aware of and responsive to the needs of the area. Accordingly, a Suburban issue is required.

4. Jaco, Inc., proposes approximately 50 percent duplicated programs while KAKE-TV and Radio, Inc., proposes no more than 10 percent duplicated programs. Therefore, evidence regarding program duplication will be admissible under the standard comparative issue. When duplicated programming is proposed, the showing permitted under the standard comparative issue will be limited to evidence concerning the benefits to be derived from the proposed duplication, and a full comparison of the applicants' program proposals will not be permitted in the absence of a specific programming inquiry—Jones T. Sudbury 8 FCC 2d 360, FCC 67-614 (1967).

5. Except as indicated below, the applicants are qualified to construct and operate as proposed. However, because of their mutual exclusivity, the Commission is unable to make the statutory finding that a grant of the applications would serve the public interest, convenience and necessity, and is of the opinion that the applications must be designated for hearing on the issues set forth below.

6. It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent order, upon the following issues:

(1) To determine the funds reasonably required by Jaco, Inc., for construction and first-year operation of its proposed station and its ability to provide these funds to thus determine its financial qualifications.

(2) To determine the efforts made by Jaco, Inc., to ascertain the community needs and interests of the area to be served and the means by which the applicant proposes to meet those needs and interests.

(3) To determine which of the proposals would, on a comparative basis, better serve the public interest.

(4) To determine in the light of the evidence adduced pursuant to the foregoing issue, which of the applications for construction permit should be granted.

7. It is further ordered, That to avail themselves of the opportunity to be heard, the applicants, pursuant to § 1.221(c) of the Commission's rules, in person or by attorney shall, within twenty (20) days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

8. It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of

the hearing, either individually or, if feasible and consistent with the rules, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

Adopted: April 2, 1969.

Released: April 8, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-4249; Filed, Apr. 10, 1969;
8:46 a.m.]

[Docket No. 18514; FCC 69-320]

LEE ENTERPRISES, INC.

Order Designating Application for
Hearing on Stated Issues

In re application of Lee Enterprises, Inc., Billings, Mont., requests: 98.5 mcs, No. 253; 25 kw(H) 25 kw(V); 611 feet, Docket No. 18514, File No. BPH-6297, for construction permit.

1. The Commission has under consideration the above-captioned application for a new FM station at Billings, Mont.

2. The applicant corporation is also licensee or permittee of Stations WTAD-AM and FM, Quincy, Ill.; KGLO-AM and TV, Mason City, Iowa; KEYC-FM and TV, Mankato, Minn.; WMDR(FM), Moline, Ill.; and KHQA-TV, Hannibal, Mo.; and has interests in newspapers published in Billings, Mont., and elsewhere.

3. After careful consideration of the application before us, we have concluded that the multiple ownership situation here involved raises substantial questions as to concentration of control of media of mass communications and as to whether a grant would serve the public interest.

4. The applicant is qualified in other respects, but in view of the foregoing, we find that the application must be designated for evidentiary hearing on the issues set forth below.

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

(1) To determine whether a grant of this application would tend to create an undue concentration of control over media of mass communications.

(2) To determine in light of the evidence adduced pursuant to the foregoing issue, whether a grant of the subject application would serve the public interest, convenience, and necessity.

6. It is further ordered, That to avail itself of the opportunity to be heard, the applicant, pursuant to § 1.221(c) of the Commission's rules, in person or by attorney shall, within twenty (20) days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear

¹ Commissioner Robert E. Lee concurring in the result; Commissioner Wadsworth absent.

¹ Commissioner Wadsworth absent.

on the date fixed for the hearing and present evidence on the issues specified in this order.

7. It is further ordered, That the applicant herein shall, pursuant to section 311(a)(2) of the Commission's rules, give notice of the hearing, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

Adopted: April 2, 1969.

Released: April 8, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

¹ Dissenting statement of Commissioner Robert E. Lee filed as part of the original document; Chairman Hyde dissenting; Commissioner Wadsworth absent.

[F.R. Doc. 69-4248; Filed, Apr. 10, 1969; 8:46 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RI69-668 etc.]

DAVID JACKMAN, JR., ET AL.

Order Providing for Hearing on and Suspension of Proposed Changes in Rates, and Allowing Rate Changes To Become Effective Subject to Refund¹

APRIL 3, 1969.

