

FEDERAL REGISTER

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PART I

(Part II begins on page 11513)

NOTICE

New Location of Federal Register Office.

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Agencies in this issue—

Agency for International Development
Agricultural Research Service
Atomic Energy Commission
Census Bureau
Civil Aeronautics Board
Consumer and Marketing Service
Economic Opportunity Office
Federal Aviation Administration
Federal Highway Administration
Federal Home Loan Bank Board
Federal Power Commission
Federal Reserve System
Federal Trade Commission
Fish and Wildlife Service
General Services Administration
Interior Department
Internal Revenue Service
International Joint Commission—
United States and Canada
Interstate Commerce Commission
Justice Department
Maritime Administration
Reclamation Bureau
Renegotiation Board
Securities and Exchange Commission
Small Business Administration

Detailed list of Contents appears inside.



Just Released

CODE OF FEDERAL REGULATIONS

(As of January 1, 1969)

Title 21—Food and Drugs (Part 147—End) (Revised) ---	\$1. 50
Title 26—Internal Revenue Part 1 (§§ 1.851—1.1200) (Revised) -----	2. 00
Title 42—Public Health (Revised) -----	1. 50

[A Cumulative checklist of CFR issuances for 1969 appears in the first issue of the Federal Register each month under Title 1]

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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.

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Title 7—AGRICULTURE

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

[Milk Order 32]

PART 1032—MILK IN THE SOUTHERN ILLINOIS MARKETING AREA

Order Suspending Certain Provision

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and of the order regulating the handling of milk in the Southern Illinois marketing area (7 CFR Part 1032), it is hereby found and determined that:

(a) The following provision of the order does not tend to effectuate the declared policy of the Act for the month of July 1969:

In § 1032.14(b) (2) the provision "during the months of May and June and in any other month for not more than 8 days of production of producer milk by such producer."

Thirty days notice of the effective date hereof is impractical, unnecessary, and contrary to the public interest in that:

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

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

(3) This suspension order will revoke for the month of July 1969 the provision which limits the quantity of diverted milk which qualifies as producer milk to not more than the 8 days' production of a producer.

(4) This suspension action is necessary to provide for the efficient handling of reserve milk for the market during July 1969. The volume of milk needed to be moved to milk manufacturing plants exceeds the volume which could be moved under the diversion provision limitations of the order. The most efficient method of handling is movement directly from producers' farms to milk manufacturing plants. This suspension would allow such handling while the dairy farmers involved retain producer status.

(5) Interested parties were afforded opportunity to file written data, views or arguments concerning this suspension (34 F.R. 9620). None were filed in opposition to the proposed suspension.

Therefore, good cause exists for making this order effective July 1, 1969.

It is therefore ordered, That the aforesaid provision of the order is hereby suspended for the period July 1969.

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

Effective date: July 1, 1969.

Signed at Washington, D.C., on July 8, 1969.

RICHARD E. LYNCH,
Assistant Secretary.

[F.R. Doc. 69-8199; Filed, July 10, 1969;
8:48 a.m.]

Title 15—COMMERCE AND FOREIGN TRADE

Chapter I—Bureau of the Census, Department of Commerce

PART 30—FOREIGN TRADE STATISTICS

Cargo Laden at One Port To Be Transferred to Exporting Carrier at Port of Exit

Pursuant to title 13, United States Code, section 302, the following amendment is made to the regulations published in the FEDERAL REGISTER on August 27, 1966 (31 F.R. 11368) (15 CFR Part 30). In accordance with administrative procedure, 5 U.S.C. 553, notice and hearing on these amendments and postponement of the effective date thereof are unnecessary because (1) the amendment is a change in the substantive rules which grant or recognize exemptions or relieve restrictions, and (2) is an interpretive rule and statement of policy.

Effective date: This amendment to the Foreign Trade Statistics Regulations is effective on the date of publication in the FEDERAL REGISTER.

Section 30.36 is deleted in its entirety and replaced by the following:

§ 30.36 Cargo laden at one port to be transferred to the exporting carrier at the port of exit.

(a) Subject to the provisions set forth below, Shipper's Export Declarations may be filed at the port of origin (in lieu of the actual port of exportation as prescribed in § 30.12) for shipments to all foreign countries (except Canada, where Customs authentication and export control are not considerations) for:

(1) Air shipments laden aboard a domestic flight for transfer to an international flight at the port of export;

(2) Air shipments laden aboard an international flight for transfer to another international flight of the same airline at the port of export;

(3) Surface shipments, containerized and/or consolidated at freight terminals within the port of origin, provided that distance and/or other factors do not make it impractical for Customs Officers

to travel to and from the site where the shipment is presented for inspection; and

(4) Surface/air shipments, that is, shipments moving by air from the port of origin for transfer to surface means at the port of export, and shipments moving by surface means from the port of origin for transfer to an aircraft at the port of export.

(b) Where the procedure referred to in paragraph (a) of this section is used, the requirements of §§ 30.13 and 30.14 for the filing of Shipper's Export Declarations by the exporter or his agent may be satisfied by presentation of the declaration at any one of the designated ports of origin listed in subparagraph (5) of paragraph (c) of this section. Prior application and specific approval for the use of this optional procedure are not required.

(c) Where the exporter (or his agent) and the carrier involved elect to utilize these optional procedures, the following shall be strictly observed:

(1) Shipper's Export Declarations with all required licenses for review of licensing and statistical requirements must be presented to the Customs Director by the exporter or his agent (the agent may be the initial carrier) sufficiently prior to lading of the cargo at the port of origin to permit inspection. Additional copies of Shipper's Export Declarations needed to comply with requirements of other government agencies as well as any other documents to accompany the shipment to the port of exportation shall be presented also at this time. Any required export declaration correction forms shall be filed in triplicate at the port of origin.

(2) Shipper's Export Declarations shall show in the space for authentication the name of the port of origin, and "Port-of-Origin Procedure—copy on file at (name of port of origin)" shall be stamped or otherwise printed across the bottom of columns 9 through 15. However, the name of the port of exportation at which the merchandise is to be transferred to the exporting carrier shall be entered and coded as the "port of export" in the appropriate spaces on the declaration. If the port of exportation is changed after the carrier departs from the port of origin, the exporting carrier that is to carry the shipment from the United States shall correct the export declaration.

(3) The name of the exporting carrier (actual name of vessel, or if by air the name of the airline) that is to carry the shipment from the United States or "rail," "truck," or "vehicle," as appropriate for land shipments shall be entered if known, at the port of origin. If such exporting carrier is unknown, or if the exporting carrier designated in the export declaration filed at the port of origin is changed, the carrier at the port

of exportation shall be responsible for entering the correct name.

(4) All air shipments to be transferred from one international flight to another shall be separately manifested at the port of origin and an additional copy of the manifest for those shipments shall be prepared and shall accompany the shipments to the port of exportation. If shipments are to be transferred to more than one carrier at the port of exportation, they shall not be combined on the same page of the manifest. The outward manifest filed at the port of origin must show the export declaration number for each shipment, the port where the merchandise was laden, and port of transfer for exportation, as well as other data required by the regulations in this part and by 19 CFR 6.8 (Customs Regulations). At the port of exportation, the additional copy of the manifest shall be corrected by the airlines to show the flight number of the exporting aircraft and the date of exportation, and shall be filed as a part of the outward manifest of the exporting aircraft.

(5) Only the following ports may be utilized as ports of origin for the designated methods of transportation or shipment:

Air only	Surface only	Air and surface
Atlanta, Ga. Boston, Mass. Dallas, Tex. Denver, Colo. Honolulu, Hawaii Kansas City, Mo. Memphis, Tenn. Miami, Fla. Minneapolis, Minn. Newark, N.J. Oklahoma City, Okla. Pittsburgh, Pa. Port Everglades, Fla. Portland, Oreg. San Diego, Calif. San Juan, P.R. Seattle, Wash. Tucson, Ariz.	Charleston, S.C. Jacksonville, Fla.	Baltimore, Md. Buffalo, N.Y. Chicago, Ill. Cleveland, Ohio Detroit, Mich. Houston, Tex. Los Angeles, Calif. New Orleans, La. New York, N.Y. Philadelphia, Pa. St. Louis, Mo. San Francisco, Calif.

(6) After authentication by the Customs Director at the port of origin one copy shall be retained at the port of origin and the original and duplicate copies shall be returned by the Customs Director to the person presenting the export declarations; and those copies shall be delivered to the carrier transporting the cargo to the port of exportation. The carrier transporting the merchandise to the port of exportation, in turn, will be responsible for delivering the two copies to the exporting carrier at the port of exportation.

(7) The exporting carrier shall present the original and duplicate copies of the export declarations with the cargo manifest to Customs at the port of exportation. Where shipments move to Mexico by land transportation or by ferry, the original and duplicate authenticated export declarations shall be presented to Customs at the port of export at the time of, or prior to, movement of the goods across the border.

(8) Statistical copies of Shipper's Export Declarations shall be batched separately from Customs copies by the exporting carrier prior to presentation of

the declarations (and manifest, if required) to Customs.

A. ROSS ECKLER,
Director,
Bureau of the Census.

MAY 5, 1969.

I concur: June 19, 1969.

EUGENE T. ROSSIDES,
Assistant Secretary.

[F.R. Doc. 69-8176; Filed, July 10, 1969;
8:46 a.m.]

Title 18—CONSERVATION OF POWER AND WATER RESOURCES

Chapter 1—Federal Power Commission

[Docket No. R-362]

PART 2—GENERAL POLICY AND INTERPRETATIONS

Reliability and Adequacy of Electric Service; Correction

JULY 1, 1969.

In the statement of policy issued June 25, 1969, and published in the FEDERAL REGISTER July 3, 1969, 34 F.R. 11200, on page 1, please insert "Order No. 383" above Statement of Policy.

KENNETH F. PLUMB,
Acting Secretary.

[F.R. Doc. 69-8147; Filed, July 10, 1969;
8:45 a.m.]

Title 32—NATIONAL DEFENSE

Chapter XIV—Renegotiation Board

SUBCHAPTER B—RENEGOTIATION BOARD REGULATIONS UNDER THE 1951 ACT

PART 1464—CONSOLIDATED RE- NEGOTIATION OF AFFILIATED GROUPS AND RELATED GROUPS

Request for Consolidated Renegotia- tion of Related Group; When Granted

Section 1464.4 is amended by deleting paragraph (a) and inserting in lieu thereof the following:

§ 1464.4 Request for consolidated renegotiation of related group; when granted.

(a) Each member of the group had renegotiable receipts or accruals during the fiscal year of the member designated as agent pursuant to § 1464.7(b), and no amounts included in the consolidation were received or accrued by a member in a fiscal year of such member ending more than 3 months after the close of the fiscal year of such agent.

(Sec. 109, 65 Stat. 22; 50 U.S.C.A., App. Sec. 1219)

Dated: July 8, 1969.

LAWRENCE E. HARTWIG,
Chairman.

[F.R. Doc. 69-8201; Filed, July 10, 1969;
8:48 a.m.]

Title 12—BANKS AND BANKING

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER C—FEDERAL SAVINGS AND LOAN SYSTEM

[No. 23,029]

PART 545—OPERATIONS

Real Estate Loans

JULY 3, 1969.

Resolved that the Federal Home Loan Bank Board considers it advisable to amend Part 545 of the rules and regulations for the Federal Savings and Loan System (12 CFR Part 545) to authorize certain Federal savings and loan associations to invest in real estate loans on dwellings which are subject to the leased housing program authorized by section 23 of the United States Housing Act of 1937, as amended, on a more liberal basis than is applicable to real estate loans by such associations generally, and, therefore, hereby amends said Part 545 by adding a new § 545.6-23 immediately after § 545.6-22, to read as follows, effective July 11, 1969:

§ 545.6-23 Loans on single-family dwellings subject to section 23 of the United States Housing Act of 1937, as amended.

Without regard to any other provision of this part except §§ 545.6-8, 545.6-10, and 545.6-11, a Federal association which has a Charter K (rev.) or Charter N may invest in installment loans secured by first liens on single-family dwellings located in its regular lending area in an amount not in excess of 90 percent of the value thereof and not more than \$20,000 for each single-family dwelling. If such dwellings are subject to the leased housing program authorized by section 23 of the United States Housing Act of 1937, as amended.

(Sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1464, Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1943-1948 Comp., p. 1071)

Resolved further that, since affording notice and public procedure on the above amendment would delay the amendment from becoming effective for a period of time, and since it is in the public interest for the additional authority granted in the amendment to become effective without delay, the Board hereby finds that notice and public procedure on said amendment are contrary to the public interest under the provisions of § 508.11 of the general regulations of the Federal Home Loan Bank Board and 5 U.S.C. 553(b); and publication of said amendment for the period specified in § 508.14 of the general regulations of the Federal Home Loan Bank Board and 5 U.S.C. 553(d) prior to the effective date of said amendment would, in the opinion of the Board, likewise be contrary to the public interest for the same reason, and the Board hereby so finds; and the Board hereby provides that said amendment shall become effective as hereinbefore set forth.

By the Federal Home Loan Bank Board.

[SEAL]

JACK CARTER,
Secretary.

[F.R. Doc. 69-8192; Filed, July 10, 1969;
8:48 a.m.]

[No. 23,021]

PART 545—OPERATIONS

Service Corporations

JULY 3, 1969.

Resolved that, notice and public procedure having been duly afforded (34 F.R. 7580) and all relevant material presented or available having been considered by it, the Federal Home Loan Bank Board, upon the basis of such consideration, determines that it is advisable to amend § 545.9-1 of the rules and regulations for the Federal Savings and Loan System (12 CFR 545.9-1) for the purpose of preventing a Federal association from investing in, or retaining an investment in, a service corporation which uses the words "National", "Federal", or "United States" or the initials "U.S." in its corporate name, which use could be misleading in the opinion of the Board and also may be in violation of the prohibitions contained in 18 U.S.C. 709. Accordingly, § 545.9-1 is amended by adding at the end thereof a new paragraph (f) to read as follows, effective August 10, 1969:

§ 545.9-1 Service corporations.

(f) *Corporate name.* No Federal association may invest in, or retain any investment in, the capital stock, obligations, or other securities of any service corporation the corporate name of which includes the words "National", "Federal", or "United States" or the initials "U.S."

(Sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1404, Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1943-1948 Comp., p. 1071)

By the Federal Home Loan Bank Board.

[SEAL]

JACK CARTER,
Secretary.

[F.R. Doc. 69-8193; Filed, July 10, 1969;
8:48 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER C—AIRCRAFT

[Docket No. 69-CE-6-AD; Amdt. 39-793]

PART 39—AIRWORTHINESS DIRECTIVES

Cessna 300 Series and 400 Series Airplanes

Amendment 39-774 (34 F.R. 9330, 9331), AD 69-14-1, on Cessna Models

310G, H, I, J, K, L, N, and P; E310H; E310J; T310P; 320A, B, C, D, E, and F; 401 and 401A; 402 and 402A; 411 and 411A; 421 and 421A, prohibits operation with less than 10 gallons of fuel in each main tank and requires prior to further flight the installation of placards reading: "Operation with less than 10 gallons of fuel in each main tank is prohibited" and "Maintain power within green arcs during descent". The directive further requires on Cessna Models 310L, N, P; T310P; 320E, F; 401, 401A; 402, 402A; 411, 411A; 421, and 421A airplanes prior to further flight, the installation of a placard reading: "Maximum speed with 15° to full flaps shall not exceed 140 MPH". On Cessna Models 310G, H, and 320A airplanes the directive requires prior to further flight the installation of a placard reading: "Flap position shall not exceed 35 degrees".

Since the issuance of AD 69-14-1, the manufacturer has developed a modification to the fuel system which will allow the safe operation of the airplanes without the restrictions imposed by the airworthiness directive. The modification is contained in Cessna Service Letter ME69-16, dated June 27, 1969, and consists of the addition of a pump in each main wing tank which maintains a constant fuel supply at the main wing tank fuel outlet.

This modification has been accomplished on certain aircraft and these aircraft are specifically excepted in the applicability clause of this amendment.

In lieu of the foregoing, accomplishment of an equivalent STC approved modification would be considered satisfactory.

In order to assure that the above modification is accomplished, an amendment to AD 69-14-1 is being issued requiring on or before January 1, 1970, the accomplishment of the modification set forth in Cessna Service Letter ME69-16 or any equivalent method approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Central Region.

Since the restrictions and placarding in AD 69-14-1 will remain in effect until the fuel system has been modified, the agency believes the compliance time of six (6) months is satisfactory.

Since this amendment is in the interest of safety, it is found that notice and public procedure hereon are impractical and good cause exists for making this amendment effective in less than thirty (30) days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 39-774 (34 F.R. 9330, 9331), AD 69-14-1, is amended as follows:

1. The applicability statement is amended to read as follows:

Cessna. Applies to Models 310G, H, I, J, K, L, N, P, and T310P, Serial Nos. 310G0001 through 310P0166 except 310P0079, 310P0121, 310P0135, 310P0154, 310P0155; all E310J and E310H Aircraft; all 320A, B, C, D, E, F Aircraft; Models 401, 401A, Serial Nos. 401-0001 through 401A0078 except 401A0073; Models 402, 402A, Serial Nos. 402-0001 through 402A0063 except 402A0062; all 411, 411A Aircraft; Models 421, 421A, Serial Nos. 421-0001 through 421A0099 except 421A0041, 421A0077, 421A0093.

2. The Following paragraphs are added following paragraph E:

(F) On or before January 1, 1970, unless already accomplished, modify fuel system either by the installation of a pump in each main wing tank and all related changes in accordance with Cessna Service Letter ME69-16, dated June 27, 1969, or by the accomplishment of any equivalent method approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Central Region.

(G) Upon accomplishment of the modification required by paragraph F, compliance with the provisions of paragraphs A, B, C, D, and E is no longer required.

This amendment becomes effective July 11, 1969.

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

Issued in Kansas City, Mo., on July 2, 1969.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 69-8170; Filed, July 10, 1969;
8:46 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 69-WE-44]

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

Alteration of Control Zone

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the description of the Tacoma, Wash. (McChord AFB), control zone.

The McChord RBN was decommissioned May 25, 1969. Since a portion of the control zone is described on this facility, an editorial change is required. Action is taken herein to reflect this change.

Since this amendment is editorial in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary.

In view of the foregoing, in § 71.171 (34 F.R. 4557) the Tacoma, Wash. (McChord AFB) control zone is amended by deleting all after " * * * the McChord AFB VOR 182° radial, * * * " and substituting therefor " * * * extending from the 5-mile radius zone to 7.5 miles south of the VOR."

Effective date. This amendment shall be effective 30 days after publication in the FEDERAL REGISTER.

Issued in Los Angeles, Calif., on July 2, 1969.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 69-8169; Filed, July 10, 1969;
8:46 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 9673; Amdt. 657]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

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

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
IDA VOR	NDB	Direct	7000	T-dn	300-1	300-1	200-1/2
Rigby Int.	NDB (final)	Direct	5400	C-dn	300-1	300-1	200-1/2
				S-dn-20	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W. side of crs, 019° Outbd, 199° Inbd, 7000' within 10 miles.

Minimum altitude over facility on final approach crs, 5400'.

Crs and distance, facility to airport, 199°-2.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.2 miles after passing IDA NDB climb to 7000' on 197° crs of IDA NDB within 10 miles.

*Takeoff all runways: Shuttle climb on 197° crs from IDA NDB within 20 miles to minimum altitude required for direction of flight.

Direction of flight

MCA

E, V-330

6400

MSA within 25 miles of facility: 000°-090°-10,000'; 090°-180°-8000'; 180°-270°-7900'; 270°-360°-7200'.

City, Idaho Falls; State, Idaho; Airport name, Fanning Field; Elev., 4740'; Fac. Class., H-SAB; Ident., IDA; Procedure No. NDB (ADF)-1; Amdt. 5; Eff. date, 31 July 69; Sup. Amdt. No. ADF 1, Amdt. 4; Dated, 28 May 66

SAT-VOR	LOM	Direct	3000	T-dn	300-1	300-1	200-1/2
				C-dn	600-1	600-1	600-1/2
				S-dn-12R*	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Radar available.

Procedure turn W side of NW crs, 303° outbd, 123° Inbd, 3000' within 10 miles.

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

Crs and distance, facility to airport, 123°-5.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles after passing LOM, turn right to 180°, climb to 3000', intercept and proceed SE on 150° crs from "AN" LOM within 15 miles, or, when directed by ATC, turn right, climb to 3000' on SAT VOR R 158° within 30 miles.

*Reduction of landing visibility below 1/4 mile not authorized.

MSA within 25 miles of facility: 000°-360°-3100'.

City, San Antonio; State, Tex.; Airport name, San Antonio International; Elev., 808'; Fac. Class., LOM; Ident., AN; Procedure No. NDB (ADF) Runway 12R, Amdt. 18; Eff. date, 31 July 69; Sup. Amdt. No. ADF 3, Amdt. 9; Dated, 23 July 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less 65 knots or less	More than 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
Parowan Int.	Summit Int.	Direct	11,500	T-dn*	300-1	300-1	200-1/2
Summit Int.	CDC VOR (final)	Direct	7300	C-dn	700-1	700-1	700-1/2
				S-dn-20	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 348° Outbd, 168° Inbd, 8000' within 10 miles of CDC VOR.

Minimum altitude over facility on final approach crs, 7300'.

Crs and distance, facility to airport, 177°-4.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing CDC VOR, make right-climbing turn, climb to 8000' on R 348° within 10 miles of CDC VOR, all turns W.

CAUTION: 6000' terrain 2 miles S of airport.

*Takeoff not authorized Runway 8.

MSA within 25 miles of the facility: 000°-090°-11,500'; 090°-180°-12,400'; 180°-270°-10,500'; 270°-360°-8000'.

City, Cedar City; State, Utah; Airport name, Cedar City Municipal; Elev., 8109'; Fac. Class., BVOR; Ident., CDC; Procedure No. VOR-1, Amdt. 4; Eff. date, 31 July 69; Sup. Amdt. No. VOR 1, Amdt. 3; dated, 5 Sept. 64

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

From—	Transition	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
						2-engine or less	More than 2-engine, more than 65 knots	More than 65 knots
Williams VOR	MYV VOR	Direct	2500	T-dn	300-1	300-1	200-1	200-1
Grimes Int.	MYV VOR	Direct	2500	C-dn	500-1	500-1	500-1	500-1
Yuba Int.	MYV VOR	Direct	2500	S-dn-32	500-1	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2	800-2
					If Plumas Radar Fix received, the following minimums apply:			
					C-dn	400-1	500-1	500-1
					S-dn-32	400-1	400-1	400-1

Radar available.

Procedure turn E side of crs, 135° Outbd, 315° Inbd, 1500' within 10 miles.

Minimum altitude over Plumas Int on final approach crs, 600'.

Facility on airport. Crs and distance, Plumas Radar Fix to approach end Runway 32, 315°—3.4 miles.

Breakoff point to runway 319°—0.4 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing MYV VOR, climb to 2000' on MYV VOR R 325° within 15 miles.

Takeoffs all runways: Westbound to Yuba Int, climb on MYV R 135° or MYV R 325° within 10 miles to cross VOR at or above 1500', then continue climb on MYV R 362° MCA V23, 3000' northbound. On crs climb authorized direct Chico VOR and direct Grimes Int.

MSA within 25 miles of facility: 000°-090°-4000'; 090°-180°-2500'; 180°-270°-2500'; 270°-360°-3500'.

City, Marysville, State, Calif.; Airport name, Yuba County; Elev., 63'; Fac. Class., T-B VOR; Ident., MYV; Procedure No. VOR Runway 32, Amdt. 3; Eff. date, 31 July 66; Sup. Amdt. No. VOR-32, Amdt. 2; Dated, 21 May 66.

SCK VOR	MOD VOR	Direct	2000	T-dn	300-1	300-1	200-1	200-1
Woodward Int.	MOD VOR	Direct	2000	C-dn	500-1	500-1	500-1	500-1
SCK VOR	Salida Int.	Direct	2000	A-dn	800-2	800-2	800-2	800-2
Salida Int.	MOD VOR (final)	Direct	600					

Procedure turn S side of crs, 274° Outbd, 094° Inbd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 600'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing MOD VOR, climb to 1500' in a holding pattern on R 102° (102° Outbd-282° Inbd) right turns.

NOTE: Use Stockton altimeter setting when control zone not effective.

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

MSA within 25 miles of facility: 000°-090°-3000'; 090°-180°-2500'; 180°-270°-4700'; 270°-360°-2000'.

City, Modesto, State, Calif.; Airport name, Modesto City-County; Elev., 96'; Fac. Class., T-B VOR; Ident., MOD; Procedure No. VOR Runway 11L, Amdt. 2; Eff. date, 31 July 66; Sup. Amdt. No. TerVOR-11L, Amdt. 1; Dated, 1 Jan 66.

SCK VOR	MOD VOR	Direct	2000	T-dn	300-1	300-1	200-1	200-1
Woodward Int.	MOD VOR	Direct	2000	C-dn	500-1	500-1	500-1	500-1
SCK VOR	Salida Int.	Direct	2000	S-dn-29R#	500-1	500-1	500-1	500-1
Salida Int.	MOD VOR	Direct	2000	A-dn	800-2	800-2	800-2	800-2

Procedure turn S side of crs, 102° Outbd, 282° Inbd, 1500' within 10 miles. Procedure turn S side of crs to provide separation from Castle AFB traffic.

Minimum altitude over facility on final approach crs, 600'.

Facility on airport. Crs and distance, breakoff point to approach end of runway, 287°—0.2 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of MOD VOR, make right-climbing turn and climb to 1500' in a holding pattern on R 102° (102° Outbd-282° Inbd) right turns.

NOTE: Use Stockton altimeter setting when control zone not effective.

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

Inoperative table does not apply to HIRL Runway 29R.

5500-14 authorized with operative MALS, except for 4-engine turbojets.

MSA within 25 miles of facility: 000°-090°-3000'; 090°-180°-2500'; 180°-270°-4700'; 270°-360°-2000'.

City, Modesto, State, Calif.; Airport name, Modesto City-County; Elev., 96'; Fac. Class., T-B VOR; Ident., MOD; Procedure No. VOR Runway 29R, Amdt. 4; Eff. date, 31 July 66; Sup. Amdt. No. Ter VOR-29R, Amdt. 3; Dated, 1 Jan 66.

15-mile DME Fix PRB, R 133°	10-mile DME Fix PRB, R 133°	Direct	3600	T-dn	200-1	300-1	200-1	200-1
10-mile DME Fix PRB, R 133°	3-mile DME Fix PRB, R 133° (final)	Direct	2136	C-d	1300-1	1300-1	1300-1	1300-1
				C-n	1300-2	1300-2	1300-2	1300-2
				A-d	1300-2	1300-2	1300-2	1300-2
				A-n	1300-3	1300-3	1300-3	1300-3
					If 3-mile DME Fix received, the following minimums apply:			
					C-d	700-1	700-1	700-1
					C-n	700-2	700-2	700-2

Procedure turn E side of crs, 133° Outbd, 313° Inbd, 3600' within 10 miles. Beyond 10 miles not authorized.

Minimum altitude over 10-mile DME Fix, 3600'; over 3-mile DME Fix, 2136'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing PRB VOR, turn left, climb to 3600' on PRB VOR R 133° within 15 miles. (CAUTION: 3625' terrain 21 miles SE of VOR.)

NOTE: When authorized by ATC, DME may be used at 12 miles at 3600' between PRB R 077° clockwise to R 179° to position aircraft for straight-in approach with elimination of procedure turn.

Takeoffs all runways: Climb in a holding pattern NW of PRB VOR on PRB VOR R 336° (146° Inbd), left turns, within 10 miles to cross the VOR at or above the following MCA's: V113, 3000' northbound; V248, 3000' eastbound; V25, 3000' southeastbound; V25W, 3000' southbound; V25, 5000' northwestbound; V25E—on crs, climb with facility with minimum climb rate of 180' per mile.

8800' ceiling authorized for aircraft equipped with operative DME.

MSA within 25 miles of facility: 000°-090°-5400'; 090°-270°-4700'; 270°-360°-5000'.

City, Paso Robles, State, Calif.; Airport name, Paso Robles County; Elev., 836'; Fac. Class., L-BVORTAC; Ident., PRB; Procedure No. VOR R 133°, Amdt. 5; Eff. date, 31 July 66; Sup. Amdt. No. 4; Dated, 26 May 66.

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

Elkhart, Ind.—Elkhart Municipal, ADF 1, Amdt. 1, 7 May 1966 (established under Subpart C).
 Montgomery, Ala.—Dannelly Field, ADF 1, Amdt. 7, 18 Dec. 1965 (established under Subpart C).
 Paducah, Ky.—Barkley Field, NDB (ADF) Runway 4, Amdt. 2, 16 Sept. 1967 (established under Subpart C).
 Elkhart, Ind.—Elkhart Municipal, VOR 1, Amdt. 1, 7 May 1966 (established under Subpart C).
 Kaunakakai, Molokai, Hawaii—Molokai, VOR-1, Amdt. 1, 24 Apr. 1969 (established under Subpart C).
 Montgomery, Ala.—Dannelly Field, VOR 1, Amdt. 13, 18 Dec. 1965 (established under Subpart C).
 Paducah, Ky.—Barkley Field, VOR Runway 4, Amdt. 6, 16 Sept. 1967 (established under Subpart C).

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

Hilo, Hawaii—General Lyman Field, VOR Runway 26, Amdt. 3, effective 2 Dec. 1967, canceled, effective 31 July 1969.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

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

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less 65 knots or less	More than 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
Albacore Int (10.8-mile DME Fix SLI, R 171°)	SLI VOR (final)	Direct	2500	T-dn	300-1	300-1	NA
San Pedro Int (16.3-mile DME Fix SLI, R 210°)	SLI VOR (final)	Direct	2500	C-dn	800-1	800-1	NA
				A-dn	1000-2	1000-2	NA

Radar available.

Procedure turn E side of crs, 200° Outbnd, 020° Inbnd, 2500' within 10 miles of SLI VOR.

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

Crs and distance, facility to airport, 020°—6.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at SLI 6-mile DME Fix make right-climbing turn via 6.5-mile DME Orbit to intercept and climb inbnd on SLI, R 053° to cross SLI minimum 2000'.

Notes: (1) When authorized by LGB approach control, DME may be used within 10 miles from R 120° clockwise to R 251° at 2500' to position aircraft for straight-in approach with elimination of procedure turn.

*CAUTION: Derrick 752', 2 miles NNE of airport. Radio tower 823', 1.9 miles W of airport. All maneuvering S of airport only.

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

MSA within 25 miles of facility: 045°-135°-6100'; 135°-225°-1300'; 225°-315°-3400'; 315°-045°-6600'.

City, Fullerton; State, Calif.; Airport name, Fullerton Municipal; Elev., 96'; Fac. class, L-BVORTAC; Ident., SLI; Procedure No. VOR/DME No. 1, Amdt. 5; Eff. date, 31 July 69; Sup. Amdt. No. 4; Dated, 3 Apr. 65

TUS R 260°/37-mile DME Fix	R 260°, 17-mile DME Fix	Direct	5000	T-dn	300-1	300-1	200-1½
R 260°, 17-mile DME Fix	R 260°, 10-mile DME Fix (final)	Direct	4200	C-dn	500-1	500-1	500-1½
TUS R 303°/20-mile DME Fix	R 260°, 20-mile DME Fix	Via 20-mile DME Orbit	6000	A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 260° Outbnd, 080° Inbnd, 5000' within 17 miles of TUS VOR.

Minimum altitude over 10-mile DME Fix, R 260° on final approach crs, 4200'.

Crs and distance, 10-mile DME Fix, R 260° to airport, 080°—3.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 6.9-mile DME Fix, make right-climbing turn, climb via R 260° to 17-mile DME Fix at 5000' or, when directed by ATC, climb ahead to VOR, turn right, climb via R 230° to cross 16-mile Fix at 6000' orbit via 17-mile DME Arc to R 260°, or climb ahead to VOR, turn left, climb via R 303° to 20-mile DME Fix at 6000', orbit via 20-mile DME counter clockwise to R 260°.

Notes: When authorized by ATC, DME may be used within 20 miles from 238°-303° at 6000' to position aircraft for a straight-in approach with the elimination of the procedure turn.

MSA within 25 miles of facility: 000°-090°-0800'; 090°-180°-10,300'; 180°-270°-0600'; 270°-360°-10,200'.

City, Tucson; State, Ariz.; Airport name, Tucson International; Elev., 2630'; Fac. Class II-BVORTAC; Ident., TUS; Procedure No. VOR/DME No. 2, Amdt. 2; Eff. date, 31 July 69; Sup. Amdt. No. 1; Dated, 3 Oct. 64

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

Hilo, Hawaii—General Lyman Field, VOR/DME-1, Amdt. 2, 2 Dec. 1967 (established under Subpart C).

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

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		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less	More than 2-engine, more than 65 knots	More than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1/4
				C-dn.....	600-1	600-1	600-1/4
				S-dn-13L.....	300-1/4	200-1/4	300-1/4
				A-dn.....	600-2	600-2	600-2
				Glide slope inoperative minimums:			
				S-dn-13L.....	600-1	600-1	600-1

Radar required.

Procedure turn not authorized.

Crs and distance OM to airport 132°, 4.1 miles.

Minimum altitude at glide slope interception inbnd, 1500'.

Altitude of glide slope and distance to approach end of runway at OM, 1375°—4.1 miles; at MM, 212°—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb straight ahead intercept and proceed via the JFK R 077° to DPK VORTAC climbing to 3000'. Hold at DPK VORTAC, 1 minute, left turns, 257° inbnd.

CAUTION: Do not descend below 2500' W of the LGA VOR R 334°.

Supplementary charting information: (1) Start profile at glide slope interception altitude. (2) TDZ elevation, 12'. (3) Chart the LGA R 234° from LGA VOR to 15 miles SW. Inoperative components table does not apply to HIRL's.

City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., ILS; Ident., I-TLK; Procedure No. ILS Runway 13L, Amdt. 2; Eff. date, 31 July 69; Sup. Amdt. No. 1; Dated, 30 Jan. 69.

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

Montgomery, Ala.—Dannelly Field, ILS-9, Amdt. 12, 18 Dec. 1965 (established under Subpart C).

Montgomery, Ala.—Dannelly Field, ILS-27, (BC), Amdt. 1, 18 Dec. 1965 (established under Subpart C).

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

Montgomery, Ala.—Dannelly Field, Radar I, Amdt. 3, 12 Aug. 1967 (established under Subpart C).

9. 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: BMG VORTAC.	
Scotland Int.....	BMG VORTAC.....	Direct.....	2400	Climb to 2400' on R 241° and return to	
Cataraugus Int.....	BMG VORTAC.....	Direct.....	2500	BMG VORTAC.	
Houston Int.....	BMG VORTAC.....	Direct.....	2600	Supplementary charting information:	
R 310°, BMG VORTAC CW.....	R 061°, BMG VORTAC.....	12-mile DME Arc.....	2600	Final approach crs parallel runway 500'	
R 110°, BMG VORTAC CCW.....	R 061°, BMG VORTAC.....	12-mile DME Arc.....	2600	N of centerline extended.	
12-mile DME Arc.....	College 4-mile DME Fix (NOPT).....	Direct.....	1700	Tower 1443', 5.7 miles E 38°08'32" 90°20'43" Runway 24, TDZ elevation, 841'.	

Procedure turn N side of crs, 061° Outbnd, 241° Inbnd, 2400' within 10 miles of BMG VORTAC.

Final approach crs 241°.

Minimum altitude over College 4-mile DME, *1460'. (*1700' from 12-mile Arc.)

MSA: 000°-090°—3100'; 090°-180°—2500'; 180°-360°—2300'.

NOTE: Use Indianapolis altimeter when control zone not effective and all MDA's increased 150' when control zone not effective except for operators with approved weather reporting service.

CAUTION: 90' lighted hill approximately 2500' SW of airport.

*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	
S-24.....	1460	1	619	1460	1	619	1460	1	619	NA
C.....	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	NA
	1460	1	613	1460	1	613	1460	1 1/2	613	
	VOR/DME Minimums:									
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-24.....	1260	1	419	1260	1	419	1260	1	419	NA
C.....	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	NA
	1320	1	473	1320	1	473	1320	1 1/2	473	
A.....	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Bloomington; State, Ind.; Airport name, Monroe County; Elev., 847'; Facility, BMG; Procedure No. VOR Runway 24, Amdt. Orig.; Eff. date, 31 July 69.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 15-mile DME Fix, or, 5 miles after passing Skeeter Int.
From—	To—	Via		
SBN VORTAC	Skeeter Int.	Direct	2500	Make right climbing turn to 2500' and return to Skeeter Int. Supplementary charting information: 1916' tower 2.8 miles WNW of airport. 884' tower 0.9 mile ENE of airport. Runway 27, TDZ elevation, 779'.
GBH VORTAC	Skeeter Int.	Direct	2500	
R 060°, SBN VORTAC CW	R 101°, SBN VORTAC	26-mile Arc	2500	
R 140°, SBN VORTAC CCW	R 101°, SBN VORTAC	26-mile Arc	2500	
Cas Int.	Skeeter Int (NOPT)	Direct	2500	

Procedure turn N side of crs, 101° Outbnd, 281° Inbnd, 2500' within 10 miles of Skeeter Int.

FAF, Skeeter Int. Final approach crs, 281°. Distance FAF to MAP, 5 miles.

Minimum altitude over Skeeter Int, 2500'.

MSA: 045°-225°-3000'; 225°-345°-2200'; 315°-045°-2300'.

Note: Use South Bend, Ind., altimeter setting except operators with approved weather reporting service. Operators with approved weather reporting service may reduce all MDA's by 40'.

*Standard alternate minimums authorized for operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
8-27	1180	1	401	1180	1	401	1180	1	401	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	1240	1	461	1240	1	461	1240	1½	461	NA
A	Not authorized.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Elkhart; State, Ind.; Airport name, Elkhart Municipal; Elev., 779'; Facility, SBN; Procedure No. VOR Runway 27, Amdt. 2; Eff. date, 31 July 69; Sup. Amdt. No. VOR 1, Amdt. 1; Dated, 7 May 66

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 3.8 miles after passing MKK VOR.
From—	To—	Via		
Palmtree Int.	Laau Point Int.	Direct	1900	Climbing left turn to 3000' via MKK VOR R 030°; reverse crs and return to VOR at 4000' and hold. Supplementary charting information: Hold NE on R 066°, 1 minute, right turns, 236° Inbnd, MHA 4000'.
Laau Point Int.	MKK VORTAC	Direct	1900	

Procedure turn N side of crs, 251° Outbnd, 071° Inbnd, 2400' within 10 miles of MKK VORTAC.

FAF, MKK VORTAC. Final approach crs, 066°. Distance FAF to MAP, 3.8 miles.

Minimum altitude over Laau Point Int, 1900'; over MKK VORTAC, 1900'; over MKK, R 066°, 2-mile DME/LNY R 327°, 1700'.

MSA: 045°-135°-7000'; 135°-225°-5400'; 225°-045°-3400'.

*All runways, climbing left turn to 3000' to 3000'; proceed as cleared.

*Use Honolulu altimeter setting and increase MDA 200' all categories when control zone not effective or current MKK altimeter setting not available.