The Respondents named herein have filed proposed changes in rates and

¹ Does not consolidate for hearing or dispose of the several matters herein.

charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however*, That the supplements to the rate schedules filed by Respondents, 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 Respondents shall each execute and file under its above-designated docket number with the Secretary of the Commis-

sion its agreement and undertaking 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 copies thereof upon all purchasers under the rate schedule involved. Unless Respondents are advised to the contrary within 15 days after the filing of their respective agreements and undertakings, such agreements and undertakings shall be deemed to have been accepted.²

(C) Until 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 period.

(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 May 21, 1969.

By the Commission.

[SEAL] GORDON M. GRANT,
Secretary.

² If an acceptable general undertaking, as provided in Order No. 377, has previously been filed by a producer, then it will not be necessary for that producer to file an agreement and undertaking as provided herein. In such circumstances the producer's proposed increased rate will become effective as of the expiration of the suspension period without any further action by the producer.

APPENDIX A

| Docket No. | Respondent | Rate schedule No. | Supplement No. | Purchaser and producing area | Amount of annual increase | Date filing tendered | Effective date unless suspended | Date suspended until— | Cents per Mcf | | Rate in effect subject to refund in docket Nos. |
|------------|---|-------------------|----------------|---|---------------------------|----------------------|---------------------------------|-----------------------|----------------|-------------------------|---|
| | | | | | | | | | Rate in effect | Proposed increased rate | |
| RI69-608.. | David Jackman, Jr. et al., 655 Fourth National Bank Bldg., Wichita, Kans. 67202. | *1 | 3 | Northern Natural Gas Co. (Belpre Field, Edwards County, Kans.). | \$482 | 3-12-69 | *4-12-69 | *4-13-69 | *13.5 | ***14.5 | |
| RI69-609.. | W. B. Osborn, Jr. (Operator) et al., Post Office Box 6767, San Antonio, Tex. 78209. | *23 | 4 | Kansas-Nebraska Natural Gas Co. (Bradshaw Field, Hamilton County, Kans.). | 547 | 3-13-69 | *4-13-69 | *4-14-69 | *12.5 | ***13.5 | |

¹ Basic contract dated after Sept. 28, 1960, the date of issuance of general policy statement No. 61-1 and proposed rate does not exceed the 16 cents per Mcf area initial rate ceiling.

² The stated effective date is the effective date requested by Respondent.

³ The suspension period is limited to 1 day.

The contracts related to the rate filings proposed by David Jackman, Jr., et al. (Jackman), and W. B. Osborn, Jr. (Operator), et al. (Osborn), were executed subsequent to September 28, 1960, the date of issuance of the Commission's statement of general policy No. 61-1, as amended, and the proposed increased rates are above the applicable ceilings for increased rates but below the initial service ceilings for the areas involved. We believe, in this situation, Jackman's and Osborn's proposed rate filings should be suspended for 1 day from April 12, 1969 (Jackman), the proposed effective date, and April 13, 1969 (Osborn), the expiration date of the statutory notice.

[F.R. Doc. 69-4204; Filed, Apr. 10, 1969; 8:45 a.m.]

[Docket No. RI69-660 etc.]

SUPERIOR OIL CO. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

APRIL 3, 1969.

The Respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

¹ Does not consolidate for hearing or dispose of the several matters herein.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice

and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made

effective as prescribed by the Natural Gas Act.

(C) Until 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 period.

(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 May 21, 1969.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