†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	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	1700	1½	1246	1700	2	1246	1700	2½	1246	1700	2½	1246
	Dual VOR or VOR/DME Minimums:											
C*	1100	1	646	1100	1	646	1100	1½	646	1380	2	926
A	Standard.†			T 2-eng. or less—Standard.‡			T over 2-eng.—Standard.‡					

City, Kaunakakai; Island, Molokai; State, Hawaii; Airport name, Molokai; Elev., 454'; Facility, MKK; Procedure No. VOR-1, Amdt. 2; Eff. date, 31 July 69; Sup. Amdt. No. 1; Dated, 24 Apr. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 5.6 miles after passing MGM VORTAC.
From—	To—	Via		
Shady Grove Int.	MGM VORTAC (NOPT)	MGM, R 126°	2000	Climbing left turn to 2000', proceed to Swift Creek Int via MGM VORTAC, R 305° and hold; or, when directed by ATC, climbing left turn to 2000' direct to MG LOM and hold. Hold W, 1 minute, right turns, 093° Inbnd. Supplementary charting information: Swift Creek Int hold NW, 1 minute, left turns, 125° Inbnd. Final approach crs to runway threshold: HIRL Runways, 9/27, ALS Runway 9, Runway 15 threshold displaced 585' NW, 3425' available for landing Runway 15, Runway 33, TDZ elevation, 294'.
MGM VORTAC, R 279° CW	MGM VORTAC, R 128°	7-mile DME Arc	2000	
MGM VORTAC, R 030° CW	MGM VORTAC, R 138°	7-mile DME Arc	2000	
7-mile DME Fix	MGM VORTAC (NOPT)	MGM R 138°	1800	

Procedure turn E side of crs, 138° Outbnd, 318° Inbnd, 2000' within 10 miles of MGM VORTAC.

FAF, MGM VORTAC. Final approach crs, 318°. Distance FAF to MAP, 5.6 miles.

Minimum altitude over MGM VORTAC, 1800'.

MSA: 000°-060°-2000'; 060°-180°-3500'; 180°-270°-2500'; 270°-360°-2200'.

NOTES: (1) ASR. (2) Night operation not authorized on Runways 15/33.

*Circling not authorized for Category (E) N of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33	600	1	396	600	1	396	600	1	396		NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	620	1	399	680	1	459	680	1 1/4	459	780	2	559
	Category (E):											
	MDA	VIS	HAA									
C*	780	2	559									
A	Standard.			T 2-eng. or less—RVR 24', Runway 9; Standard all other runways.			T over 2-eng.—RVR 24', Runway 9; Standard all other runways.					

City, Montgomery; State, Ala.; Airport name, Dannelly Field; Elev., 221'; Facility, MGM; Procedure No. VOR Runway 33, Amdt. 14; Eff. date, 31 July 69; Sup. Amdt. No. VOR 1, Amdt. 13; Dated, 18 Dec. 65

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 3.8 miles after passing PUK VORTAC.
From—	To—	Via		
R 183°, PUK VORTAC CW	R 221°, PUK VORTAC	10-mile Arc PUK, R 209° lead radial.	2000	Climb to 2000', right turn direct PUK VORTAC and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 041° Inbnd. Runway 4, TDZ elevation, 407'.
R 297°, PUK VORTAC CCW	R 221°, PUK VORTAC	10-mile Arc PUK, R 233° lead radial.	2000	
10-mile Arc	PUK VORTAC (NOPT)	PUK, R 221°	1500	

Procedure turn E side of crs, 221° Outbnd, 041° Inbnd, 2000' within 10 miles of PUK VORTAC.

FAF, PUK VORTAC. Final approach crs, 041°. Distance FAF to MAP, 3.8 miles.

Minimum altitude over PUK VORTAC, 1500'.

MSA: 000°-090°-2400'; 090°-180°-2400'; 180°-270°-1900'; 270°-360°-3000'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4	820	3/4	413	820	3/4	413	820	3/4	413	820	1	413
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	860	1	453	860	1	453	860	1 1/4	453	960	2	553
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Paducah; State, Ky.; Airport name, Barkley Field; Elev., 407'; Facility, PUK; Procedure No. VOR Runway 4, Amdt. 7; Eff. date, 31 July 69; Sup. Amdt. No. 6; Dated, 16 Sept. 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 1-mile DME Fix, R 323.	
15-mile DME ITO, R 323°	10-mile DME ITO, R 323°	Direct	3600	Climbing left turn to 3000' on R 002°; reverse crs, return to ITO VORTAC on R 002° and hold.* Supplementary charting information: *Hold E, 1 minute, left turns, 259° Inbnd, MHA 3000'. Approach crs is airway radial. Radio tower 19° 44' 11" N./155° 02' 07" W. 184'.	
10-mile DME ITO, R 323°	8-mile DME ITO, R 323°	Direct	3000		
8-mile DME ITO, R 323°	5-mile DME ITO, R 323° (NOPT)	Direct	2100		

Procedure turn not authorized. Approach crs (profile) starts at 10-mile DME Fix, R 323°. Final approach crs, 143°. Minimum altitude over 10-mile DME Fix, 3600'; over 8-mile DME Fix, 3000'; over 5-mile DME Fix, 2100'. MSA: 030°-102°-1300'; 120°-210°-7500'; 210°-300°-15,800'; 300°-030°-8000'. *400-1 required Runway 26 with right turn after takeoff. #When circling S of Runways 8/26, MDA is 820', HAA 783'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	500	1	463	540	1	503	600	1½	563	700	2	663
A.....	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Hilo; State, Hawaii; Airport name, General Lyman Field; Elev., 37'; Facility, ITO; Procedure No. VOR/DME-1, Amdt. 3; Eff. date, 31 July 69; Sup. Amdt. No. 2; Dated, 2 Dec. 67

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 Fix, R 259°.	
R 311° ITO VORTAC CW	R 345° ITO VORTAC	11-mile Arc	4000	Climbing right turn to 3000' on R 002°; reverse crs, return to ITO VORTAC on R 002° and hold.* Supplementary charting information: *Hold E, 1 minute, left turns, 259° Inbnd, MHA 3000'. Radio tower 19° 44' 11" N./155° 02' 07" W. 184'. Runway 26, TDZ elevation, 37'.	
R 345° ITO VORTAC CW	R 079° ITO VORTAC (NOPT)	11-mile Arc	1600		
11-mile DME ITO, R 079°	Bayview DME/Int.	Direct	1600		

Procedure turn S side of crs, 079° Outbnd, 259° Inbnd, 1600' within 10 miles of ITO VORTAC. Final approach crs, 259°. Minimum altitude over Bayview DME/Int, 1600'. MSA: 030°-120°-1300'; 120°-210°-7500'; 210°-300°-15,800'; 300°-030°-8000'. *400-1 required Runway 26, with right turn after takeoff. #When circling S of Runways 8/26, MDA is 820', HAA 783'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-26.....	440	1	403	440	1	403	440	1	403	440	1	403
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	500	1	463	540	1	503	600	1½	563	700	2	663
A.....	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Hilo; State, Hawaii; Airport name, General Lyman Field; Elev., 37'; Facility, ITO; Procedure No. VORTAC Runway 26, Amdt. Orig.; Eff. date, 31 July 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 18-mile DME Fix, R 226°, SYR VORTAC.
Syracuse VORTAC	12-mile DME Fix, R 226° (NOPT)	Direct	3000	Make right-climbing turn to 3000' direct 12-mile DME Fix R 226° SYR VORTAC and hold. Supplementary charting information: Hold NE of 12-mile DME Fix, R 226° SYR VORTAC, 1 minute, right turn, 226° Inbnd. Final approach crs to center of airport. CAUTION: Lakeland Private Airport located 1.9 miles NW.

Procedure turn W side of crs, 046° Outbnd, 226° Inbnd, 3000' within 10 miles of 12-mile DME Fix, R 226° SYR VORTAC.

Final approach crs, 226°.

Minimum altitude over 12-mile DME Fix, 3000'.

MSA: 000°-090°-2500'; 090°-180°-3000'; 180°-270°-3100'; 270°-360°-1900'.

NOTES: (1) Radar vectoring. (2) Use Syracuse altimeter setting. (3) Night operations Runways 4/22 not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C	1500	1	530	1500	1	530	1620	1 1/2	500	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Skaneateles; State, N.Y.; Airport name, Empire Aero-Services; Elev., 1030'; Facility, SYR; Procedure No. VOR/DME-1, Amdt. Orig.; Eff. date 31 July 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 10.3-mile DME Fix.
R 224° FLO VORTAC CCW	R 104° FLO VORTAC	7-mile DME Arc	2000	Climbing right turn to 2000' to FLO VORTAC via R 104° and hold.
R 043° FLO VORTAC CW	R 104° FLO VORTAC	7-mile DME Arc	2000	VORTAC via R 104° and hold.
FLO VORTAC	7-mile DME Fix	FLO, R 104°	2000	Supplementary charting information: Hold W, 1 minute, right turn, 104° Inbnd.
7-mile DME Fix	14-mile DME Fix	FLO, R 104°	1000	Final approach crs to center of landing area.

Procedure turn not authorized. Approach crs (profile) starts at the 7-mile DME Fix.

Final approach crs, 104°.

Minimum altitude over 7-mile DME Fix, 2000'; over 14-mile DME Fix, 1000'.

MSA: 000°-090°-3200'; 090°-360°-2000'.

NOTES: (1) Use Florence, S.C., altimeter setting. (2) No weather reporting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS			VIS
C	720	1	627	720	1	627	NA			NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.			

City, Marion; State, S.C.; Airport name, Marion County; Elev., 93'; Facility, FLO; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 31 July 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 9 miles after passing Deer Park VORTAC or 2.4 miles after passing Sunrise Int/6.6-mile DME Fix.	
Bohemia Int.	DPK VORTAC (NOPT)	DPK, R 083°/9 nautical miles.	2000	Climbing right turn to 2000' direct to DPK VORTAC and hold. Supplementary charting information: Hold E, 1 minute, right turns, 245° Inbnd.	

Procedure turn not authorized. One minute holding pattern, NE of Deer Park VORTAC, 245° Inbnd, right turns, 2000'.

FAF, DPK VORTAC. Final approach crs, 265°. Distance FAF to MAP, 9 miles.

Minimum altitude over DPK VORTAC, 2000' over Sunrise Int/6.6-mile DME Fix, 900'.

MSA: 000°-090°-1700'; 090°-180°-1700'; 180°-270°-1600'; 270°-360°-1900'.

Notes: (1) Radar vectoring. (2) Procedure authorized only during hours control tower is in operation.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	960	1	828	960	1½	828	960	1½	828	960	2	828
VOR/NDB Minimums:												
C.....	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	520	1	388	580	1	448	640	1½	508	680	2	548
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Bethpage; State, N.Y.; Airport name, Grumman-Bethpage; Elev., 132'; Facility, DPK; Procedure No. VOR-1, Amdt. 4; Eff. date, 31 July 69; Sup. Amdt. No. 3; Dated, 13 Feb. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: BMG VORTAC.	
Scotland Int.	BMG VORTAC	Direct	2400	Climb to 2400' on R 055° and return to BMG VORTAC. Supplementary charting information: Runway 6, TIDZ elevation, 833'.	
Catact Int.	BMG VORTAC	Direct	2500		
Houston Int.	BMG VORTAC	Direct	2600		
Scotland Int.	R 235°, BMG VORTAC 9-mile DME Fix.	105° crs and BMG VORTAC, R 235°, 5.5 miles.	2500		
R 235°, BMG VORTAC 9-mile DME Fix.	Track/4-mile DME Fix (NOPT).	Direct	1500		

Procedure turn S side of crs, 235° Outbnd, 055° Inbnd, 2400' within 10 miles of BMG VORTAC.

Final approach crs, 055°.

Minimum altitude over Track/4-mile DME Fix, *1340'. (*1500' from R 235° BMG 9-mile DME Fix.)

MSA: 000°-090°-3100'; 090°-180°-2500'; 180°-360°-2200'.

NOTE: Use Indianapolis altimeter setting when control zone not effective and all MDA's increased 180' when control zone not effective except for operators with approved weather reporting service.

CAUTION: 90' lighted hill approximately 2500' SW of airport.

*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	VIS
S-4.....	1340	1	507	1340	1	507	1340	1	507	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1340	1	493	1340	1	493	1340	1½	493	NA
	VOR/DME Minimums:									
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-6.....	1280	1	447	1280	1	447	1280	1	447	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1320	1	473	1320	1	473	1320	1½	473	NA
A.....	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Bloomington; State, Ind.; Airport name, Monroe County; Elev., 847'; Facility, BMG; Procedure No. VOR Runway 6, Amdt. 7; Eff. date, 31 July 69; Sup. Amdt. No. 6; Dated, 20 Mar. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
Scotland Int.	BMG VORTAC	Direct	2400	MAP: BMG VORTAC. Climb to 2400' on BMG VOR R 100° and return to BMG VORTAC. Supplementary Charting Information: 1098' unmarked and unlighted tower 4 miles NNW of airport 39-12-30/86-38-31. Runway 17, TDZ, elevation 847'.
Catacart Int.	BMG VORTAC	Direct	2500	
Houston Int.	BMG VORTAC	Direct	2600	
Catacart Int.	R 340°, BMG VORTAC 10-mile DME Fix.	082° crs and BMG VORTAC, R 340°, 3.5 miles.	2500	
R 340°, BMG VORTAC 10-mile DME Fix.	Whitehall/4-mile DME (NOPT)	Direct	1600	
R 080°, BMG VORTAC CCW	R 340°, BMG VORTAC	10-mile DME Arc	2500	

Procedure turn W side of crs, 340° Outbnd, 100° Inbnd, 2400' within 10 miles of BMG VORTAC.

Final approach crs, 190°.

Minimum altitude over Whitehall/4-mile DME, *1400'. (*1600' from 10-mile DME Arc.)

MSA: 315°-135°-3100'; 135°-225°-2300'; 225°-315°-2200'.

NOTE: Use Indianapolis altimeter setting when control zone not effective and all MDA's increased 180' when control zone not effective except for operators with approved weather reporting service.

CAUTION: 90' lighted hill approximately 2500' SW of airport.

*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	
S-17	1400	1	553	1400	1	553	1400	1	553	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	1400	1	553	1400	1	553	1400	1½	553	NA
	VOR/DME Minimums:									
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-17	1260	1	413	1260	1	413	1260	1	413	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	1320	1	473	1320	1	473	1320	1½	473	NA
A	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Bloomington; State, Ind.; Airport name, Monroe County; Elev., 847'; Facility, BMG; Procedure No. VOR Runway 17, Amdt. 2; Eff. date, 31 July 69; Sup. Amdt. No. 1; Dated, 20 Mar. 69.

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
Scotland Int.	BMG VORTAC	Direct	2400	MAP: BMG VORTAC. Climb to 2400' on R 360° within 10 miles to BMG VORTAC. Supplementary charting information: Runway 35, TDZ elevation, 838'.
Catacart Int.	BMG VORTAC	Direct	2500	
Houston Int.	BMG VORTAC	Direct	2600	
R 152°, BMG VORTAC CW	R 180°, BMG VORTAC	Via 10-mile Arc	2400	
R 204°, BMG VORTAC CCW	R 180°, BMG VORTAC	Via 10-mile Arc	2400	
10-mile DME Arc	Stanford/4-mile DME Fix (NOPT)	Direct	1600	

Procedure turn W side of crs, 180° Outbnd, 360° Inbnd, 2400' within 10 miles of BMG VORTAC.

Final approach crs, 360°.

Minimum altitude over Stanford/4-mile DME Fix, *1540'. (*1600' from 10-mile Arc.)

MSA: 315°-135°-3100'; 135°-225°-2300'; 225°-315°-2200'.

NOTE: Use Indianapolis altimeter setting when control zone not effective, and all MDA's increased 180' when control zone not effective except for operators with approved weather reporting service.

CAUTION: 90' lighted hill approximately 2500' SW of airport.

*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	
S-35	1540	1	702	1540	1	702	1540	1½	702	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	1540	1	693	1540	1	693	1540	1½	693	NA
	VOR/DME Minimums:									
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-35	1300	1	462	1300	1	462	1300	1	462	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	1320	1	473	1320	1	473	1320	1½	473	NA
A	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Bloomington; State, Ind.; Airport name, Monroe County; Elev., 847'; Facility, BMG; Procedure No. VOR Runway 35, Amdt. 2; Eff. date, 31 July 69; Sup. Amdt. No. 1; Dated, 20 Mar. 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: 3.1 miles after passing CCR VOR.
Crockett Int.	CCR VOR	Direct	2500	Climbing right turn to 2500' direct to CCR VOR, thence via CCR, R 040° to Rio Int.
Napa VOR	CCR VOR	Direct	2500	
Pittsburg Int.	CCR VOR	Direct	2500	
College Int.	CCR VOR	Direct	3000	
Napa VOR	Port Chicago Int.	Direct	2100	
Port Chicago Int.	CCR VOR (NOPT)	Direct	1000	

Procedure turn E side of crs, 351° Outbnd, 171° Inbnd, 2500' within 10 miles of CCR VOR.

FAF, CCR VOR. Final approach crs, 171°. Distance FAF to MAP, 3.1 miles.

Minimum altitude over CCR VOR, 1000'.

MSA: 000°-090°-2500'; 090°-180°-4900'; 180°-270°-3700'; 270°-360°-3900'.

NOTES: (1) Radar vectoring. (2) High terrain E, S, and W quadrants.

* When control zone not effective: (1) Circling MDA increased 70'; (2) Use Travis AFB altimeter setting.

† Unless otherwise directed by ATC, IFR departures must comply with published Concord SID's.

‡ Alternate minimums not authorized when control zone not effective.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C ¹	680	1	657	680	1	657	820	1½	797	900	2	877
A	1000-2 ²			T 2-eng. or less—500-1 all runways. %			T over 2-eng.—500-1 all runways. %					

City, Concord, State, Calif.; Airport name, Buchanan Field; Elev., 23'; Facility, CCR; Procedure No. VOR Runway 19R, Amdt. 3; Eff. date, 31 July 69; Sup. Amdt. No. 2; Dated, 17 Oct. 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.1 miles after passing Golf Int.
GSW VORTAC	Golf Int.	Direct	2800	Climb to 2000' direct to ADS VOR or climb to 2000', right turn, direct to DAL VORTAC. Supplementary charting information: TDZ elevation, 478'.
DAL VORTAC	Golf Int.	Direct	2800	

Procedure turn E side of crs, 179° Outbnd, 359° Inbnd, 2800' within 10 miles of Golf Int.

FAF, Golf Int. Final approach crs, 359°. Distance FAF to MAP, 3.1 miles.

Minimum altitude over Golf Int, 1600'.

NOTE: ASR.

‡ Dual VOR equipment required.

* RVR 24', Runways 13L and 31L.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-30 ¹	900	1	422	900	1	422	900	1	422	900	1	422
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C ¹	920	1	435	1000	1	515	1000	1½	515	1080	2	595
A	Standard.			T 2 eng. or less—Standard.*			T over 2-eng.—Standard.*					

City, Dallas, State, Tex.; Airport name, Dallas Love Field; Elev., 485'; Facility, ADS; Procedure No. VOR Runway 36, Amdt. 3; Eff. date, 31 July 69; Sup. Amdt. No. 2; Dated, 11 July 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.8 miles after passing HZL VOR.
Bloomsburg Int.	HZL VOR (NOPT)	Direct	3000	Climb on HZL, R 092° to 3500'. Then climbing left turn to 3500' direct to HZL VOR and hold. Supplementary charting information: Hold W on R 272°, 1 minute, right turn, 092° Inbnd. TDZ elevation, 1604'.
Benton Int.	HZL VOR (NOPT)	Direct	3000	

Procedure turn 8 side of crs, 272° Outbnd, 092° Inbnd, 3500' within 10 miles of HZL VOR.

FAF, HZL VOR. Final approach crs, 092°. Distance FAF to MAP, 5.8 miles.

Minimum altitude over HZL VOR, 3500'.

MSA: 000°-090°-4000'; 090°-180°-3500'; 180°-270°-3200'; 270°-360°-3700'.

Note: Turbulence may be encountered due precipitous terrain underlying all portions of the approach.

*When control zone not in effect, use Wilkes-Barre altimeter and add 100' to straight-in and circling MDA.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-10°	2020	1	416	2020	1	416	2020	1	416	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C*	2140	1	536	2260	1	656	2260	1 1/4	656	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Hazleton; State, Pa.; Airport name, Hazleton Municipal; Elev., 1604'; Facility, HZL; Procedure No. VOR Runway 10, Amdt. 4; Eff. date, 31 July 69; Sup. Amdt. No. 3; Dated, 12 Dec. 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5 miles after passing Jeddo Int.
Wilkes-Barre VORTAC	Leslie Int.	Direct	3500	Climb to 3500' direct to HZL VOR and hold. Supplementary charting information: Hold W on R 272°, 1 minute, right turn, 092° Inbnd. TDZ elevation, 1604'.
Tannersville VORTAC	Leslie Int.	Direct	3500	
Leslie Int.	Jeddo Int (NOPT)	Direct	3000	

Procedure turn not authorized.

Approach crs (profile) starts at Leslie Int.

FAF, Jeddo Int. Final approach crs, 273°. Distance FAF to MAP, 5 miles.

Minimum altitude over Leslie Int, 3500'; over Jeddo Int, 3000'.

MSA: 000°-090°-4000'; 090°-180°-3500'; 180°-270°-3200'; 270°-360°-3700'.

*When control zone not in effect, use Wilkes-Barre altimeter and add 100' to straight-in and circling MDA. Increase visibility 1/4 mile for Category B straight-in and circling.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-28°	2360	1	756	2360	1 1/4	756	2360	1 1/4	756	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C*	2360	1	756	2360	1 1/4	756	2360	1 1/4	756	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Hazleton; State, Pa.; Airport name, Hazleton Municipal; Elev., 1604'; Facility, HZL; Procedure No. VOR Runway 28, Amdt. 1; Eff. date, 31 July 69; Sup. Amdt. No. Orig.; Dated, 12 Dec. 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Vis	Minimum altitudes (feet)	MAP: 5.9 miles after passing Hyde Int.	
HOU VORTAC	Hyde Int.	Direct	1600	Climb to 1600', right turn to intercept HOU VORTAC, R 066° to Fry Int and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 246° Inbnd. Depict Hyde Int as a VHF/DME Fix. Depict MAP also as 11.1 DME.	

Procedure turn N side of crs, 075° Outbnd, 255° Inbnd, 1600' within 10 miles of Hyde Int.
FAF, Hyde Int. Final approach crs, 255°. Distance FAF to MAP, 5.9 miles.
Minimum altitude over Hyde Int, 1600'.
MSA within 25 miles of HOU VORTAC: 000°-090°-1600'; 090°-180°-2300'; 180°-270°-2500'; 270°-360°-1800'.
Notes: (1) ASR. (2) Use Houston, Tex, altimeter setting when La Porte altimeter setting not received.
#MDA increased 30' when La Porte altimeter setting not received.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
Cf.....	440	1	411	480	1	451	NA			NA
A.....	Not authorized.			T-2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, La Porte; State, Tex.; Airport name, La Porte Municipal; Elev., 29'; Facility, HOU; Procedure No. VOR-1, Amdt. 3; Eff. date, 31 July 69; Sup. Amdt. No. 2; Dated, 31 Oct. 68

Terminal routes				Missed approach	
From	To	Vis	Minimum altitudes (feet)	MAP: 5.4 miles after passing MEM VORTAC.	
R 075° MEM VORTAC CW	R 164° (NOPT)	8-mile DME Arc	1900	Climb to 1900' to Stadium Int via R 360° MEM VORTAC and hold; or, when directed by ATC, climbing left turn to 1900' direct to ME LOM and hold W, 1 minute, right turns, 087° Inbnd. Supplementary charting information: Hold N, 1 minute, right turns, 170° Inbnd. HIRLS Runways 9/27, 17/35. VASI Runway 27; TDZL Runway 35. Runway 35, TDZ elevation, 331'.	
R 255° MEM VORTAC CCW	R 164° (NOPT)	8-mile DME Arc	1900		
Independence Int.	MEM VORTAC (NOPT)	Direct	1900		
Coldwater Int.	MEM VORTAC (NOPT)	Direct	1900		

Procedure turn E side of crs, 164° Outbnd, 344° Inbnd, 1900' within 10 miles of MEM VORTAC.
FAF, MEM VORTAC. Final approach crs, 344°. Distance FAF to MAP, 5.4 miles.
Minimum altitude over MEM VORTAC, 1900'; over 3.4-mile DME Fix, 780'.
MSA: 000°-090°-2400'; 090°-180°-2000'; 180°-270°-1700'; 270°-360°-2400'.
Note: ASR.
*Increase visibility 1/4 mile with inoperative ALS and HIRL's; Inoperative component table does not apply to ALS and HIRL's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-30°	780	RVR 40	449	780	RVR 40	449	780	RVR 40	449	780	RVR 50	449
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	780	1	449	800	1	469	800	1 1/2	469	900	2	509
VOR/DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-30°	700	RVR 40	369	700	RVR 40	369	700	RVR 40	369	700	RVR 50	369
A	Standard.			T-2-eng. or less—RVR 24', Runways 9, 35; Standard all other runways.			T over 2-eng.—RVR 24', Runways 9, 35; Standard all other runways.					

City, Memphis; State, Tenn.; Airport name, International; Elev., 331'; Facility, MEM; Procedure No. VOR Runway 35, Amdt. 22; Eff. date, 31 July 69; Sup. Amdt. No. 21; Dated, 29 May 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: SYI VOR.	
Walterhill Int.	SYI VOR	Direct	2500	Climbing left turn to 2500' on R 290° SYI VOR to SYI VOR and hold. Supplementary charting information: Hold S, 1 minute, left turn, 013° Inbnd. L RCO 122.1, 123.6. Chart 1520' tower 12 miles S of airport. TDZ elevation, 800'.	
Summitville Int.	SYI VOR	Direct	2500		

Procedure turn W side of crs, 193° Outbnd, 013° Inbnd, 2500' within 10 miles of SYI VOR.

Final approach crs, 013°.

Minimum altitude over Bomar, FM, 1360'.

MSA: 000°-090°-3300'; 090°-270°-2600'; 270°-360°-2400'.

Note: Use Nashville FSS altimeter setting when local altimeter setting not available and increase MDA 100', increase visibility straight-in Category C ¼ mile.

*Standard alternate minimums authorized operators with approved weather reporting service.

%CAUTION: Due to high terrain NE and SE of airport, departing aircraft with limited climb capability should climb to 3000' on a westerly heading before continuing on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-36.....	1360	1	560	1360	1	560	1360	1	560	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1360	1	558	1360	1	558	1360	1½	558	NA
	VOR/FM Minimums:									
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-36.....	1160	1	360	1160	1	360	1160	1	360	NA
A.....	Not authorized.*		T 2-eng. or less—Standard.%				T over 2-eng.—Standard.%			

City, Shelbyville; State, Tenn.; Airport name, Bomar Field; Elev., 802'; Facility, SYI; Procedure No. VOR Runway 36, Amdt. 5; Eff. date, 31 July 69; Sup. Amdt. No. 6 Dated, 24 Apr. 69

11. 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				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.1 miles after passing HS LOM.	
Natural Well Int.	HS LOM	Direct	6000	Make right-climbing turn to 5300' direct HS LOM and hold. Supplementary charting information: Hold NE, 1 minute, right turn, 243° Inbnd. Chart 4280' tower 37°56'25"/79°51'12". Runway 24, TDZ elevation, 3760'.	
Longdale Int.	HS LOM	Direct	6000		
MOL VOR	Armstrong Int.	Direct	6000		
Armstrong Int.	HS LOM (NOPT)	Direct	5300		

Procedure turn N side of crs, 063° Outbnd, 243° Inbnd, 5300' within 10 miles of HS LOM.

FAP, HS LOM. Final approach crs, 243°. Distance FAP to MAP, 6.1 miles.

Minimum altitude over HS LOM, 5300'.

MSA: 000°-090°-4600'; 090°-180°-5100'; 180°-270°-5300'; 270°-360°-6000'.

Notes: (1) Radar vectoring. (2) When Hot Springs altimeter is not available, use Roanoke altimeter and increase straight-in and circling MDA 200'; increase visibility for straight-in and circling Category B, ¼ mile, straight-in Category C, ¼ mile, Category D, ¼ mile. (3) Inoperative table does not apply to REIL Runway 24.

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

*All circling approaches are prohibited in the area S of Runway 6 and SW of Runway 32.

%IFR departure procedure: Runway 24, climb on heading 279° to 5000' before proceeding on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24	4260	1	494	4260	1	494	4260	1	494	4260	1	494
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	4400	1	599	4400	1	599	4400	1½	599	4400	2	599
A	Not authorized.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Hot Springs; State, Va.; Airport name, Ingalls Field; Elev., 3801'; Facility I-HSP; Procedure No. LOC Runway 24; Amdt. Orig; Eff. date, 31 July 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 6 miles after passing Catoma Int.
				Climbing left turn to 2000', proceed to Calhoun Int. via MGM VORTAC, R 226° and hold; or, when directed by ATC, climb to 2000' direct to MG LOM and hold. Hold W, 1 minute, right turns, 093° Inbnd. Supplementary charting information: Calhoun Int hold SW, 1 minute, right turns, 046° Inbnd. HRL Runways 9/27, ALS Runway 9. Runway 15 threshold displaced 585' NW, 3425' available for landing Runway 15. Runway 27, TDZ elevation, 195'.

Procedure turn not authorized.
FAF 6-mile Radar Fix. Final approach crs. 273°. Distance FAF to MAP, 6 miles.
Minimum altitude over Catoma Int or 6-mile Radar Fix, 2000'.
Notes: (1) Radar required. (2) Localizer back crs unusable beyond 35° each side of centerline. (3) Radar control will not descend aircraft below 2000' until passing the 6-mile Radar Fix. (4) Night operation not authorized on Runways 15/33.
*Circling not authorized for Category (E) N of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27	600	¾	405	600	¾	405	600	¾	405	600	1	405
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	630	1	399	680	1	459	680	1½	459	780	2	559
	Category (E):											
	MDA	VIS	HAT									
S-27	600	1	405									
	MDA	VIS	HAA									
C	780	2	559									
A	Standard.			T 2-eng. or less—RVR 24', Runway 9; Standard all other runways.			T over 2-eng.—RVR 24', Runway 9; Standard all other runways.					

City, Montgomery; State, Ala.; Airport name, Dannelly Field; Elev., 221'; Facility, I-MGM; Procedure No. LOC (BC) Runway 27, Amdt. 2; Eff. date, 31 July 69; Sup. Amdt. No. 1LS-27 (BC), Amdt. 1; Dated, 18 Dec. 65

12. 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 (BC)

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.5 miles after passing Maxton Int.
R 095°, IAH VORTAC CCW	IAH LOC crs, R 081° lead radial (NOPT).	13-mile DME Arc	1800	Climb to 1800' direct to Houston (IA) LOM and hold.
R 338°, IAH VORTAC CW	IAH LOC crs, R 065° lead radial (NOPT).	13-mile DME Arc	1800	Supplementary charting information: Hold W, 1 minute, right turns, 032° Inbnd.
13-mile Arc	Maxton Int.	LOC crs	1600	237' control tower midfield. 249' water tower 3 miles E. TDZ elevation, 97'.

Procedure turn N side of crs, 082° Outbnd, 262° Inbnd, 1800' within 10 miles of Maxton Int.
FAF, Maxton Int. Final approach crs, 262°. Distance FAF to MAP, 5.5 miles.
Minimum altitude over Maxton Int., 1600'; over 3-mile Radar Fix, 560'.
NOTE: ASR.
% RVR 18' authorized Runway 8.
*Inoperative table does not apply to HIRL Runway 26. HIRL inoperative visibility 1 mile.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-20°	560	1	463	560	1	463	560	1	463	560	1	463
	LOC/Radar minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-20°	460	1	363	460	1	363	460	1	363	460	1	363
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	560	1	462	560	1	462	560	1½	462	660	2	562
A	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Houston; State, Tex.; Airport name, Intercontinental; Elev., 98'; Facility, I-IAH; Procedure No. LOC (BC) Runway 26; Amdt. 1; Eff. date, 31 July 69; Sup. Amdt. No. Orig.; Dated, 29 May 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 9.8 miles after passing SB LOM.
From—	To—	Via		
SB N VORTAC	SB LOM	Direct	2400	Make a left turn to 2400' and proceed direct to SB LOM. Supplementary charting information: 884' tower 0.9 mile ENE of airport. 1016' tower 2.8 miles WNW of airport. Runway 9, TDZ elevation, 779'.
North Liberty Int.	SB LOM	Direct	2900	
GRH VORTAC	SB LOM	Direct	2900	

Procedure turn N side of crs, 264° Outbnd, 084° Inbnd, 2400' within 10 miles of SB LOM.

FAF, SB LOM. Final approach crs, 084°. Distance FAF to MAP, 9.8 miles.

Minimum altitude over SB LOM, 2400'; over Judy Int, 1280'.

MSA: 045°-315°-3000'; 315°-045°-2400'.

Note: Use South Bend altimeter setting except operators with approved weather reporting service. Operators with approved weather reporting service may reduce all MDA's by 40'.

*Standard alternate minimums authorized for operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-0.....	1380	1	801	1380	1¼	801	1380	1¼	801	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1380	1	801	1380	1¼	801	1380	1¼	801	NA
	ADF/VOR Minimums:									
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-0.....	1380	1	601	1380	1	601	1380	1	601	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1380	1	601	1380	1	601	1380	1¼	601	NA
A.....	Not authorized.*			T 2-eng. or less—Standard.				T over 2-eng.—Standard.		

City, Elkhart; State, Ind.; Airport name, Elkhart Municipal; Elev., 779'; Facility, SB; Procedure No. NDB (ADF) Runway 9, Amdt. 2; Eff. date, 31 July 60; Sup. Amdt. No. ADF 1, Amdt. 1; Dated, 7 May 66.

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 6.1 miles after passing HS LOM.
From—	To—	Via		
Natural Well Int.	HS LOM	Direct	6000	Make right-climbing turn to 3300' direct to HS LOM and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 240° Inbnd. Chart 4280' tower 37°55'25"/79°51'12". Runway 24, TDZ elevation, 3705'.
Longdale Int.	HS LOM	Direct	6000	
MOL VOR	Armstrong Int	Direct	6000	
Armstrong Int	HS LOM (NOPT)	Direct	5300	

Procedure turn N side of crs, 063° Outbnd, 243° Inbnd, 5300' within 10 miles of HS LOM.

FAF, HS LOM. Final approach crs, 243°. Distance FAF to MAP, 6.1 miles.

Minimum altitude over HS LOM, 5300'.

MSA: 000°-090°-4000'; 090°-180°-5100'; 180°-270°-5300'; 270°-360°-6000'.

NOTES: (1) Radar vectoring. (2) When Hot Springs altimeter is not available, use Roanoke altimeter and increase straight-in and circling MDA 300'; increase visibility for straight-in and circling Category B, 1/4 mile, straight-in Categories C and D, 1/2 mile.

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

*All circling approaches are prohibited in the area S of Runway 6 and SW of Runway 32.

% IFR departure procedure: Runway 24, Climb on heading 279° to 5000' before proceeding on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24	4400	1	634	4400	1	634	4400	1	634	4400	1 1/4	634
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	4400	1	599	4400	1	599	4400	1 1/4	599	4400	2	599
A	Not authorized.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Hot Springs; State, Va.; Airport name, Ingalls Field; Elev., 3801'; Facility, HS; Procedure No. NDB (ADF) Runway 24, Amdt. Orig.; Eff. date, 31 July 60

RULES AND REGULATIONS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.1 miles after passing MG LOM.	
MGM VORTAC	MG LOM	Direct	2000	Climbing right turn to 2000', proceed to Calhoun Int via MGM VORTAC, R 226° and hold; or, when directed by ATC, climbing right turn to 2000', proceed to Shady Grove Int via MGM VORTAC, R 126° and hold. Hold SE, 1 minute, right turns, 306° Inbnd. Supplementary charting information: Calhoun Int hold SW, 1 minute, right turns, 046° Inbnd. HIRL Runways 9/27. ALS Runway 9. Runway 15 threshold displaced 585' NW. 3425' available for landing Runway 15. Tower 387', 8 miles E and tower 999', 6 miles NE. Runway 9, TDZ elevation, 218'.	
Calhoun Int	MG LOM	Direct	2000		
Sellers Int	MG LOM	Direct	2500		
Davenport Int	MG LOM	Direct	2500		
Smith Creek Int	MG LOM	Direct	2000		
Benton Int	MG LOM (NOPT)	Direct	1700		

Procedure turn S side of crs, 273° Outbnd, 093° Inbnd, 1700' within 10 miles of MG LOM.
FAF, MG LOM. Final approach crs, 093°. Distance FAF to MAP, 5.1 miles.
Minimum altitude over MG LOM, 1700'.
MSA: 090°-180°-3500'; 180°-270°-1900'; 270°-090°-2200'.
Notes: (1) ASR, (2) Night operation not authorized Runways 15/33.
*Circling not authorized for Category (E) N of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-4	600	RVR 40	382	600	RVR 40	382	600	RVR 40	382	600	RVR 50	382
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	620	1	399	680	1	459	680	1½	459	780	2	539
	Category (E):											
	MDA	VIS	HAT									
B-4	600	RVR 50	382									
	MDA	VIS	HAA									
C*	780	2	550									
A	Standard.			T 2-eng. or less—RVR 24', Runway 9; Standard all other runways.			T over 2-eng.—RVR 24', Runway 9; Standard all other runways.					

City, Montgomery; State, Ala.; Airport name, Dannelly Field; Elev., 221'; Facility, MG; Procedure No. NDB (ADF) Runway 9, Amdt. 8; Eff. date, 31 July 69; Sup. Amdt. No. ADF 1, Amdt. 7; Dated, 18 Dec. 65

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: PUK NDB.	
PUKVORTAC	PUK NDB	Direct	2000	Climb to 2000', right turn direct PUK NDB and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 050° Inbnd. Final approach crs intercepts runway centerline 3000' from threshold. Runway 4, TDZ elevation, 407'.	

Procedure turn S side of crs, 230° Outbnd, 050° Inbnd, 2000' within 10 miles of PUK NDB.
Final approach crs, 050°.
MSA: 000°-090°-1900'; 090°-180°-2400'; 180°-270°-1900'; 270°-360°-3000'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-4	920	1	513	920	1	513	920	1	513	920	1½	513
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	920	1	513	920	1	513	920	1½	513	960	2	553
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Paducah; State, Ky.; Airport name, Barkley Field; Elev., 407'; Facility, PUK; Procedure No. NDB (ADF) Runway 4, Amdt. 3; Eff. date, 31 July 69; Sup. Amdt. No. 2; Dated, 16 Sept. 67

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.1 miles after passing SLW NDB.
Briggs VORTAC.....	SLW NDB.....	Direct.....	2800	Climb to 2800', left turn, proceed to SLW NDB and hold. Supplementary charting information: Hold E SLW NDB, right turns, 1 minute, 273° Inbnd. Runway 27, TDZ elevation, 1136'.
Sharon Int.....	SLW NDB.....	Direct.....	2800	
McDowell Int.....	SLW NDB.....	Direct.....	2800	
Dalton Int.....	SLW NDB.....	Direct.....	2800	

Procedure turn N side of crs, 063° Outbnd, 273° Inbnd, 2800' within 10 miles of SLW NDB.

FAF, SLW NDB. Final approach crs, 273°. Distance FAF to MAP, 2.1 miles.

Minimum altitude over SLW NDB, 1800'.

MSA: 000°-090°-3100'; 090°-360°-2700'.

NOTES: (1) Use Akron-Canton, Ohio, altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-27.....	1620	1	484	1620	1	484	1620	1	484	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1620	1	484	1620	1	484	1620	1½	484	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Wooster; State, Ohio; Airport name, Wayne County; Elev., 1136'; Facility, SLW; Procedure No. NDB (ADF) Runway 27, Amdt. Orig.; Eff. date, 31 July 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. 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: AIK NDB.
AGS VORTAC.....	AIK NDB.....	Direct.....	2100	Climb to 2100', right turn, direct to AIK NDB and hold. Supplementary charting information: Hold NE, 1 minute, right turn, 229° Inbnd.
Collier Int.....	AIK NDB.....	Direct.....	2100	
Monetta Int.....	AIK NDB.....	Direct.....	2100	
Sam Int.....	AIK NDB.....	Direct.....	2100	
Langley Int.....	AIK NDB.....	Direct.....	2100	

Procedure turn N side of crs, 049° Outbnd, 229° Inbnd, 2100' within 10 miles of AIK NDB.

Final approach crs, 229°.

MSA: 090°-180°-2100'; 180°-270°-2900'; 270°-090°-2000'.