APPENDIX A

| Docket No. | Respondent | Rate schedule No. | Supplement No. | Purchaser and producing area | Amount of annual increase | Date filing terminated | Effective date unless suspended | Date suspended until— | Cents per Mcf | | Rate in effect subject to refund in dockets Nos. |
|------------|--|-------------------|----------------|---|---------------------------|------------------------|---------------------------------|-----------------------|----------------|-------------------------|--|
| | | | | | | | | | Rate in effect | Proposed increased rate | |
| R100-600 | The Superior Oil Co., Post Office Box 1521, Houston, Tex. 77001, Attention: H. W. Varner, Esq. | 94 | 2 | El Paso Natural Gas Co. (Jicarilla Field, Rio Arriba County, N. Mex.) (San Juan Basin Area). | \$1 | 3-7-60 | 2-4-7-60 | 9-7-60 | \$14.0536 | \$14.0578 | R164-547. |
| | The Superior Oil Co., 909 R.C.A. Bldg., Washington, D.C. 20006, Attention: Frank P. Sapenaro, Jr., Esq. | 20 | 15 | El Paso Natural Gas Co. (Jicarilla Lease, Rio Arriba County, N. Mex.) (San Juan Basin Area). | 1,099 | 3-7-60 | 2-4-7-60 | 9-7-60 | 12.0495 | \$13.0536 | |
| R100-601 | Continental Oil Co., Post Office Box 2197, Houston, Tex. 77001, Attention: R. E. Galbraith, Manager, Natural Gas Division. | 252 | 8 | El Paso Natural Gas Co. (Spraberry Field, Upton and Reagan Counties, Tex.) (RR. District No. 7-C) (Permian Basin Area). | 115 | 3-10-60 | 2-4-10-60 | 9-10-60 | 14.50 | \$18.243 | |
| | do | 261 | 6 | El Paso Natural Gas Co. (South Andrews Field, Andrews County, Tex.) (RR. District No. 8) (Permian Basin Area). | 853 | 3-10-60 | 2-4-10-60 | 9-10-60 | 12.81 | \$15.2025 | |
| | do | 276 | 7 | El Paso Natural Gas Co. (Jalmat Field, Lea County, N. Mex.) (Permian Basin Area). | 5 | 3-10-60 | 2-4-10-60 | 9-10-60 | 13.34 | \$16.8703 | |
| | do | 305 | 7 | El Paso Natural Gas Co. (South Andrews Field, Andrews County, Tex.) (RR. District No. 8) (Permian Basin Area). | 19 | 3-10-60 | 2-4-10-60 | 9-10-60 | 12.81 | \$15.2025 | |
| | do | 311 | 7 | El Paso Natural Gas Co. (Spraberry Field, Glasscock County, Tex.) (RR. District No. 8) (Permian Basin Area). | 39 | 3-10-60 | 2-4-10-60 | 9-10-60 | 14.50 | \$18.243 | |
| | do | 312 | 9 | do | 12 | 3-10-60 | 2-4-10-60 | 9-10-60 | 14.50 | \$18.243 | |
| | do | 308 | 3 | Natural Gas Pipeline Co. of America (Indian Basin Field, Eddy County, N. Mex.) (Permian Basin Area). | 4,076 | 3-10-60 | 2-4-10-60 | 9-10-60 | 16.650 | \$17.646 | |
| | do | 333 | 2 | El Paso Natural Gas Co. (Red Hills Area, Lea County, N. Mex.) (Permian Basin Area). | 524 | 3-10-60 | 2-4-10-60 | 9-10-60 | 17.69 | \$18.48 | |
| R100-602 | Sohio Petroleum Co. (Operator) et al., 979 First National Annex, Oklahoma City, Okla. 73102, Attention: Gas-Gasoline Division. | 73 | 8 | El Paso Natural Gas Co. (Spraberry Field, Upton County, Tex.) (RR. District No. 7-C) (Permian Basin Area). | 4,492 | 8-12-60 | 2-4-12-60 | 9-12-60 | 14.50 | \$18.243 | |
| R100-603 | Sohio Petroleum Co. | 74 | 11 | do | 225 | 3-12-60 | 2-4-12-60 | 9-12-60 | 14.50 | \$18.243 | |
| R100-604 | Shell Oil Co., 50 West 50th St., New York, N.Y. 10020, Attention: F. C. Sweet, Manager, Natural Gas Sales. | 34 | 15 | El Paso Natural Gas Co. (Langmat Field, Lea County, N. Mex.) (Permian Basin Area). | 3,419 | 3-13-60 | 2-4-13-60 | 9-13-60 | 13.98 | \$16.1718 | |
| | do | 40 | 10 | El Paso Natural Gas Co. (Tubb-Bilney Field, Lea County, N. Mex.) (Permian Basin Area). | 1,648 | 3-13-60 | 2-4-13-60 | 9-13-60 | 14.90 | \$16.6318 | |
| R100-605 | Hidalgo Gas Production Corp., 1401 Elm St., Dallas, Tex. 75202, Attention: Donald K. Young, Esq. | 3 | 3 | El Paso Natural Gas Co. (San Juan Field, San Juan County, N. Mex.) (San Juan Basin Area). | 917 | 3-7-60 | 2-4-7-60 | 9-7-60 | \$13.2486 | \$14.2678 | |
| R100-606 | Forest Oil Corp., et al., 1300 National Bank of Commerce Bldg., San Antonio, Tex. 78206. | 18 | 7 | Michigan Wisconsin Pipe Line Co. (Laverne Field, Harper County, Okla.) (Panhandle Area). | 190,000 | 3-10-60 | 2-5-10-60 | 10-10-60 | \$19.5 | \$22.0 | R164-712. |
| | do | 21 | 7 | do | | 3-10-60 | 2-5-10-60 | 10-10-60 | \$19.5 | \$22.0 | R164-712. |
| R100-607 | Sun Oil Co.—DX Division, 907 South Detroit Ave., Tulsa, Okla. 74120. | 184 | 7 | Panhandle Eastern Pipe Line Co. (South Hopewell Field, Pratt County, Kans.). | 1,170 | 3-12-60 | 2-6-1-60 | 11-1-60 | 16.0 | \$17.0 | R168-424. |

¹ The stated effective date is the first day after expiration of the statutory notice.

² Periodic rate increase. Change reflects an increase from a rate inclusive of the 1 cent minimum guarantee for liquids to a rate exclusive of the 1 cent minimum guarantee for liquids.

³ Pressure base is 15.025 p.s.i.a.

⁴ Includes 1 minimum guarantee for liquids.

⁵ Periodic rate increase.

⁶ The stated effective date is the effective date requested by Respondent.

⁷ Increase from applicable area ceiling rate to contract rate.

⁸ Pressure base is 14.65 p.s.i.a.

⁹ Includes partial reimbursement for the full 2.55 percent New Mexico Emergency School Tax.

¹⁰ Includes upward price adjustment for B.t.u. content above 1,000 B.t.u.'s per cubic foot.

¹¹ Base rate of 16.5 cents less quality deductions and 0.4467 cent contract compression charge.

¹² Contract includes 1 cent per Mcf minimum guarantee for liquids not filed for.

¹³ Amount based on combined total field volumes from properties covered by Forest's Rate Schedules Nos. 18 and 21.

¹⁴ Subject to upward and downward B.t.u. adjustment.

¹⁵ The stated effective date is the contractual effective date for proposed rate.

The Superior Oil Co. (Superior) requests that its proposed rate increases be permitted to become effective on March 15, 1969. Hidalgo Gas Production Corp. requests a retroactive effective date of January 1, 1969, for its proposed rate increase. Sun Oil Co.—DX Division requests an effective date of May 31, 1969 for its rate filing. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit earlier effective dates for the aforementioned producers' rate filings and such requests are denied.

Supplement No. 7 to Continental Oil Co.'s (Continental FPC Gas Rate Schedule No. 276, and the proposed rate increase filed by Hidalgo Gas Production Corp. (Hidalgo) reflect partial reimbursement for the full 2.55 percent New Mexico Emergency School Tax. The buyer, El Paso Natural Gas Co. (El Paso), in accordance with its policy of protesting tax filings proposing reimbursement for the New Mexico Emergency School Tax in excess of 0.55 percent, is expected to file a protest to these rate increases. El Paso questions the right of the producer under the tax reimbursement clause to file a rate increase reflecting tax reimbursement computed on the basis of an increase in tax rate by the New Mexico Legislature in excess of 0.55 percent. While El Paso concedes that the New Mexico Legislature effected a higher rate of at least 0.55 percent, they claim there is controversy as to whether or not the new legislation effected an increased rate in excess of 0.55 percent. In view of the contractual problem presented, we shall provide that the hearings herein with respect to the rate filings containing such tax shall concern themselves with the contractual basis for the rate filings, as well as the statutory lawfulness of the proposed increased rates and charges.

The basic contracts related to the proposed rate increases filed by Superior (Supplement No. 2 to Superior's FPC Gas Rate Schedule No. 94) and Hidalgo contain a 1 cent per Mcf minimum guarantee for liquids provision but this 1 cent has been excluded from the proposed rate. Superior and Hidalgo are advised that a notice of change in rate will be required if they intend to collect the 1 cent per Mcf minimum guarantee for liquids in the future. See the Commission's order issued December 7, 1967, in Docket No. RI84-491 et al., Union Texas Petroleum, a division of Allied Chemical Corp. (Operator), et al.

All of the producers' proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's statement of general policy No. 61-1, as amended (18 CFR 2.56), with the exception of the rate increases filed by the producers in the Permian Basin Area which exceed the just and reasonable rates established by the Commission in Opinion No. 468, as amended, and should be suspended for 5 months as ordered herein.

[F.R. Doc. 69-4205; Filed, Apr. 10, 1969; 8:45 a.m.]

GENERAL SERVICES ADMINISTRATION

[Federal Property Management Regs.
Temporary Reg. D-15]

SECRETARY OF AGRICULTURE

Delegation of Authority

1. *Purpose.* This regulation delegates authority to the Secretary of Agriculture to assist in controlling violations of law

at the National Arboretum, Washington, D.C.

2. *Effective date.* This regulation is effective immediately.