NOTES: (1) No weather reporting service. (2) Use AGS altimeter setting. (3) Night minimums not authorized on Runways 18-36.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	1080	1	550	1080	1	550	1080	1½	550	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Aiken; State, S.C.; Airport name, Aiken Municipal; Elev., 530'; Facility, AIK; Procedure No. NDB (ADF)-1, Amdt. 1; Eff. date, 31 July 69; Sup. Amdt. No. Orig. Dated, 17 Apr. 69

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.1 miles after passing BBN NDB.
DFK VORTAC	BBN NDB	Direct	1600	Climbing left turn to 1600' direct to BBN NDB and hold; or, when directed by ATC, climbing right turn direct to Deer Park. Hold E, 1 minute, right turns, 257° Inbnd, 1800'. Supplementary charting information: Hold SE, 1 minute, right turns, 323° Inbnd. TDZ elevation, 112'.

Procedure turn E side of crs, 143° Outbnd, 323° Inbnd, 1600' within 10 miles of BBN NDB.
FAF, BBN NDB. Final approach crs, 323°. Distance FAF to MAP, 6.1 miles.
Minimum altitude over BBN NDB, 1600'.
MSA: 000°-090°-1700'; 090°-180°-1400'; 180°-270°-1400'; 270°-360°-2000'.
Notes: (1) Radar vectoring. (2) Procedure authorized only during hours control tower is in operation.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-35	600	1	488	600	1	488	600	1	488	600	1	488
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	600	1	468	600	1	468	640	1½	508	680	2	548
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Bethpage; State, N.Y.; Airport name, Grumman-Bethpage; Elev., 132'; Facility, BBN; Procedure No. NDB (ADF) Runway 33, Amdt. 4; Eff. date, 31 July 69; Sup. Amdt. No. 3; Dated, 13 Feb. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.1 miles after passing HZL NDB.
CYE NDB	HZL NDB	Direct	4000	Climbing right turn to 4000' direct to HZL NDB and hold. Supplementary charting information: Hold E, 1 minute, left turns, Inbnd crs 263'. TDZ elevation, 1604'.

Procedure turn N side of crs, 085° Outbnd, 263° Inbnd, 3000' within 10 miles of HZL NDB.
FAF, HZL NDB. Final approach crs, 285°. Distance FAF to MAP, 4.1 miles.
Minimum altitude over HZL NDB, 2700'.
MSA: 000°-090°-4000'; 090°-180°-3500'; 180°-270°-2200'; 270°-360°-3700'.

*Use Wilkes-Barre altimeter, and increase straight-in and circling MDA 100' when control zone not effective. Increase visibility ¼ mile for Categories B and C straight-in and Category B circling.

DAY AND NIGHT MINIMUMS

Cond.	A *			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
B-25	2300	1	606	2300	1	606	2300	1½	606	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C*	2300	1	606	2300	1	606	2300	1½	606	NA	
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.				

City, Hazleton; State, Pa.; Airport name, Hazleton Municipal; Elev., 1604'; Facility, HZL; Procedure No. NDB (ADF) Runway 28, Amdt. 8; Eff. date, 31 July 69; Sup. Amdt. No. 7; Dated, 12 Dec. 68

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 287'; LOC 6 miles after passing Bayview.
From—	To—	Via		
R 311°, ITO VORTAC CW	R 345°, ITO VORTAC	11-mile Arc	4000	Climbing right turn to 3000' on ITO VORTAC, R 002°; reverse crs and return to ITO VORTAC and hold. Supplementary charting information: Hold E, 1 minute, left turns, 239° Inbd, MHA 3000'. Radio tower 19°44'11" N./155°02'07" W., 184'. No approach lights. VASI Runway 26. Runway 26, TDZ elevation, 37'.
R 345°, ITO VORTAC CW	ITO LOC (NOPT)	11-mile Arc ITO, R 009° lead radial.	1800	
11-mile DME Fix, R 079°	Bayview DME/Int (NOPT)	E crs LOC	1800	
ITO VORTAC	Bayview DME/Int	ITO, R 079°	1800	

Procedure turn 8 side of crs, 079° Outbd, 239° Inbd, 1800' within 10 miles of Bayview DME/Int.
FAF, Bayview DME/Int. Final approach crs, 259°. Distance FAF to MAP, 6 miles.
Minimum glide slope interception altitude, 1800'. Glide slope altitude at Bayview, 1783'; at MM, 252'.
Distance to runway threshold at Bayview, 6 miles; at MM, 0.6 mile.
NOTE: No LOM, ADF or DME receiver required to identify Bayview DME/Int.
§ 400-1 required Runway 26, with right turn after takeoff.
*When circling 8 of Runways 8/26, MDA is 830', HAA 783'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-26	287	¾	250	287	¾	250	287	¾	250	287	¾	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-26	340	¾	303	340	¾	303	340	¾	303	340	1	303
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	500	1	463	540	1	503	600	1½	563	*700	2	663
A	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Hilo; State, Hawaii; Airport name, General Lyman Field; Elev., 37'; Facility, I-ITO; Procedure No. ILS Runway 26, Amdt. Orig.; Eff. date, 31 July 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 418'; LOC 5.1 miles after passing MG LOM.
MGM VORTAC.....	MG LOM.....	Direct.....	2000	Climbing right turn to 2000', proceed to Calhoun Int via MGM VORTAC, R 235° and hold; or, when directed by ATC, climbing right turn to 2000', proceed to Shady Grove Int via MGM VORTAC R 126° and hold. Hold SE, 1 minute, right turns, 300° inbound.
Calhoun Int.....	MG LOM.....	Direct.....	2000	Supplementary charting information: Calhoun Int hold SW, 1 minute, right turns, 046° inbound.
Swift Creek Int.....	MG LOM.....	Direct.....	2000	HRL Runways 9/27. ALS Runway 9. Runway 15 threshold displaced 585' NW. 3425' available for landing Runway 15. Tower 987', 8 miles E and tower 999', 6 miles NE.
Edler Int.....	MG LOM.....	Direct.....	2500	Runway 9, TDZ elevation, 218'.
Benton Int.....	MG LOM (NOPT).....	Direct.....	1700	
Davenport Int.....	MG LOM.....	Direct.....	2500	

Procedure turn 8 side of crs, 273° Outbnd, 093° Inbnd, 1700' within 10 miles of MG LOM.

PAF, MG LOM. Final approach crs, 093°. Distance FAF to MAP, 5.1 miles.

Minimum altitude over MG LOM, 1700'.

Minimum glide slope interception altitude, 1700'. Glide slope altitude at OM, 1700'; at MM, 427'.

Distance to runway threshold at OM, 5.1 miles; at MM, 0.6 mile.

MSA: 090°-180°-3500'; 180°-270°-1900'; 270°-090°-2200'.

*Circling not authorized for Category (E) N of airport.

NOTES: (1) ASR. (2) Night operation not authorized Runways 15/33. (3) Localizer back crs unusable beyond 35° each side of centerline.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-4.....	418	RVR 24	200	418	RVR 24	200	418	RVR 24	200	418	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-2.....	560	RVR 24	342	560	RVR 24	342	560	RVR 24	342	560	RVR 40	342
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	620	1	399	680	1	459	680	1½	460	780	2	559
	Category (E):											
	DH	VIS	HAT									
S-4.....	418	RVR 24	200									
LOC:	MDA	VIS	HAT									
S-2.....	560	RVR 40	342									
	MDA	VIS	HAA									
C*.....	780	2	559									
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 9; Standard all other runways.			T over 2-eng.—RVR 24', Runway 9; Standard all other runways.					

City, Montgomery; State, Ala.; Airport name, Dannelly Field; Elev., 221'; Facility, I-MGM; Procedure No. ILS Runway 9, Amdt. 13; Eff. date, 31 July 69; Sup. Amdt. No. ILS-9, Amdt. 12; Dated, 18 Dec. 65

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

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

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)										Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
As established by Montgomery, Ala., ASR minimum altitude vectoring charts. All bearings and distances are from radar site on Maxwell AFB with sector azimuths progressing clockwise.										
Descend aircraft after passing FAF. 1. Runway 9—FAF 6 miles from threshold. TDZ elevation, 218'. 2. Runway 27—FAF 6 miles from threshold. TDZ elevation, 195'. HRL Runway 9/27. ALS Runway 9. Runway 15 threshold displaced 583' NW. 342' available for landing Runway 15. Night operation not authorized Runway 15/23. *Circling not authorized for Category (E) N of airport.										

Missed approach:

Runway 9—Climbing right turn to 3000', proceed to Calhoun Int via MGM VORTAC, R 226° and hold. Hold SW, 1 minute, right turns, 046° Inbnd, or as directed by ATC.
Runway 27—Climbing left turn to 3000', proceed to Calhoun Int via MGM VORTAC, R 226° and hold. Hold SW, 1 minute, right turns, 046° Inbnd, or as directed by ATC.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9	500	RVR 24	342	500	RVR 24	342	500	RVR 24	342	500	RVR 50	342
S-27	600	$\frac{3}{4}$	405	600	$\frac{3}{4}$	405	600	$\frac{3}{4}$	405	600	1	405
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	620	1	399	680	1	459	680	1 $\frac{1}{2}$	459	780		559
	Category (E)											
	MDA	VIS	HAT									
S-9	500	RVR 50	342									
S-27	600	1	405									
	MDA	VIS	HAA									
C*	780	2	559									
A	Standard.											
	T 2-eng. or less—RVR 24', Runway 9; Standard all other runways. T over 2-eng.—RVR 24', Runway 9; Standard all other runways.											

City, Montgomery; State, Ala.; Airport name, Dannelly Field; Elev., 221'; Facility, Montgomery Radar; Procedure No. Radar-1, Amdt. 4; Eff. date, 31 July 69; Sup. Amdt. No. Radar 1, Amdt. 3; Dated, 12 Aug. 67

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 June 24, 1969.

R. S. SLIFF,

Acting Director, Flight Standards Service.

[F.R. Doc. 69-7625; Filed, July 10, 1969; 8:45 a.m.]

[Docket No. 9663; Amdt. 121-47]

PART 121—CERTIFICATION AND OPERATION: DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Crashworthiness and Passenger Evacuation

The purpose of these amendments to Part 121 of the Federal Aviation Regulations is to extend the compliance dates for various additional emergency equipment requirements, to empower the FAA Air Carrier District Office to make certain of these extensions, and to incorporate a clarification of the emergency evacuation procedures.

By petition dated June 9, 1969, the Air Transport Association (ATA) has requested, on behalf of its member air-

lines, an extension of the September 30, 1969, compliance date in several paragraphs of § 121.310 of the regulations. The ATA indicates that there have been delays by the manufacturers in the delivery of the modification kits that are required for compliance with the various requirements and delays in supplying the Service Bulletin information on these changes. The petitioner points out that certain deliveries will not be made until after September 30, 1969; and that even in those cases where earlier deliveries are anticipated, a "crash" program would be needed in many instances to meet the current compliance times. With the exception of the compliance time in § 121.310(d)(2), the petitioner has requested extensions of up to 1 year. However, in order to insure a rapid, but orderly, compliance, the petitioner rec-

ommends that the individual operators be required to furnish by September 30, 1969, a satisfactory schedule for completion of the required modifications of its airplanes.

The FAA is aware that delays of the type described by the petitioner are frequently beyond the control of the various operators. Since the affected Part 121 certificate holders may not be able to control the availability of required parts and equipment, it appears that an extension of the September 30, 1969, compliance date would be justified in certain cases and that the responsible FAA District Office should be empowered to grant extensions in those cases.

With respect to § 121.310(d)(2) the petitioner points out that this compliance time should be the same as the compliance time for § 121.310(h)(1) since,

in most cases, compliance with one requirement necessitates compliance with the other. The FAA agrees and the date for compliance has been extended from September 30, 1969, to June 30, 1971. In addition, the compliance terms in § 121.310(h) (1) have been amended to remove the provision that compliance with that requirement must be accomplished "at the first airplane major maintenance visit after December 30, 1969." Because of the differences in the maintenance procedures among the various air carriers and in view of the delays being experienced by these operators in obtaining necessary parts and equipment for the required modifications, such a limitation is not appropriate.

Finally, a clarifying amendment is being made to the emergency evacuation procedures in Appendix D of Part 121 to implement the determination set forth by the FAA on June 6, 1969 (Regulatory Docket No. 9636) in its disposition of the petition filed by United Air Lines. In this connection, Appendix D is amended to make it clear that in conducting an emergency evacuation demonstration, the certificate holder may use not more than 50 percent of the emergency exits in the side of the fuselage that meet all of the requirements applicable to the required emergency exits for that airplane.

Since these amendments merely authorize FAA inspectors to grant extensions of an existing compliance date and clarify an existing requirement, I find that notice and public procedure thereon are unnecessary and that good cause exists for making the amendment effective in less than 30 days' notice.

In consideration of the foregoing, Part 121 of the Federal Aviation Regulations is amended effective July 11, 1969, as follows:

Section 121.310 is amended—

(1) By amending paragraph (a) by adding a new subparagraph (3) to read as follows:

(a) Means for emergency evacuation.

(3) A certificate holder may obtain an extension of the September 30, 1969, compliance date prescribed in subparagraph (2) of this paragraph beyond that date, but not beyond September 30, 1970, from the FAA Air Carrier District Office (ACDO) charged with the overall inspection of its operations, if—

(i) It shows that due to circumstances beyond its control it cannot comply by the earlier date; and

(ii) It submits by September 30, 1969, a schedule for compliance with subparagraph (2) which is acceptable to that ACDO.

(2) By amending paragraph (d) by striking out the date "October 1, 1969," in subparagraph (1) and inserting the date "July 1, 1971," in place thereof; and by striking out the date "September 30, 1969," in subparagraph (2) and inserting the date "June 30, 1971," in place thereof.

(3) By amending paragraph (h) by striking out the words "or upon the first

airplane major maintenance visit after December 30, 1969, whichever comes first," in subparagraph (1) and by adding the following provision at the end of subparagraph (2):

(2) * * *. A certificate holder may obtain an extension for compliance with the requirements of this subparagraph beyond the required compliance date, but not beyond March 1, 1971, from the FAA Air Carrier District Office (ACDO) charged with the overall inspection of its operations, if—

(i) It shows that due to circumstances beyond its control it cannot comply by the earlier date; and

(ii) It submits by September 30, 1969, a schedule for completion which is acceptable to that ACDO.

(4) By amending paragraph (i) by adding the following provision at the end thereof to read as follows:

(i) Other floor level exits. * * *. A certificate holder may obtain an extension for compliance with the requirements of this paragraph beyond the required compliance date, but not beyond June 30, 1970, from the FAA Air Carrier District Office charged with the overall inspection of its operations, if—

(i) It shows that due to circumstances beyond its control it cannot comply by the earlier date; and

(ii) It submits by September 30, 1969, a schedule for completion which is acceptable to the ACDO.

Appendix D is amended by amending the first sentence of paragraph (a) (17) to read as follows:

(a) Aborted takeoff demonstration. * * * (17) Not more than 50 percent of the emergency exits in the sides of the fuselage of an airplane that meet all of the requirements applicable to the required emergency exits for that airplane may be used for the demonstration. * * *

(Secs. 313(a), 601, 603, 604, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423, 1424, sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on July 3, 1969.

J. H. SHAFFER,
Administrator.

[F.R. Doc. 69-8171; Filed, July 10, 1969; 8:46 a.m.]

[Docket No. 9443; Amdt. No. 121-48]

PART 121—CERTIFICATION AND OPERATION: DOMESTIC; FLAG, SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Megaphone Location Requirement Deviations

The purpose of this amendment is to authorize deviations from § 121.309(f)

(1) when the Administrator finds that relocation of the portable battery-powered megaphone on airplanes with a seating capacity of more than 60 and less than 100 passengers would be more useful for emergency evacuation. This amendment is based on a notice of proposed rule making (Notice 69-5) pub-

lished in the FEDERAL REGISTER (34 F.R. 3751) on March 4, 1969.

Section 121.309(f) requires that a portable battery-powered megaphone on airplanes with a seating capacity of more than 60 and less than 100 passengers, be positioned at the most rearward location in the passenger cabin where it would be readily accessible to a normal flight attendant seat. As pointed out in the notice, some airplanes with this passenger capacity have more emergency passenger exits in the forward area of the airplane than in the rear. As a result, the main evacuation route is the forward portion of the airplane, with the evacuating passengers using the forward entrance door, the over-the-wing exits, and the galley door as emergency exits. This amendment will permit accessibility of the megaphone to be considered and allow flexibility for relocation of the megaphone to a position the Administrator determines would be more useful in the emergency evacuation of persons from the airplane.

We believe use of the deviation authority provided by this amendment will be consistent with other requirements of the regulations which have as their objective the effective evacuation of passengers from an airplane in the event of an emergency.

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

In consideration of the foregoing, Part 121 of the Federal Aviation Regulations is amended effective July 11, 1969, by adding the following sentence to the end of § 121.309(f) (1):

§ 121.309 Emergency equipment.

(f) * * *

(1) * * *. However, the Administrator may grant a deviation from the requirements of this subparagraph if he finds that a different location would be more useful for evacuation of persons during an emergency.

(Secs. 313(a), 601, 603, 604, Federal Aviation Act of 1958; 49 U.S.C. 1354, 1421, 1423, 1424, sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on July 3, 1969.

J. H. SHAFFER,
Administrator.

[F.R. Doc. 69-8172; Filed, July 10, 1969; 8:46 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

**Chapter I—Agricultural Research Service, Department of Agriculture
VIRUSES, SERUMS, TOXINS, AND ANALOGOUS PRODUCTS**

Notice is hereby given in accordance with the provisions contained in section

533(b) of title 5, United States Code (1966), that it is proposed to amend certain of the regulations relating to viruses, serums, toxins, and analogous products in Title 9, Code of Federal Regulations, issued pursuant to the provisions of the Virus-Serum-Toxin Act of March 4, 1913 (21 U.S.C. 151-158).

The proposed amendments would add a new Part 113 to Chapter I of Title 9, Code of Federal Regulations in which test methods and procedures to be known as Standard Requirements would be prescribed. Regulations in this proposal would establish the use of Standard Requirements and basic test procedures applicable to biological products.

Authorization for sampling of biological products for test purposes as provided for in §§ 112.26 and 112.27 would be revised and included in § 113.4.

The proposed amendments to Part 114 would remove test requirements in §§ 114.5(c), 114.13, and 114.14, by deletion of such sections and include a revision of such requirements in Part 113. Requirements in § 114.18 are no longer applicable and such section would be revoked.

PART 112—LABELS

1. Part 112 is amended by deleting §§ 112.26 and 112.27. The heading and index is to read as follows:

LABELS

Sec.	
112.1	Containers.
112.2	Required and permitted information.
112.3	Diluent labels.
112.4	Reference to distributors and permittees.
112.5	Review and approval of labels and other material.
112.6	Packaging desiccated products.
112.7	Special additional requirements.

PART 113—STANDARD REQUIREMENTS

2. Chapter I of Title 9 of the Code of Federal Regulations is amended by adding a new Part 113, reading as follows:

APPLICABILITY

Sec.	
113.1	Standard requirements—compliance.
113.2	Standard requirements—ingredients of biological products.
113.3	Standard requirements—sampling of biological products.
113.4	Standard requirements—outline of production.
113.5	Standard requirements—general testing.
113.6	Standard requirements—division testing.
113.7	Standard requirements—multiple fractions.
113.8	Standard requirements—virus titrations in lieu of tests for antigenicity.

AUTHORITY: The provisions of this Part 113 issued under 37 Stat. 832-833; 21 U.S.C. 151-158.

APPLICABILITY

§ 113.1 Standard requirements—compliance.

The regulations in this part apply to each serial or subserial of a licensed biological product manufactured in a licensed establishment and to each serial

or subserial of a biological product in each shipment imported for distribution and sale.

§ 113.2 Standard requirements—ingredients of biological products.

All ingredients used in a licensed biological product shall meet accepted standards of purity and quality; shall be sufficiently nontoxic so that the amount present in the recommended dose of the product shall not be toxic to the recipient; and in the combinations used shall not denature the specific substances in the product below the minimum acceptable potency within the dating period when stored at the recommended temperature.

§ 113.3 Standard requirements—sampling of biological products.