3. *Delegation.* a. Pursuant to the authority vested in me by the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), as amended, and the Act of June 1, 1948 (62 Stat. 281), as amended, authority is hereby delegated to the Secretary of Agriculture to appoint uniformed guards as special policemen and to make all the needful rules and regulations for the protection of the buildings and grounds of the Arboretum, Washington, D.C., over which the Federal Government has exclusive criminal jurisdiction.

b. The Secretary of Agriculture may redelegate this authority to any officer or employee of the Department of Agriculture.

c. This authority shall be exercised in accordance with the limitations and requirements of the above-cited acts, and policies, procedures, and controls prescribed by the General Services Administration.

Dated: April 4, 1969.

ROBERT L. KUNZIG,
Administrator of General Services.

[F.R. Doc. 69-4237; Filed, Apr. 10, 1969; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 7-3067]

CLOROX CO.

Notice of Application for Unlisted Trading Privileges and of Oppor- tunity for Hearing

APRIL 7, 1969.

In the matter of application of the Midwest 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 exchanges:

Clorox Co., File No. 7-3067.

Upon receipt of a request, on or before April 22, 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.

[F.R. Doc. 69-4238; Filed, Apr. 10, 1969; 8:46 a.m.]

[File Nos. 7-3065, 7-3066]

COMPUTER SCIENCES CORP. AND BUTTES GAS & OIL CO.

Notice of Applications for Unlisted Trading Privileges and of Oppor- tunity for Hearing

APRIL 7, 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.
Computer Sciences Corp. 7-3065
Buttes Gas & Oil Co. 7-3066

Upon receipt of a request, on or before April 22, 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. 69-4239; Filed, Apr. 10, 1969; 8:46 a.m.]

[70-4739]

GEORGIA POWER CO.

Notice of Proposed Issue of First Mortgage Bonds for Sinking Fund Purposes

APRIL 7, 1969.

Notice is hereby given that Georgia Power Co. ("Georgia"), 270 Peachtree Street, Atlanta, Ga. 30303, a public-utility subsidiary company of The Southern Co., a registered holding company, has filed a declaration with this Commission, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a) and 7 thereof as applicable to the proposed transaction. All interested persons are referred to the declaration, which is summarized below, for a complete statement of the proposed transaction.

Georgia proposes, on or prior to June 1, 1969, to issue \$5,684,000 principal amount of its first mortgage bonds, 4½ percent series due 1995, under the provisions of its indenture dated as of March 1, 1941, between Georgia and Chemical Bank, as trustee, as amended and supplemented, and to surrender such bonds to the trustee in accordance with the sinking fund provisions. The bonds are to be identical with those authorized by the Commission on August 18, 1965 (Holding Company Act Release No. 15294), and are to be issued on the basis of property additions, thus making available for construction and other purposes cash which would otherwise be required to satisfy the sinking fund requirement or to purchase bonds for such purpose.

The fees and expenses to be paid by Georgia in connection with the issuance of the bonds are estimated at \$2,500, including \$1,500 for charges of the trustee and counsel fee of \$500. It is stated that the issuance of the sinking fund bonds has been authorized by the Georgia Public Service Commission, and that no other State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transaction.

Notice is further given that any interested person may, not later than April 30, 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 declaration 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. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the declaration, as filed or as it may be amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission

may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. 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.

[P.R. Doc. 69-4240; Filed, Apr. 10, 1969;
8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

APRIL 8, 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. 41606—*Clay, kaolin or pyrophyllite from points in southern territory.* Filed by O. W. South, Jr., agent (No. A6088), for interested rail carriers. Rates on clay, kaolin or pyrophyllite, processed clay, and clay and water mixed, in carloads, as described in the application, from points in Florida and Georgia, and Langley, S.C., and related points, also Glendon and Robbins, N.C., to Casper, Wyo.

Grounds for relief—Rate relationship. Tariff—Supplement 46 to Southern Freight Association, agent, tariff ICC S-751.

FSA No. 41607—*Calcium chloride to New Orleans, La.* Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2941), for interested rail carriers. Rates on calcium chloride, other than liquid, in bags, in box cars, as described in the application, from specified points in Michigan and New York, to New Orleans, La.

Grounds for relief—Market competition.

Tariffs—Supplements 96 and 235 to Traffic Executive Association-Eastern Railroads, agent, tariffs ICC C-438 and C-334, respectively.

FSA No. 41608—*Rolled glass from Floreffe, Pa.* Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2942), for interested rail carriers. Rates on glass, rolled, not flashed, framed, leaded, nor polished, nor sheet prism, not bent, in carloads, as described in the application, from Floreffe, Pa., to Miami and Miami Plantation, Fla.

Grounds for relief—Market competition.