Each licensee and permittee shall furnish representative samples of each serial or subserial of a biological product manufactured in the United States or imported into the United States as prescribed in paragraphs (a) and (b) of this section. Additional samples may be purchased in the open market by a Division representative.

(a) Prerelease test samples for Division use shall be forwarded to the place designated by the Director and in the number and quantity as prescribed. Comparable samples shall be used by the licensee and permittee for similar tests.

(1) Each licensee shall select prerelease samples as follows:

(i) Nonviable liquid products—either bulk or final container samples of completed product shall be used for inactivation, purity, or potency tests. Biological product in final containers shall be used for sterility tests.

(ii) Viable liquid products; samples shall be in final containers and shall be selected at the end of the filling operation.

(iii) Desiccated products; samples shall be in final containers and shall be selected from various locations within the drying chamber if desiccated in the final container. Biological products desiccated in bulk shall be sampled at the end of the filling operation.

(2) Each permittee shall select prerelease samples so that each serial or subserial in each shipment shall be represented.

(b) Reserve samples shall be selected from each serial and subserial of every biological product. Such samples shall be selected at random from finished product by the licensee or permittee. Each sample shall:

(1) Consist of 5 single dose or 2 multiple dose packages as the case may be;

(2) Be adequate in quantity for appropriate examination and testing;

(3) Be truly representative and in final containers;

(4) Be held in a special compartment or equivalent set aside by the licensee or permittee, for the exclusive holding of these samples under refrigeration at 35° to 45° F. for 6 months after the expiration date stated on the labels. The

samples shall be stored systematically for ready reference and procurement if and when required.

§ 113.4 Standard requirements—outline of production.

(a) To comply with the test requirements in § 114.8(b) of this chapter, each outline shall designate the test methods and procedures by which the biological product shall be evaluated for purity, safety, and potency: *Provided*, That if alternate methods or procedures are authorized, the ones to be used shall be so designated.

(b) The test methods and procedures contained in all applicable Standard Requirements shall be complied with unless otherwise exempted by the Director and provided that such exemption is noted in the approved outline.

§ 113.5 Standard requirements—general testing.

(a) No biological product shall be released prior to the completion of required tests necessary to establish the product to be satisfactory for purity, safety, and potency.

(b) Tests of biological products shall be observed by a competent employee of the manufacturer during all critical periods. A critical period shall be the time of day when certain specified reactions must occur in required tests to properly evaluate the results.

(c) Records of all tests shall be kept in accordance with Part 116 of this chapter. Copies of tests reports shall be submitted to the Division. Blank forms shall be furnished upon request to the Veterinary Biologics Division.

(d) When a serial or subserial has not been found satisfactory by the test methods and procedures designated in § 113.4, and a repeat test is to be conducted, the same test method shall be used.

(e) When new test methods are developed and approved by the Division, biological products shall be evaluated by such methods, and serials or subserials found unsatisfactory when so tested shall not be released for market.

§ 113.6 Standard requirements—division testing.

A biological product shall with reasonable certainty yield the results intended when used as recommended or suggested in its labeling or proposed labeling prior to the expiration date.

(a) The Director is authorized to cause a licensed biological product, manufactured in the United States or imported into the United States, to be examined and tested for one or more of the following: purity, safety, potency, or effectiveness; in which case, the licensee or permittee shall withhold such product from the market until a determination has been made.

(b) A serial or subserial of a biological product which has not been found satisfactory by applicable test methods or procedures is not in compliance with the regulations in Parts 101 through 121 of this subchapter and shall not be released for market.

§ 113.7 Standard requirements—multiple fractions.

(a) When a biological product contains more than one immunogenic fraction, the completed product shall be evaluated by tests applicable to each fraction.

(b) When similar potency tests are required for more than one fraction of a combination biological product, the same vaccinated animals may be used to evaluate different fractions of the combination biological product provided controls representing each fraction are challenged separately and the vaccines are challenged with virulent material representing all fractions.

(c) When the same safety test is required for more than one fraction, requirements are fulfilled by satisfactory results from one test of the completed product.

(d) Biological products containing one or more chemically inactivated fraction(s) and one or more live virus or modified live virus fraction(s) shall be prepared as recommended for use and held at room temperature 30 minutes before initiating virus titrations or potency tests.

(e) Virus titrations for a multivirus product shall be conducted by methods which will quantitate each virus.

§ 113.8 Standard requirements—virus titrations in lieu of test for antigenicity.

(a) The Director may exempt a live virus vaccine from a required vaccination-challenge test for release if the efficacy can with reasonable certainty be determined by:

(1) Testing the seed virus for potency in a manner approved by the Director; and

(2) Establishing the lowest satisfactory virus titer based on the minimum protective dose plus an adequate overage allowance for uncertain conditions; and

(3) Conducting virus titrations on each serial or subserial in an accepted titration test system.

(b) One or more serials or subserials of a biological product which has been exempted from a required vaccination-challenge test according to the conditions in paragraph (a) of this section may be subjected to said test by the Division or the licensee. If found unsatisfactory, the biological product shall be removed from the market.

(c) A biological product shall not be exempted under the provisions of paragraph (a) of this section if observation of the vaccinated test animals during the prechallenge period constitutes an irreplaceable safety test.

PART 114—MISCELLANEOUS REQUIREMENTS FOR LICENSED ESTABLISHMENTS

3. Part 114 is amended by deleting §§ 114.5(c), 114.13, 114.14, and 114.18.

Interested persons are invited to submit written data, views, or arguments regarding the proposed regulations to the Veterinary Biologics Division, Federal Center Building, Hyattsville, Md. 20782, within 60 days after date of publication of this notice in the FEDERAL REGISTER.

All written submissions made pursuant to this notice will be made available for public inspection at such times and places and in a manner convenient to the public business (7 CFR 1.27(b)).

Done at Washington, D.C., this 7th day of July 1969.

R. J. ANDERSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 69-8197; Filed, July 10, 1969;
8:48 a.m.]

Chapter III—Consumer and Marketing Service (Meat Inspection), Department of Agriculture

SUBCHAPTER A—MEAT INSPECTION REGULATIONS

PART 310—POST MORTEM INSPECTION

Final Inspection of Carcasses

On March 28, 1969, there was published in the FEDERAL REGISTER (34 F.R. 5853) a notice of a proposed amendment to § 310.2 of the Meat Inspection Regulations (9 CFR 310.2). After due consideration of all relevant matters presented in connection with such notice and under the authority of the Federal Meat Inspection Act (34 Stat. 1260, as amended by 81 Stat. 584, 21 U.S.C. 601 et seq.), § 310.2 of the regulations is amended to read as set forth below.

Statement of considerations. This amendment provides a procedure for relating identifying devices (ear tags, backtags, etc.) with the carcasses of cattle slaughtered at official establishments, until post mortem inspection is completed. This information regarding an animal will assist the inspector in determining the wholesomeness of the carcass.

When indicated by post mortem findings, these identifying devices could be related to the cattle and reviewed to develop information which would aid in making a disposition of the carcass or a decision with respect to the desirability of further testing.

The present provisions of § 310.2 are designated as paragraph (a) and a new paragraph (b) is added to read as follows:

§ 310.2 Identification of carcass with certain severed parts thereof and with animal from which derived.

(b) The official State-Federal Department backtag on any cattle carcass shall:

(1) (i) Be removed from the hide of the animal by an establishment employee

and placed in a clear plastic bag. The bag containing the tag shall be affixed to the corresponding carcass.

(ii) The bag containing the tag shall be removed from the carcass by an establishment employee and presented with the viscera to the Program inspector at the point where such inspector conducts the viscera inspection.

(2) (i) Brucellosis and tuberculosis ear tags, herd identification ear tags, sales tags, ear bangles, and similar identification devices shall be removed from the animal's hide or ear by an establishment employee and shall be placed in a clear plastic bag and affixed to the corresponding carcass.

(ii) The bag containing the tag shall be removed from the carcass by an establishment employee and presented with the viscera to the Program inspector at the point where such inspector conducts the viscera inspection.

(3) In cases where both types of devices described in subparagraphs (1) and (2) of this paragraph are present on the same animal, both types may be placed in the same plastic bag or in two separate bags.

(4) The Officer in Charge may allow the use of any alternate method proposed by an establishment for handling the type of devices described in subparagraph (2) of this paragraph if such alternate method would provide a ready means of identifying a specific carcass with the corresponding devices by a Program inspector during the post mortem inspection.

(5) Disposition and use of identifying devices.

(i) The official State-Federal Department backtags will be collected by a Program inspector and handled according to instructions in § 322.10 of this chapter (Manual of Meat Inspection Procedures) or used to obtain traceback information necessary for proper disposition of the animal or carcass.

(ii) The devices described in subparagraph (2) of this paragraph shall be collected by the Program inspector when required to obtain traceback information necessary for proper disposition of the animal or carcass and for controlling the slaughter of reactor animals. Devices not collected for these purposes shall be discarded after the post mortem examination is complete.

(6) Plastic bags used by the establishment for collecting identifying devices will be furnished by the Department.

(Sec. 21, 34 Stat. 1260, as amended by 81 Stat. 584, 21 U.S.C. Supp. IV, § 621; 29 F.R. 16210, as amended; 33 F.R. 10750)

This amendment shall become effective 30 days after its publication in the FEDERAL REGISTER.

Done at Washington, D.C., on July 8, 1969.

R. K. SOMERS,
Deputy Administrator,
Consumer Protection.

[F.R. Doc. 69-8200; Filed, July 10, 1969;
8:48 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

PART 15—ADMINISTRATIVE OPINIONS AND RULINGS

Disclosure of Foreign Country Where Textile Products Are Assembled

§ 15.358 Disclosure of foreign country where textile products are assembled.

(a) The Commission advised two manufacturers of textile fiber products that it would not be necessary to disclose the name of the foreign country where certain finishing operations are performed.

(b) In both cases, the fabric is of domestic origin. In one case, the company will ship its American-made fabric and findings to the Dominican Republic where the fabric will be cut, sewn, finished, and returned for resale to the industrial rental laundry industry. Labor services performed in the foreign country will represent approximately 30 percent of total production costs.

(c) The other company, which is engaged in the manufacture and sale of ladies' undergarments, will cut the material in the United States and then ship it to Haiti where it will be sewn and finished. The company's foreign labor costs will represent approximately 20 percent of total production costs.

(d) Both companies were advised by the Commission that it would not be necessary to disclose in the labeling the nature and extent of the foreign operations performed on the textile products either under section 5 of the FTC Act or section 4(b)(4) of the Textile Fiber Products Identification Act.

(38 Stat. 717, as amended; 15 U.S.C. 41-58; 72 Stat. 1717; 15 U.S.C. 70)

Issued: July 10, 1969.

By direction of the Commission.¹

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-8179; Filed, July 10, 1969; 8:47 a.m.]

PART 15—ADMINISTRATIVE OPINIONS AND RULINGS

Tripartite Promotional Plan in Grocery Industry

§ 15.356 Tripartite promotional plan in the grocery industry.

(a) The Commission issued an advisory opinion with respect to a tripartite promotional plan in the grocery field.

(b) The applicant proposed to rent space to advertisers on a mechanical device containing a moving message, the

¹ Commissioner MacIntyre's dissenting opinion filed as part of the original document.

purpose of which is to advertise products at the shelf level in retail grocery stores. The applicant would offer retail stores having weekly gross sales of \$30,000 or more \$3 per 2-week period per device for at least five devices (with an option to install up to 20 devices) as rent for the area necessary for the installation of the advertising devices. Stores having weekly gross sales of less than \$30,000 would be furnished signs for them to attach to their shelves or other suitable point-of-sale area of similar size to the mechanical device offered to the larger stores. Stores with weekly gross sales of less than \$30,000 would also be furnished display materials such as aisle indicators and generic product ads. Stores with weekly gross sales of \$20,000 to \$30,000 would be paid \$1.50 per 2-week period per sign; stores with weekly gross sales of less than \$20,000 would be paid 19 cents per 2-week period per sign.

(c) The Commission expressed the view that were the proposed promotional assistance plan implemented, the Clayton Act, section 2 (d) and/or (e), as amended, and/or the Federal Trade Commission Act, section 5 would probably be violated because neither the payments nor the services under the plan are offered on proportionally equal terms and the "alternatives" are not all made available to each competing customer.

(38 Stat. 717, as amended; 15 U.S.C. 41-58; 49 Stat. 1526; 15 U.S.C. 13, as amended)

Issued: July 10, 1969.

By direction of the Commission.¹

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-8182; Filed, July 10, 1969; 8:47 a.m.]

PART 15—ADMINISTRATIVE OPINIONS AND RULINGS

Supplier Services Furnished Through Third Party

§ 15.357 Supplier services furnished through third party.

(a) The Commission advised a requesting party that his proposed plan would be governed by the provisions of section 2(e) of the amended Clayton Act, as interpreted by the Commission's recently issued Guides for Advertising Allowances and Other Merchandising Payments and Services.

(b) In return for chain officials' time in considering supplier proposals, a third party intermediary proposed to provide merchandising advice of a perhaps general nature. The requesting party considered his proposed action to be outside the scope of section 2(e).

(c) The Commission concluded that implementation of the plan would be likely to result in a violation of section

¹ Commissioner Elman did not concur in this action of the Commission.

2(e) if the plan were to be offered only to chains and if usable and suitable alternatives were not offered to those competing customers who could not use the basic plan.

(38 Stat. 717, as amended; 15 U.S.C. 41-58; 49 Stat. 1526; 15 U.S.C. 13, as amended)

Issued: July 10, 1969.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-8180; Filed, July 10, 1969; 8:47 a.m.]

PART 15—ADMINISTRATIVE OPINIONS AND RULINGS

Trade Association's Proposed Compilation and Publication of Certain Financial Data

§ 15.359 Trade association's proposed compilation and publication of certain financial data.

(a) The Commission issued an advisory opinion in response to a request from a trade association concerning a proposed survey to be conducted among its members.

(b) The proposed survey seeks industry data for 1966, 1967, and 1968 confined solely to the following items:

- (1) Percent return on total investment;
- (2) Percent net profits (after taxes) to total sales;
- (3) Percent advertising cost to gross sales;
- (4) Percent direct labor cost to gross sales;
- (5) Ratio current assets to current liabilities;
- (6) Ratio net sales to inventory; and
- (7) Ratio net sales to net working capital.

(c) The association proposes to obtain the information from its members on a confidential basis, to tabulate the data without identifying any company, and then to publish the results.

(d) The Commission advised the applicant that it does not object to the proposed survey, compilation and publication of industry financial data as outlined above and on the basis stated i.e., that there will be no disclosure of the name of any company participating. It is to be understood that this advisory opinion is necessarily limited to this particular program. However, the Commission invites submittal of any other proposed financial surveys in definite form for Commission advisory opinions.

(38 Stat. 717, as amended; 15 U.S.C. 41-58)

Issued: July 10, 1969.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-8181; Filed, July 10, 1969; 8:47 a.m.]

Title 28—JUDICIAL ADMINISTRATION

Chapter I—Department of Justice [Order 418-69]

PART 0—ORGANIZATION OF THE DEPARTMENT OF JUSTICE

Bureau of Narcotics and Dangerous Drugs

By virtue of the authority vested in me by sections 509 and 510 of title 28 and section 301 of title 5, United States Code, Part 0 of Chapter I of Title 28, Code of Federal Regulations, is amended as follows:

1. Section 0.134 of Subpart U is amended to read as follows:

§ 0.134 Vacancy in the Office of the Director, Bureau of Narcotics and Dangerous Drugs.

In the event of a vacancy in the Office of the Director, Bureau of Narcotics and Dangerous Drugs, the powers and functions of the Director may be exercised by the Deputy Director, or in the absence of the Deputy Director, by the Assistant Director for Enforcement.

2. Subpart AA is revised to read as follows:

Subpart AA—Bureau of Narcotics and Dangerous Drugs

- Sec.
0.200 General functions.
0.201 Redefinition of authority.
0.202 Applicability of departmental regulations.

AUTHORITY: The provisions of this Subpart AA were issued under secs. 509, 510, 28 U.S.C.; sec. 301, 5 U.S.C.

§ 0.200 General functions.

Subject to the general supervision of the Attorney General, the exercise of the powers and performance of the functions vested in the Attorney General by sections 1 and 2 of Reorganization Plan No. 1 of 1968 (33 F.R. 5611) are assigned to, and shall be conducted, handled, or supervised by the Director of the Bureau of Narcotics and Dangerous Drugs.

§ 0.201 Redefinition of authority.

The Director of the Bureau of Narcotics and Dangerous Drugs is authorized to redelegate to any of his subordinates any of the powers and functions vested in him by this Subpart AA.

§ 0.202 Applicability of departmental regulations.

All departmental regulations that are generally applicable to units or personnel of the Department of Justice shall be applicable with respect to the Bureau of Narcotics and Dangerous Drugs, the Director and personnel thereof, except to the extent, if any, that such regulations may be inconsistent with the intent and purposes of Reorganization Plan No. 1 of 1968.

Order No. 393-68 of April 7, 1968, and Order No. 394-68 of April 7, 1968, are hereby revoked.

Dated: June 30, 1969.

JOHN N. MITCHELL,
Attorney General.

[F.R. Doc. 69-8205; Filed, July 10, 1969;
8:49 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter I—Federal Procurement Regulations

PART 1-15—CONTRACT COST PRIN- CIPLES AND PROCEDURES

Miscellaneous Amendments

This amendment of the Federal Procurement Regulations makes changes in and additions to Subpart 1-15.3, Principles for Determining Costs Applicable to Research and Development Under Grants and Contracts with Educational Institutions. The changes reflect the June 1, 1968, revision of Circular A-21 by the Bureau of the Budget with respect to eliminating the time or effort reporting requirements established by the Circular. The revision substitutes requirements that charges to federally sponsored research projects for personal services be supported by normal time and attendance and payroll distribution systems and by stipulated salary support amounts (for professional staff) as stated in research agreements.

The table of contents for Part 1-15 is amended to include new entries in Subpart 1-15.3 as follows:

- 1-15.302-7 Stipulated salary support.
1-15.310 Certification of charges.

Section 1-15.302-7 is added to read as follows:

§ 1-15.302-7 Stipulated salary support.

"Stipulated salary support" is a stated dollar amount of a faculty member's salary which a Government agency agrees to reimburse to an educational institution as a part of sponsored research costs. Stipulated salary support amounts will be provided in the research agreements for professorial staff any part of whose compensation is chargeable to Government sponsored research and may be provided for any other professionals who are engaged part time in sponsored research and part time in other work. The stipulated salary support for an individual will be determined by the Government and the educational institution during the proposal and award process on the basis of a considered judgment as to the monetary value of the contribution which the individual is expected to make to the research project, taking into account any cost sharing by the institution, and basing the judgment on such factors as value of the investigator's expertise to

the project, the extent of his planned participation in the project, and his ability to perform as planned in the light of his other commitments. It will be necessary for those who review research proposals to obtain information on the total academic year salary of the faculty members involved; the other research projects or proposals for which salary is allocated; and any other duties they may have such as teaching assignments, administrative assignments, number of graduate students for which they are responsible, or other institutional activities. Stipulated amounts for an individual must not result in increasing his official salary from the institution. In those cases in which it is not feasible to establish a stipulated salary support amount during the proposal and award process because detailed plans or knowledge of specific positions or individuals are not available, the agency and the institution may agree to use the payroll distribution procedure set forth in § 1-15.309-7(b) as a basis for reimbursement of salary for any individuals for whom a support amount has not been established.

Section 1-15.309-7 is amended to change paragraphs (b), (c), (d), and (e) to read as follows:

§ 1-15.309-7 Compensation for per- sonal services.

(b) *Payroll distribution.* Amounts charged to organized research for personal services, except stipulated salary support regardless of whether treated as direct cost or allocated as indirect costs, will be based on institutional payrolls which have been approved and documented in accordance with generally accepted institutional practices. Support for direct and indirect allocations of costs to (1) instruction, (2) organized research, (3) indirect activities as defined in § 1-15.305-1, or (4) other institutional activities as defined in § 1-15.302-4 will be provided as described in paragraphs (c), (d), and (e) of this § 1-15.309-7.