Tariff—Supplement 235 to Traffic Executive Association-Eastern Railroads, Agent, tariff ICC C-334.

FSA No. 41609—*Brick and related articles from and to Rock House, Tex.* Filed by Southwestern Freight Bureau, agent (No. B-23), for interested rail carriers. Rates on brick and related articles, as described in the application, in carloads, from and to points in Rock House, Tex., on the one hand, to and from points in southwestern territory, on the other.

Grounds for relief—Short-line distance formula and grouping.

Tariff—Supplement 62 to Southwestern Freight Bureau, agent, tariff ICC 4698.

FSA No. 41610—*Cotton from and to points in Texas.* Filed by Texas-Louisiana Freight Bureau, agent (No. 625), for interested rail carriers. Rates on cotton, in carloads, as described in the application, from specified CRI&P RR Co. origins in Texas, to Corpus Christi, for export, also, to Galveston, Houston, and Texas City, Tex., for interstate and export traffic.

Grounds for relief—Rail-carrier competition.

Tariff—Supplement 71 to Texas-Louisiana Freight Bureau, agent, tariff ICC 1020.

FSA No. 41611—*Grain and grain products from and to points in Arkansas.* Filed by Southwestern Freight Bureau, agent (No. B-29), for interested rail carriers. Rates on grain, grain products, and related articles, also seeds, in carloads, as described in the application, between Malloy, Newell, and Pearson, Ark., on the one hand, and points in Arkansas, Louisiana, Oklahoma, and Texas, also Natchez and Vicksburg, Miss., and State Line, Okla.-Kans., on the other.

Grounds for relief—Market competition.

Tariffs—Supplements 137 and 1 to Southwestern Freight Bureau, agent, tariffs ICC 4495 and 4841, respectively.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-4252; Filed, Apr. 10, 1969;
8:47 a.m.]

[Notice 811]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

APRIL 8, 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-67 (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 26396 (Sub-No. 40 TA), filed April 4, 1969. Applicant: POPELKA TRUCKING CO., Post Office Box 958, Livingston, Mont. 59047. Applicant's representative: J. F. Meglen, 2822 Third Avenue North, Post Office Box 1581, Billings, Mont. 59103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and lumber products*, from points in Park County, Mont., to points in Illinois, Indiana, Iowa, and Nebraska, for 180 days. Supporting shipper: Burkland Studs, Inc., Post Office Box 498, Livingston, Mont. 59047. Send protests to: Paul J. Labane, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 251 U.S. Post Office Building, Billings, Mont. 59101.

No. MC 92633 (Sub-No. 13 TA), filed April 4, 1969. Applicant: ZIRBEL TRANSPORT, INC., 420 28th Street North, Lewiston, Idaho 83501. Applicant's representative: Donald A. Ericson, Suite 708, Old National Bank Building, Spokane, Wash. 99201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay*, from Bovill, Latah County, Idaho, to Toledo, Lincoln County, Oreg., for 180 days. Supporting shipper: J. R. Simplot Co., Bovill, Idaho 83806. Send protests to: L. C. Taylor, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 401 U.S. Post Office, Spokane, Wash. 99201.

No. MC 111729 (Sub-No. 280 TA), filed April 3, 1969. Applicant: AMERICAN COURIER CORPORATION, 2 Nevada Drive (N. H. P-PO), Lake Success, N.Y. 11040. Applicant's representative: Gerard L. Peace (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Business papers, records, and audit and accounting media* of all kinds and *advertising material* moving therewith, between Raleigh, N.C., on the one hand, and, on the other, points in South Carolina, for 180 days. Supporting shipper: Carolina Power and Light Co., Raleigh, N.C. 27602. Send protests to: Anthony Chiusano, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 118490 (Sub-No. 3 TA), filed Mar. 28, 1969. Applicant: ALASKA VAN & STORAGE CO., INC., Post Office Box 88728, Tukwila Station, 5053 East Marginal Way South, Seattle, Wash. 98134, Seattle, Wash. 98168. Applicant's representative: Hugh B. Mitchell (same address as above). Authority sought to

operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Alaska, on the one hand, and, on the other Seattle, Wash., using all ports of entry on the Washington-Canada border and all ports of entry in the Puget Sound area, for 180 days. Supporting shippers: New York Life Insurance, c/o Sarah J. McCurley, Anchorage, Alaska, Marathon Oil Co., Attention: Jack R. McCormick, Anchorage, Alaska, Alaska Area Native Health Service, Box 7-741, Anchorage, Alaska 99501. Send protests to: E. J. Casey, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 6130 Arcade Building, Seattle, Wash. 98101.