(c) *Direct charges for personal services.* (1) The amounts stipulated for salary support (see § 1-15.302-7) in grants or cost-reimbursable type contracts will be treated as direct costs. The stipulated salary for the academic year will be prorated equally over the duration of the grant or contract period during the academic year, unless other arrangements have been made in the grant or contract instrument. No time or effort reporting will be required to support these amounts. Special provision for summer salaries will be required. The research agreements will state that any research covered by summer salary support must be carried out during the summer, not during the academic year, and at locations approved in advance in writing by the granting agency. The certification required in § 1-15.310 will attest to this requirement as well as all others in a given research agreement.

(2) Stipulated salary support remains fixed during the funding period of the grant or contract and will be costed at the rate described in paragraph (c) (1) of this § 1-15.309-7 unless there is a significant change in performance. For example, a significant change in performance would exist if the faculty member (i) was ill for an extended period, (ii) took sabbatical leave to devote effort to duties unrelated to his research, or (iii) was required to increase substantially his teaching assignments, administrative duties, or responsibility for more research projects. In the latter event, it will be the responsibility of the educational institution to reduce the charges to the research agreement proportionately or seek an appropriate amendment.

(3) In the case of those covered by stipulated salary support, the auditors are no longer required to review the precise accuracy of time or effort devoted to research projects. Rather, their reviews should include steps to determine on a sample basis that an institution is not reimbursed for more than 100 percent of each faculty member's salary and that the portion of each faculty member's salary charged to Government sponsored research is reasonable in view of his university workload and other commitments.

(4) When an educational institution cost shares in whole or in part (see Bureau of the Budget Circular No. A-74) by using faculty salaries, the stipulated salary concept should also be applied in this instance. During the proposal and award process, approving authorities will establish, in conjunction with the institution, the share of the faculty member's contribution to the project to be reimbursed by the Government and that to be borne by the institution. The latter amount will become a part of the institution's cost share. Unless other arrangements are made, the institution will prorate the stipulated salary over the period of the agreement and charge the prorated costs to the project cost records periodically to support its cost sharing amounts. No time or effort reporting will be required to support these charges. As in the case of stipulated salary amounts that are reimbursed by the Government, any significant change in performance, as defined in that context, which would affect the agreed-upon cost sharing amount must be promptly recognized by other cost sharing or amendment to the research agreement. It will be the responsibility of the educational institution to ensure that this action is taken.

(5) Non-professorial-professional staff includes research associates and assistants, graduate students, and other persons performing professional work, i.e., chemists and engineers. The direct cost charged to organized research for the services of such professionals, exclusive of those whose salaries are stipulated in the research agreement, will be based on institutional payroll systems. Such institutional payroll systems must be supported by either an adequate appointment and workload distribution system accompanied by monthly review performed by responsible officials and a re-

porting of any significant changes in workload distribution of each professional, or by a monthly after-the-fact certification system which will require the individual investigators, deans, departmental chairmen, or supervisors having first-hand knowledge of the services performed on each research agreement to report the distribution of effort. Reported changes will be incorporated during the accounting period into the payroll distribution system and into the accounting records. Direct charges for salaries and wages of nonprofessionals will be supported by time and attendance and payroll distribution records.

(d) *Indirect personal services costs.* Allowable indirect personal services costs will be supported by the educational institution's accounting system which is maintained in accordance with generally accepted institutional practices. Where a comprehensive accounting system does not exist, the institution should make periodic surveys no less frequently than annually to support the indirect personal services costs for inclusion in the overhead pool. Such supporting documentation must be retained for subsequent review by Government officials.

(e) *General guidance for charging personal services.* Budget estimates on a monthly, quarterly, semester, or yearly basis do not qualify as support for charges to federally sponsored research projects and should not be used unless confirmed after the fact. Charges to research agreements may include reasonable amounts for activities contributing and intimately related to work under the agreement, such as preparing and delivering special lectures about specific aspects of the ongoing research, writing research reports and articles, participating in appropriate research seminars, consulting with colleagues and graduate students with respect to related research, and attending appropriate scientific meetings and conferences. In no case should charges be made to federally sponsored research projects for lecturing or preparing for formal courses listed in the catalog and offered for degree credit, or for committee or administrative work related to university business.

Section 1-15.310 is added to read as follows:

§ 1-15.310 Certification of charges.

To insure that expenditures for research grants and contracts are proper and in accordance with the research agreement documents and approved project budgets, the annual and/or final fiscal reports for grants and the vouchers requesting payment under contracts will include a certification which reads essentially as follows:

I certify that all expenditures reported (or payments requested) are for appropriate purposes and in accordance with the agreements set forth in the application and award documents.

(Signed by an authorized official of the University)

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

Effect on other issuances. The portion of FPR Temporary Regulation 15 which pertains to the June 1, 1968, revision of Bureau of the Budget Circular A-21 is canceled.

Effective date. This amendment is effective upon publication in the FEDERAL REGISTER.

Dated: July 3, 1969.

ROBERT L. KUNZIG,
Administrator of General Services.

[F.R. Doc. 69-8148; Filed, July 10, 1969;
8:45 a.m.]

Chapter 14—Department of the Interior

PART 14-8—TERMINATION OF CONTRACTS

Default Termination of Fixed Price Construction Contracts

JULY 3, 1969.

Pursuant to the authority of the Secretary of the Interior, contained in 5 U.S.C. 301, § 14-8.603, Part 14-8 of Chapter 14, Title 41 of the Code of Federal Regulations is hereby deleted as set forth below:

It is the general policy of the Department of the Interior to allow time for interested parties to take part in the public rulemaking process. However, because this part is largely a general statement of Departmental policy and internal procedure the rulemaking process will be waived and this part will become effective upon publication in the FEDERAL REGISTER.

RUSSELL E. TRAIN,
Acting Secretary of the Interior.

Section 14-8.603 *Default termination of fixed price construction contracts* published at 33 F.R. 7436, May 18, 1968, is hereby deleted in its entirety.

[F.R. Doc. 69-8163; Filed, July 10, 1969;
8:45 a.m.]

Chapter 101—Federal Property Management Regulations

SUBCHAPTER H—UTILIZATION AND DISPOSAL

PART 101-42—PROPERTY REHABILITATION SERVICES AND FACILITIES

This amendment revises Part 101-42, Property Rehabilitation Services and Facilities, by providing a wider scope of application; policies and procedures regarding use by executive agencies of GSA regional term contract schedules, Federal Prison Industries, and National Industries for the Blind; and guidelines for agency use when ordering the repair or replacement of locks on Government-owned desks.

Subchapter H is amended by the revision of Part 101-42, as follows:

Sec.	
101-42.000	Scope of part.
101-42.001	Definitions.
101-42.001-1	Maintenance.
101-42.001-2	Repair.
101-42.001-3	Rehabilitation.
101-42.001-4	Reclamation.

Subpart 101-42.1—Sources of Property Rehabilitation Services

- Sec.
101-42.100 [Reserved].
101-42.101 General.
101-42.102 GSA term contracts for services.
101-42.102-1 Primary source provisions.
101-42.102-2 Optional use provisions.
101-42.102-3 Contract administration.
101-42.103 Miscellaneous.
101-42.103-1 Repairing of locks and lock mechanisms on Government-owned desks.

Subpart 101-42.2—Property Rehabilitation Services Performed by Federal Facilities

- 101-42.200 Scope of subpart.
101-42.201 Federal repair facilities.
101-42.202 Establishment, continuation, or expansion of repair facilities.
101-42.203 Notifications.

AUTHORITY: The provisions of this Part 101-42 issued under sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c).

§ 101-42.000 Scope of part.

This part prescribes the policies and procedures governing the use by executive agencies of GSA regional term contracts, Federal Prison Industries, and National Industries for the Blind for the maintenance, repair, rehabilitation, and reclamation of personal property; and the operation of facilities located within the United States, Puerto Rico, and the Virgin Islands performing such services. Military weapons systems, specialized military support equipment, and specialized technical and scientific equipment are exempt from this part.

§ 101-42.001 Definitions.

As used throughout this Part 101-42, the following terms shall have the meanings stated herein.

§ 101-42.001-1 Maintenance.

The scheduled cleaning, servicing, and adjustment necessary to keep an article in a serviceable or satisfactory operating condition, ordinary wear and tear excepted.

§ 101-42.001-2 Repair.

The restoration of an article to a serviceable or operable condition from an unserviceable or inoperable condition resulting from excessive wear, breakage, injury, dilapidation, decay, or partial destruction.

§ 101-42.001-3 Rehabilitation.

The restoration or renovation of serviceable or operable articles to a near new condition or the repair of unserviceable or inoperable articles when the overall objective is to restore or renovate articles to a near new condition. In addition, the word is used in a generic sense to encompass services covered by this Part 101-42.

§ 101-42.001-4 Reclamation.

The recovery of precious metals or critical materials having intrinsic value from articles of personal property.

Subpart 101-42.1—Sources of Property Rehabilitation Services

§ 101-42.100 [Reserved]

§ 101-42.101 General.

GSA regional property rehabilitation organizational elements assist agencies in furthering maximum utilization of personal property by providing maintenance, repair, rehabilitation, and reclamation services. These services are made available through contracts with commercial firms, and through agreements with the National Industries for the Blind and with Federal repair facilities such as those operated by the Federal Prison Industries. The services provided are primarily for domestic application but may be utilized to provide support for foreign assistance programs.

(a) The Guide to Sources of Supply and Service, a Federal Supply Catalog, is published by the Federal Supply Service, GSA, to indicate sources of supply and service provided by GSA for the use of Federal agencies, including property rehabilitation type service contracts established by the Property Management and Disposal Service, GSA. Copies are furnished central and field offices of Federal agencies. Additional copies may be obtained from any GSA regional office.

(b) GSA regional Property Management and Disposal Service offices periodically issue bulletins to heads of Federal agency offices furnishing information concerning GSA service support for the maintenance, repair, rehabilitation, and reclamation of Government-owned personal property.

(c) A GSA regional Property Management and Disposal Service office will, upon a written request from a Federal agency to the office servicing that agency, develop sources of services, evaluate contractor capabilities, and conduct surveys or studies to justify establishing term contracts for services not available at the time the needs arise.

§ 101-42.102 GSA term contracts for services.

(a) GSA establishes regional term contracts; prepares and issues regional term contract price schedules on a zonal, regional, or other area basis; and performs contract administration.

(b) Agency offices may be placed on a distribution list to receive term contracts in the form of price schedules applicable within specified areas upon request to the GSA regional office administering the contracts.

(c) Regional term contract price schedules are published in catalog style and list services available from contractors named therein. Notices of changes in the price schedules are furnished all agency offices receiving the schedules.

(d) The price schedules specify that agencies of the Federal Government will, unless excepted, issue purchase orders direct to contractors listed in the schedules; receive and inspect the shipments; and make payments direct to such con-

tractors without referring the transactions to GSA. The price schedules provide for appropriate action in the event of delinquency or default on the part of any contractor.

§ 101-42.102-1 Primary source provisions.

(a) GSA regional term contracts shall be used as a primary source for meeting executive agencies' requirements in the areas of maintenance, repair, rehabilitation, and reclamation of personal property, to the extent provided for in such contracts. These term contracts and covering price schedules are, therefore, mandatory on agencies in the geographic areas designated. However, contracts to which those agencies are parties, existing at the time term contract schedules are published, will continue to be in effect until completion of such existing contracts.

(b) When an agency determines that services available from an existing term contract price schedule will not fill its required needs, a request to waive the requirement shall be submitted to the GSA regional Property Management and Disposal Service office administering the contract. Such requests shall specify the quantities involved, describe the difference between the services required and those listed in the price schedule, and give reasons why the services will not meet the requirements. Waivers are not required in the case of public exigencies.

§ 101-42.102-2 Optional use provisions.

Each GSA regional term contract price schedule contains provisions whereby, in addition to the agencies included under the primary source provision, all agencies and activities of the Federal Government, including the legislative and judicial branches, and other activities for which GSA is authorized by law to procure, may place orders under such schedules.

§ 101-42.102-3 Contract administration.

GSA regional Property Management and Disposal Service offices administer service contracts for and on behalf of the contracting office with respect to: (a) expediting orders; (b) evaluating the acceptability of contract workmanship; (c) insuring contractor compliance with technical requirements of the contract; and (d) assisting in the resolution of issues that may arise between ordering agencies and contractors concerning performance of contract provisions.

§ 101-42.103 Miscellaneous.

§ 101-42.103-1 Repairing of locks and lock mechanisms on Government-owned desks.

It is the responsibility of executive agencies to order the repair or replacement of locks and locking mechanisms only on those desks where there is a valid agency need for operable locks. The evaluation and determination of whether a

valid need exists shall be on the basis of written criteria approved by a designated responsible official of the ordering agency. (See § 101-25.302-6 for use standards.)

Subpart 101-42.2—Property Rehabilitation Services Performed by Federal Facilities

§ 101-42.200 Scope of subpart.

This subpart prescribes the policies and procedures governing executive agency in-house repair facilities.

§ 101-42.201 Federal repair facilities.

Each agency shall evaluate, periodically, its in-house repair and reclamation facilities to determine if it is more economical to use established GSA sources as shown in § 101-42.101.

§ 101-42.202 Establishment, continuation, or expansion of repair facilities.

The establishment, continuation, or expansion of in-house commercial type repair and reclamation facilities shall be governed by the criteria set forth in Bureau of the Budget Circular No. A-76, Revised, August 30, 1967.

§ 101-42.203 Notifications.

(a) Each executive agency shall furnish, if it has not already done so, to the appropriate GSA regional office serving that agency, information as to each Government-owned facility operated by it for the repair, maintenance, rehabilitation, or reclamation of personal property. Such information shall include the type of facility, personnel complement, capability, and geographical area served. Information as to Department of Defense facilities will pertain only to reconditioning or depot maintenance facilities for nonmilitary equipment.

(b) Agencies proposing to establish or substantially expand facilities for repair, maintenance, rehabilitation, or reclamation of personal property shall furnish the General Services Administration, Property Management and Disposal Service, Washington, D.C. 20405, with prior information such as type of facility, personnel complement, capability, and geographical area to be served, so that the proposal may be evaluated against existing contracts and facilities. Information as to Department of Defense facilities will pertain only to reconditioning or depot maintenance facilities.

Effective date. This regulation is effective upon publication in the *FEDERAL REGISTER*.

Dated: July 3, 1969.

ROBERT L. KUNZIG,
Administrator of General Services.

[P.R. Doc. 69-8149; Filed, July 10, 1969; 8:45 a.m.]

Title 45—PUBLIC WELFARE

Chapter X—Office of Economic Opportunity

PART 1068—COMMUNITY ACTION PROGRAM GRANTEE FINANCIAL MANAGEMENT

Subpart—Allowances and Reimbursements for Members of Policy Making Bodies

Chapter X, Part 1068 of Title 45 of the Code of Federal Regulations is amended by adding a new subpart, reading as follows:

Sec.

1068.5-1 Applicability of this subpart.

1068.5-2 Definitions.

1068.5-3 Policy.

1068.5-4 Administration.

AUTHORITY: The provisions of this subpart issued under secs. 244(1), 602, 78 Stat. 530, 21 Stat. 707; 42 U.S.C. 2836, 2942.

§ 1068.5-1 Applicability of this subpart.

This subpart applies to all members of policy making bodies of grantees funded under Titles I-B, I-D, II, and III-B of the Economic Opportunity Act of 1964, as amended, if the assistance is administered by OEO. This includes members of principal representative boards, delegate agency governing bodies, area policy boards or councils, county boards of multicounty CAAs, governing boards of neighborhood-based organizations, policy advisory committees for particular types of projects and committees of a CAA or neighborhood or area board as these boards are defined in section 1068.5-2.

§ 1068.5-2 Definitions.

As used in this subpart:

(a) "Allowance" means a payment made to an individual for actual attendance at a meeting to assure and encourage his attendance at this meeting.

(b) "Reimbursement" means a payment made to an individual to cover the cost of certain expenses actually incurred as a result of attendance at a meeting or in the performance of other official duties and responsibilities in connection with a community action program.

(c) A "Meeting" is considered to take place when proper notification has been made inviting the participants to attend.

(d) "Policy Making Body" includes the following representative boards of grantees:

(1) Principal representative boards.

(2) Delegate agency governing bodies if the delegate agency's activities are solely or substantially financed with OEO funds as part of the community action program and at least one-third of its governing body is composed of representatives selected by the poor persons whom the delegate agency serves.

(3) Area policy boards or councils, county boards of a multicounty CAA, or neighborhood based organizations which perform a major policy-making function with regard to a subarea of the com-

munity served by the CAA. (Such boards may be an integral part of the CAA or may be established as delegate agencies of the CAA.)

(4) Policy advisory committees for a particular type of project, such as Head Start or Neighborhood Health Services.

(5) Committees of a CAA or neighborhood or area board if such a committee performs major policymaking functions. (An example of such a committee would be the executive or steering committee of a CAA board.)

§ 1068.5-3 Policy.

(a) **General.** Allowances and reimbursements may be paid to certain members of grantee policymaking bodies for attendance at meetings, when such payments serve to assure and encourage the maximum feasible participation of members of groups and residents of the areas served. The grantees' principal representative board shall exercise discretionary power in determining the extent to which this policy will be applied in its agency. This subpart lists the categories of policymaking bodies which are eligible to receive allowances and reimbursements. If a grantee has not budgeted funds for allowances or reimbursements as part of its normal budget submission, funds may be reprogrammed for this purpose (if the grantee determines it is a priority) through the normal amendment procedure (see OEO Instruction 6710-1, section V, pages 3-24). A record of the principal representative board's decision regarding the payment or nonpayment of allowances and reimbursements, and reasons for this decision, should be maintained by the grantee.

(b) **Allowances.** (1) Any person who is a member of a grantee's policymaking body is eligible to be paid an allowance as long as his family income falls within OEO Poverty Guidelines and as long as he is not a Federal employee, not an employee of a CAA or delegate agency, and not an employee of a State or local public agency.

(2) Allowances should not exceed \$5 per meeting unless the grantee's principal representative board determines a higher payment more suitable. Allowances in excess of \$5 may be paid only if justified by CAP grantees on the basis of comparability with similar fees paid to the poor by antipoverty programs administered by non-CAP grantees and funded from sources other than OEO (e.g. Model Cities). (Comparability means that the allowance plus the reimbursements paid by the CAP grantee would be commensurate with the total payments made to the poor by other agencies.) Grantees should consult with other antipoverty programs in their area to determine if the fees being paid to the poor by the various programs are comparable.

(3) No person shall be paid an allowance for attendance at more than two meetings per month, regardless of whether the meetings are for the same or different policy making bodies.

(c) *Reimbursements.* (1) Any person, including a Federal employee or an employee of a State or local public agency, whose family income falls within OEO Poverty Guidelines and who is a member of a grantee's policy making body is eligible to be paid a reimbursement. Receiving an allowance does not preclude receiving a reimbursement for actual expenses incurred in attending that meeting. Nonpoor members of a grantee's policy making body may receive reimbursements for travel (under certain circumstances) and may receive per diem (see subparagraph (3) (ii) of this paragraph).

(2) No person shall be reimbursed for more than two meetings per month, regardless of whether the meetings are for the same or different policy making bodies.

(3) The following expenses incurred as the result of actual attendance at meetings, or in the performance of other official duties and responsibilities in connection with a community action program, may be reimbursed.

(i) *Travel.* Reimbursement may be made for transportation to and from official meetings or other official appointments by the least expensive, convenient means of transportation. This shall be public transportation, or, when no public transportation is available, by taxi, or by private automobile travel at a rate not to exceed 10 cents a mile. Women traveling unescorted to meetings after dark may be reimbursed for actual taxi fare paid even when convenient public transportation is available. Where the community served by the community action program covers a large geographic area, such as a multi-county CAA or a statewide grantee, reimbursements may also be made to those nonpoor members of a policymaking body who must travel a "substantial distance" from their home to attend meetings within the community. The grantee's principal representative board shall determine what constitutes a "substantial distance" in their community. Such payments shall accord with the Standardized Government Travel Regulations and with Part 1069 of this chapter. In cases where there is group riding, only the board members providing the vehicle shall be reimbursed.