No. MC 118491 (Sub-No. 3 TA), filed March 28, 1969. Applicant: ALASKA TERMINALS, INC., Post Office Box 88728, Tukwila Station (5053 East Marginal Way South, Seattle, Wash. 98134), Seattle, Wash. 98168. Applicant's representative: Hugh B. Mitchell (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission between points in Alaska, on the one hand, and, on the other, Seattle, Wash., using all ports of entry on the Washington-Canada border and all ports of entry in the Puget Sound Area, for 180 days. Supporting shippers: Marathon Oil Co., Attention: Jack R. McCormick, Anchorage, Alaska 99501, New York Life Insurance, c/o Sarah J. McCurley, Anchorage, Alaska 99501, and Alaska Area Native Health Service, Attention: Charles C. Culp, Chief, Area General Services Branch, Box 7-741, Anchorage, Alaska 99501. Send protests to: E. J. Casey, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 6130 Arcade Building, Seattle, Wash. 98101.

No. MC 119099 (Sub-No. 8 TA), filed April 4, 1969. Applicant: BJORKLUD TRUCKING, INC., First Avenue NE and Eighth Street, Buffalo, Minn. 55313. 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: *Plastic burial vault liners*, from Roseville, Minn., to points in the United States west of the States of North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas (but not including said States), for 180 days. Supporting shipper: Wilbert, Inc., Box 147, Forest Park, Ill. 60130. 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 123067 (Sub-No. 78 TA), filed April 3, 1969. Applicant: M & M TANK LINES, INC., Post Office Box 612, Winston-Salem, N.C. 27102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transport-

ing: *Plastic pellets*, powder or granules, in bulk, from Roanoke, Va., to Lynchburg, Va., restricted to shipments having had a prior movement by rail, for 180 days. Supporting shipper: Monsanto Co., 800 North Lindbergh Boulevard, St. Louis, Mo. 63166. Send protests to: Jack K. Huff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 316 East Morehead, Suite 417, BSR Building, Charlotte, N.C. 28202.

No. MC 133581 (Sub-No. 1 TA), filed April 3, 1969. Applicant: HOLDT POTATO COMPANY, INC., Route 2, Red Cloud, Nebr. 68970. Applicant's representative: Frederick J. Coffman, Post Office Box 806, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products, and materials, and supplies* used in the manufacture and production of dairy products, between Red Cloud, Nebr., on the one hand, and, on the other, points in Arizona, California, and Missouri, for 180 days. Supporting shipper: Don Pauly Cheese, Inc., Manitowoc, Wis. Send protests to: District Supervisor Johnston, Interstate Commerce Commission, Bureau of Operations, 315 Post Office Building, Lincoln, Nebr. 68508.

No. MC 133596 (Sub-No. 1 TA), filed April 1, 1969. Applicant: LAWRENCE M. FAIRALL, doing business as WHITEY'S AUTOMOTIVE SERVICE, 215 Ohio Avenue, Fremont, Ohio 43420. Applicant's representative: Paul F. Beery, 88 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wrecked, disabled and repossessed motor vehicles, trailers and busses* (except trailers designed to be drawn by passenger automobiles); and (2) *replacement vehicles* for wrecked or disabled motor vehicles and trailers, between points on that portion of the Ohio Turnpike (U.S. Interstate Highway 80) beginning at the Indiana-Ohio State line and continuing east on the Ohio Turnpike to Exit 10, and, also, Whitey's Automotive Service Centers at or near Fremont, Toledo, and Exits 4 and 5 of the Ohio Turnpike, on the one hand, and, on the other, points in Indiana, Illinois, Michigan, and Pennsylvania, for 180 days. Supporting shippers: Ohio Turnpike Commission, Columbus, Ohio; Amoco Truck Service, Route 120 and Libby Road, Stoney Ridge, Ohio; Fremont White Truck Sales & Service, Route No. 20 East, Fremont, Ohio; Toledo 5 Pure Truck Stop, Exit 5, Ohio Turnpike and Detroit Expressway, Box 7523, Oregon Branch, Toledo, Ohio 43616. Send protests to: Keith D. Warner, District Supervisor, Bureau of Operations, 5234 Federal Office Building, 234 Summit Street, Toledo, Ohio 43604.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-4253; Filed, Apr. 10, 1969;
8:47 a.m.]

[Notice 323]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 8, 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-71203. By order of March 26, 1969, the Motor Carrier Board approved the transfer to Ben H. Schuster, doing business as Ben H. Schuster Trucking, Menomonee Falls, Wis., of the operating rights in permit No. MC-17702 issued November 17, 1966; to Ben H. Schuster and Adolph Konrath, a partnership, doing business as Schuster & Konrath, Menomonee Falls, Wis., authorizing the transportation of processed milk, empty milk containers, concentrated orange juice, and dairy machinery and parts thereof, over regular routes between Germantown, Wis., and Chicago, Ill., serving the intermediate points in Milwaukee, Wis. William C. Dineen, 710 North Plankinton Avenue, Milwaukee, Wis. 53203, attorney for applicants.

No. MC-FC-71208. By order of March 26, 1969, the Motor Carrier Board approved the transfer to Samuel L. Peone, doing business as Spokane Ford Motor Freight, 3927 East Grace, Spokane, Wash. 99201, of the certificate No. MC-89408 issued May 24, 1954, to John W. and Paul Samuels, 1327 North Cannon Street, Spokane, Wash. 99201, authorizing the transportation of: General commodities, with the usual exceptions, between Spokane, Wash., and Germania, Wash., serving all intermediate points.

No. MC-FC-71217. By order of March 26, 1969, the Motor Carrier Board

approved the transfer to Foltz Truck Line, Inc., Princeton, Kans., of the operating rights in certificate Nos. MC-63959 and MC-63959 (Sub-No. 5) issued April 6, 1949, and February 19, 1959, respectively, to Louis Foltz, Princeton, Kans., authorizing the transportation of tires, petroleum products, in containers, batteries, automobile accessories, blacksmith coal, wagon parts, iron and steel articles, hardware, agricultural implements, twine, and numerous other commodities of a general commodity nature, over a regular route from Kansas City, Mo., to Princeton, Kans.; numerous other commodities of a general commodity nature over regular routes from Kansas City, Mo., to Ottawa and Wellsville, Kans., and general commodities, with the usual exceptions, from points in the Kansas City, Mo.-Kansas City, Kans., commercial zone, as defined by the Commission, St. Joseph, Mo., and the site of the Cooperative Refinery at Horn, Mo., to Ottawa, Kans. Clyde N. Christey, 641 Harrison Street, Topeka, Kans. 66603, attorney for applicants.

No. MC-FC-71225. By order of April 19, 1969, the Motor Carrier Board approved the transfer to Richard M. Sweeney and Martin G. Sweeney, a partnership, doing business as Sweeney Bros. Transportation, Chicopee, Mass., of certificate of registration No. MC-120023 (Sub-No. 1) issued January 22, 1964, in the name of Emile Singelais, doing business as Neil Transportation, Pinehurst Billerica, Mass., authorizing the transportation of general commodities between points in Massachusetts. Joseph A. Kline, 185 Denoushire Street, Boston, Mass. 02110, and David M. Marshall, Esq., 135 State Street, Suite 200, Springfield, Mass. 01103, attorneys for applicants.

No. MC-FC-71229. By order of March 26, 1969, the Motor Carrier Board approved the transfer to Woodland Transport, Inc., Siren, Wis., of certificate No. MC-123497 issued June 6, 1962, to Gerald S. Anderson and M. Irving Anderson, doing business as Anderson Bros., Siren, Wis., authorizing the transportation of: Wooden poles, posts, and lumber, from points in Burnett County, Wis., to points in Indiana, Iowa, Illinois, Michigan, Minnesota, Nebraska, North Dakota, and South Dakota. John J. Keller, 145

West Wisconsin Avenue, Neenah, Wis. 54956, practitioner for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-4254; Filed, Apr. 10, 1969; 8:47 a.m.]

[Notice 323 A]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 8, 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 specific in their petitions with particularity.

No. MC-FC-70532. By order of March 28, 1969, Division 3, acting as an Appellate Division, approved the transfer to Ann Arbor Warehouse Co., a corporation, doing business as Elsifor Moving & Storage Co., Ann Arbor, Mich., of the operating rights in certificate No. MC-10029, issued December 10, 1958, to Elsifor Moving & Storage Co., Inc., Columbus, Ohio, authorizing the transportation of: *Household goods* as defined by the Commission, between Ann Arbor, Mich., and points in Michigan within 70 miles thereof, on the one hand, and, on the other, points in Illinois, Indiana, Michigan, New York, Ohio, Pennsylvania, Wisconsin, the District of Columbia, and those in Maryland and Virginia within 50 miles of Washington, D.C. Ramon S. Regan, 2255 Penobscot Building, Detroit, Mich. 48226, attorney for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-4255; Filed, Apr. 10, 1969; 8:47 a.m.]

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