(ii) *Per diem.* Per diem may be paid to both poor and nonpoor members of policy making bodies when attendance at a meeting requires overnight lodging. Such payments shall accord with the Standardized Government Travel Regulations (current per diem rate is \$16 a day) and with Part 1069 of this chapter. (A per diem allowance is paid in lieu of meals and lodging.)

(iii) *Meals.* When per diem is not in effect, reimbursement for the actual costs of meals may be paid to the poor, only, when the time of an official meeting or other official appointment is such as to require attendance during a meal hour and when the meal is not otherwise provided. Such reimbursement shall be for the actual cost of the meal, but may

not exceed \$1.50 per person for lunch and \$3.50 per person for dinner.

(iv) *Baby-sitting expenses.* The poor, only, may be reimbursed for the actual costs necessarily incurred for the care of their young children while they attend an official meeting. The hourly rate paid must be comparable to that usually paid in the area for such services. In no event shall the rate of compensation exceed \$1.25 per hour.

(v) *Lost wages.* When attendance at a meeting involves loss of wages, the poor may be reimbursed for actual wages lost up to \$15 a day. This would be in addition to per diem if the meeting involved overnight travel.

(vi) *Other expenses.* Calls made on private telephones will not be allowed as a reimbursable expense. A grantee or delegate agency may make available to board members the use of telephones in the offices of the agency.

(4) The eligibility for reimbursement of expenses incurred in attendance at meetings by board members as limited in this subpart apply only to meetings held within the area served by the community action program. Reimbursement for travel and per diem outside this area is covered in Part 1069 of this chapter.

§ 1068.5-4 Administration.

(a) *Applying for funds.* Funds to pay allowances and reimbursements as defined in this subpart may be requested as part of any community action program application, but approval is subject to availability of budget funds.

(b) *Accounting for funds.* Payments made under the policy set forth in this subpart are subject to audit and to disallowance by OEO if not in accord with OEO Instructions and regulations. Individuals requesting reimbursement shall submit appropriate documentation of actual expense incurred (a listing of expenses and amounts is sufficient). Minutes of the meeting indicating the low-income members who were present and who received an allowance will be sufficient documentation of allowances paid for audit purposes. This material shall be made a part of the accounting records of the grantee.

(c) *Non-Federal share.* The allowances and reimbursements herein permitted may not be credited as a non-Federal share contribution in lieu of making such payments to eligible board members.

(d) *Public records.* The accounting records of allowable payments and expense reimbursements are required to be available for public inspection under the rules set forth in Part 1070 of this chapter.

Effective date. This subpart shall become effective 30 days following the date of publication in the FEDERAL REGISTER.

THEODORE M. BERRY,

Director,
Community Action Program.

JUNE 27, 1969.

[F.R. Doc. 69-8165; Filed, July 10, 1969;
8:45 a.m.]

Title 46—SHIPPING

Chapter II—Maritime Administration, Department of Commerce

SUBCHAPTER B—REGULATIONS AFFECTING MARITIME CARRIERS AND RELATED ACTIVITIES

[General Order 39, 3d Rev., Amdt. 5]

PART 222—STATEMENTS, REPORTS, AND AGREEMENTS REQUIRED TO BE FILED

Forms of Vessel Utilization and Performance Reports Prescribed

This amendment is to remove the requirement for filing of Forms MA-7803 and MA-7804 and to require the filing only of Forms MA-578 and MA-578A.

Effective upon the date of publication of this amendment in the FEDERAL REGISTER § 222.2 is amended to read as follows:

§ 222.2 Forms of vessel utilization and performance reports prescribed.

(a) Pursuant to authority of section 212(A) of the Merchant Marine Act, 1936, as amended by Public Law 612, 84th Congress; 70 Stat. 332; 46 U.S.C. 1122a, the Secretary of Commerce has determined that it is necessary and desirable in order to carry out the purposes and provisions of the Merchant Marine Act, 1936, as amended (49 Stat. 1985, et seq.; 46 U.S.C. 1101, et seq.) to require an operator of a vessel in waterborne foreign commerce of the United States to file accurate reports on Form MA-578 with respect to passenger and dry cargo vessels, on Form MA-578A with respect to vessels carrying certain containerized cargo; such forms and instructions for the preparation thereof are hereby prescribed and approved.¹

(1) An accurate report on Form MA-578, Vessel Utilization and Performance Report, shall be filed in duplicate with the appropriate District Director of Customs for transmittal to the Maritime Administration by the operator of every self-propelled dry cargo and passenger vessel of 1,000 or more gross registered tons before midnight of the 30th calendar day after entry into the first U.S. port and before midnight of the 30th calendar day after clearing the last U.S. port. Operators desiring to submit combination reports for dry cargo and passenger vessels (inbound and outbound portions) after clearing the final U.S. port may do so upon obtaining written permission from the Maritime Administration, Washington, D.C. 20235.

(2) In addition, and subject to the same qualifying and filing requirements set forth above, an accurate report on Form MA-578A, Supplemental Unutilized

¹ Copy each of the Forms MA-578 (1-67) and MA-578A (3-21-67), together with instructions for their use, respectively, are on file in the Office of the Federal Register. These forms and instructions may be obtained from the Marine Section, District Director of Customs at U.S. ports.

Cargo Container Report, shall be filed by such operator when, on any one voyage, a vessel carries 10 or more (i) 8 x 8 x 10 feet or larger containers, or (ii) half-height containers 8 feet in width and 10 or more feet in length, or (iii) flatbeds 8 feet in width and 20 or more feet in length. Forms MA-578 and MA-578A are required to be filed in duplicate for all voyages of merchant vessels operated by or for the account of the Department of Defense except vessels of the Military Sea Transportation Service (MSTS) nucleus fleet.

(b) By agreement with the Bureau of Customs, District Directors of Customs will be responsible for policing receipt of dry cargo and passenger vessel inbound, outbound, and combination inbound/outbound reports on Form MA-578 and Form MA-578A.

NOTE: The reporting requirements contained in this section have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

(Sec. 204, 49 Stat. 1987, as amended; 46 U.S.C. 1114)

Dated: July 8, 1969.

By order of the Maritime Administrator.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 69-8178; Filed, July 10, 1969; 8:47 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 32—HUNTING

Arrowwood National Wildlife Refuge, N. Dak.

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

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

NORTH DAKOTA

ARROWWOOD NATIONAL WILDLIFE REFUGE

Public hunting of deer on the Arrowwood National Wildlife Refuge, N. Dak., is permitted only on the area designated by signs as open to hunting. This open area, comprising 15,900 acres, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis, Minn. 55408. Hunting shall be in accordance with all applicable State regulations covering the hunting of deer subject to the following conditions:

(1) Hunting with guns is not permitted.

(2) The open season for hunting deer on the refuge is from 12 noon to sunset on August 30, 1969, and from sunrise to sunset August 31, 1969, through September 28, 1969.

(3) A federal permit is required to enter the public hunting area. It may be obtained by applying in person at refuge headquarters, located 6 miles east of Edmunds, N. Dak., between the hours of 8 a.m. and 4:30 p.m. Monday thru Friday.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through September 28, 1969.

ARNOLD D. KRUSE,
Refuge Manager, Arrowwood
National Wildlife Refuge, Ed-
munds, N. Dak.

JULY 3, 1969.

[F.R. Doc. 69-8151; Filed, July 10, 1969; 8:45 a.m.]

PART 32—HUNTING

Montezuma National Wildlife Refuge, N.Y.

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

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

NEW YORK

MONTEZUMA NATIONAL WILDLIFE REFUGE

Public hunting of deer on the Montezuma National Wildlife Refuge, N.Y., is permitted except on the areas designated by signs as closed. The open area, comprising 3,639 acres, is delineated on maps available at refuge headquarters, 4 miles east of Seneca Falls, N.Y., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Boston, Mass. 02109. Hunting shall be in accordance with all applicable State regulations covering the hunting of deer subject to the following special conditions:

(1) The open season is Monday through Friday from November 17 to December 2, 1969, inclusive. Actual dates open are November 17, 18, 19, 20, 21, 24, 25, 26, 27, 28, and December 1, 2, 1969.

(2) Only longbows may be used. No gun hunting will be allowed.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 2, 1969.

RICHARD E. GRIFFITH,
Regional Director, Bureau of
Sport Fisheries and Wildlife.

JUNE 30, 1969.

[F.R. Doc. 69-8150; Filed, July 10, 1969; 8:45 a.m.]

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Bureau of Reclamation

[43 CFR Part 417]

PROCEDURAL METHODS FOR IMPLEMENTING COLORADO RIVER WATER CONSERVATION MEASURES WITH LOWER BASIN CONTRACTORS AND OTHERS

Notice of Proposed Rule Making

Basis and purpose. Pursuant to the authority vested in the Secretary of the Interior by the Boulder Canyon Project Act (45 Stat. 1057, 1060) by the contracts for the storage and delivery of Colorado River water pursuant to that Act (herein termed "Boulder Canyon Project Act Contracts") heretofore made between the United States and certain public or private organizations (herein termed "Contractors") and the March 9, 1964, Decree of the Supreme Court of the United States in the case of *Arizona v. California et al.*, 376 U.S. 340, notice is hereby given of the intention to revise Part 417 of Title 43 of the Code of Federal Regulations. The purpose of this revision is to establish new procedures for the adoption of recommendations relating to water conservation practices in the diversion, delivery, distribution, and use of Colorado River water and to the making of annual determinations relating to the estimated quantities of water required by Contractors each calendar year to the end that deliveries of Colorado River water to each Contractor will not exceed that reasonably required for beneficial use. In addition, the revision deletes the requirement for annual publication of determinations in the *FEDERAL REGISTER* since all affected parties are given actual notice in writing of determinations.

It is the policy of the Department of the Interior to afford those dealing with the Department a full and fair opportunity to be heard and to have their views considered on matters affecting their interests. Accordingly, interested parties may submit written comments, suggestions or objections with respect to the proposed revisions to Part 417 to the Regional Director, Region 3, Bureau of Reclamation, Post Office Box 427, Boulder City, Nev. 89005, within 30 days of publication of this notice in the *FEDERAL REGISTER*.

Part 417 of Title 43 of the Code of Federal Regulations is revised in its entirety to read as follows:

PART 417—PROCEDURAL METHODS FOR IMPLEMENTING COLORADO RIVER WATER CONSERVATION MEASURES WITH LOWER BASIN CONTRACTORS AND OTHERS

Sec.

- 417.1 Scope of part.
- 417.2 Consultation with contractors.
- 417.3 Notice of recommendations and determinations.
- 417.4 Changed conditions, emergency, or hardship modifications.
- 417.5 General regulations.

AUTHORITY: The provisions of this Part 417 issued under 45 Stat. 1057, 1060; 43 U.S.C. 617.

§ 417.1 Scope of part.

The procedures established in this Part shall apply to every public or private organization (herein termed "Contractor") in Arizona, California, or Nevada which, pursuant to the Boulder Canyon Project Act or to provisions of other Reclamation Laws, has a valid contract for the delivery of Colorado River water, and to Indian Reservations and Federal establishments enumerated in Article II(D) of the March 9, 1964, Decree of the Supreme Court of the United States in the case of *Arizona v. California et al.*, 376 U.S. 340 (for purposes of this part each such Indian Reservation and Federal establishment is considered as a "Contractor"), except that (a) neither this part nor the term "Contractor" as used herein shall apply to any person or entity which has a contract for the delivery or use of Colorado River water made pursuant to the Warren Act of February 21, 1911 (36 Stat. 925) or the Miscellaneous Purposes Act of February 25, 1920 (41 Stat. 451), and (b) Contractors and permittees for small quantities of water and Contractors for municipal and industrial water may be excluded from the application of these procedures at the discretion of the Regional Director.

§ 417.2 Consultation with contractors.

The Regional Director, Bureau of Reclamation, Boulder City, Nev., or his representative will, prior to the beginning of each calendar year, arrange for and conduct such consultations with each Contractor as the Regional Director may deem appropriate as to the making by the Regional Director of annual recommendations relating to water conservation measures and operating practices in the diversion, delivery, distribution and use of Colorado River water, and to the making by the Regional Director of annual determinations of each Contractor's water requirements for the ensuing calendar year to the end that deliveries of Colorado River water to each Contractor will not exceed those reasonably required for beneficial use

under the respective Boulder Canyon Project Act contract or other authorization for use of Colorado River water.

§ 417.3 Notice of recommendations and determinations.

Following consultation with each Contractor, and after consideration of all relevant comments and suggestions advanced by the Contractors in such consultations, the Regional Director will formulate his recommendations and determinations relating to the matters specified in § 417.2. The recommendations and determinations shall, with respect to each Contractor, be based upon but not necessarily limited to such factors as the area to be irrigated, climatic conditions, location, soils classifications, the kinds of crops raised, cropping practices, the type of irrigation system in use, the condition of water carriage and distribution facilities, record of water orders and rejections of ordered water, general operating practices, the operating efficiencies and methods of irrigation of the water users, municipal water requirements and the pertinent provisions of the Contractor's Boulder Canyon Project Act water delivery contract. The Regional Director shall give each Contractor written notice of his recommendations and determinations. The recommendations and determinations of the Regional Director shall be final and conclusive unless, within 30 days of the date of the notice, the Contractor submits his written comments and objections to the Regional Director and requests further consultation. If, after such further consultation, timely taken, the Regional Director does not modify his recommendations and determinations and so advises the Contractor in writing, or if modifications are made but the Contractor still feels aggrieved thereby after notification in writing of such modified recommendations and determinations, the Contractor may appeal to the Secretary of the Interior. During the pendency of such appeal, and until disposition thereof by the Secretary, the recommendations and determinations formulated by the Regional Director shall be of no force or effect.

§ 417.4 Changed conditions, emergency, or hardship modifications.

A Contractor may at any time apply in writing to the Regional Director for modification of recommendations or determinations deemed necessary because of changed conditions, emergency or hardship. Upon receipt of such written application identifying the reason for such requested modification, the Regional Director shall arrange for consultation with the Contractor with the objective of making such modifications as he may deem appropriate under the then existing

conditions. The Regional Director may initiate efforts for further consultation with any Contractor on his own motion with the objective of modifying previous recommendations and determinations, but in the event such modifications are made, the Contractor shall have the same opportunity to object and appeal as provided in § 417.3 hereof for the initial recommendations and determinations. The Regional Director shall afford the fullest practicable opportunity for consultation with a Contractor when acting under this section. Each modification under this section shall be transmitted to the Contractor by letter.

§ 417.5 General regulations.

In addition to the recommendations and determinations formulated according to the procedures set out above, the right is reserved to issue regulations of general applicability to the topics dealt with herein.

RUSSELL E. TRAIN,
Acting Secretary of the Interior.

JULY 3, 1969.

[F.R. Doc. 69-8162; Filed, July 10, 1969;
8:45 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 69-EA-73]

FEDERAL AIRWAY SEGMENT AND REPORTING POINT

Proposed Alteration and Revocation

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations that would realign VOR Federal airway No. 167 segment between Hartford, Conn., and Providence, R.I.; and revoke the Sterling Intersection reporting point.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, JFK International Airport, New York 11430. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

The FAA proposes the following airspace proposal:

1. Realign V-167 segment from Hartford to Providence via the intersection of Hartford 081° T (094° M) and Providence 270° T (284° M). This realignment would facilitate the movement of air traffic operating between Hartford and Boston by eliminating the requirement of eastbound aircraft to monitor the Providence VORTAC from the Clarks Intersection to the Sterling Intersection.

2. Revoke the Sterling Intersection as a compulsory reporting point. This intersection will be retained as an on-request reporting point.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1959 (49 U.S.C. 1348) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on July 2, 1969.

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

[F.R. Doc. 69-8173; Filed, July 10, 1969;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SO-65]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Morristown, Tenn., transition area.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Area Manager, Memphis Area Office, Attention: Chief, Air Traffic Branch, Federal Aviation Administration, Post Office Box 18097, Memphis, Tenn. 38118. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Branch. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Southern Regional Office, Federal Aviation Administration, Room 724, 3400 Whipple Street, East Point, Ga.

The Morristown transition area would be redesignated as:

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Moore-Murrell Airport; within 4.5 miles northwest and 9.5 miles southeast of the 239° bearing from Morristown RBN (Lat. 36°11'10" N., long. 83°22'00" W.), extending from the 9.5-mile radius area to 18.5 miles southwest of the RBN.

Since the last alteration of controlled airspace at Morristown terminal, changes in criteria appropriate to Moore-Murrell Airport and the associated instrument approach procedures require an increase in the transition area basic radius circle from 7 to 9.5 miles, an increase in the width of the extension from a total of 13 miles to a total of 14 miles, and an increase in the length of the extension from 12 to 18.5 miles.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in East Point, Ga., on July 1, 1969.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 69-8174; Filed, July 10, 1969;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-WE-49]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the description of the 700 foot portion of the Ogden, Utah, transition area.

Interested person may participate in the proposed rule-making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, 5651 West Manchester Avenue, Post Office Box 92007, Worldway Postal Center, Los Angeles, Calif. 90009. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Administration, 5651 West Manchester Avenue, Los Angeles, Calif. 90045.

The criteria for establishment of controlled airspace to protect aircraft executing procedure turns has been changed. Accordingly it is necessary to alter this area to conform to the new criteria.

In consideration of the foregoing, the FAA proposes the following airspace action:

In § 71.181 (34 F.R. 4637) the Ogden, Utah, transition area is amended by

deleting all before " * * * that airspace extending upward from 1,200 feet above the surface * * * " and substituting therefor "That airspace extending upward from 700 feet above the surface bounded on the north by latitude 41°-27'00" N., on the east by longitude 111°-55'00" W., on the south by latitude 41°00'00" N., and on the west by longitude 112°22'00" W., within 4.5 miles southwest and 9.5 miles northeast of the Ogden VORTAC 316° radial extending from the VORTAC to 18.5 miles north-west of the VORTAC."

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958, as amended (72 Stat. 749; 49 U.S.C. 1348(a)) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Los Angeles, Calif., on July 2, 1969.

LEE E. WARREN,
Acting Director, Western Region.

[P.R. Doc. 69-8175; Filed, July 10, 1969;
8:46 a.m.]

Federal Highway Administration

[49 CFR Part 371]¹

[Docket No. 69-12; Notice No. 1]

FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 109

New Pneumatic Tires; Passenger Cars

Federal Motor Vehicle Safety Standard No. 109 (49 CFR 371.21), as amended (34 F.R. 19711), specifies tire dimensions and laboratory test requirements for bead unseating resistance, strength, endurance and high speed performance; defines tire load ratings; and specifies labeling requirements for new pneumatic tires for use on passenger cars manufactured after 1948.

Paragraph S5.5.4 of Standard No. 109 specifies that for the high speed performance aspects of the standard, tires are to be tested at 75 m.p.h. for 30 minutes, 80 m.p.h. for 30 minutes, and (except for deep-tread winter-type tires) 85 m.p.h. for 30 minutes.

Because, in actual practice, deep-tread winter-type tires are often required to perform at the same rate of speed as other type passenger car tires it is considered in the public interest to amend S5.5.4 to require the same level of high speed performance from deep-tread winter-type tires as other type tires are required to meet. It is proposed that the amendment will become effective 60 days from date of publication in the FEDERAL REGISTER.

Interested persons are invited to participate in the making of this proposed amendment by submitting written data, views, or arguments. Ten copies of comments should be submitted to the Docket Section, Federal Highway Administration, Room 512, 400 Sixth Street SW., Washington, D.C. 20591. All comments received on or before the close of business August 26, 1969, will be considered before action is taken on the proposed amendment.

¹ Formerly contained in 23 CFR 255.

In consideration of the foregoing, it is proposed that 49 CFR Part 371, Federal Motor Vehicle Safety Standards, § 371.21, Federal Motor Vehicle Safety Standard No. 109, as amended (34 F.R. 19711) be amended by changing paragraph S5.5.4 as follows:

S5.5.4 Without readjusting inflation pressure, test at 75 m.p.h. for 30 minutes, 80 m.p.h. for 30 minutes, and 85 m.p.h. for 30 minutes.

This proposed amendment is issued under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392, 1407) and the delegation from the Secretary of Transportation, Part I of the Regulations of the Office of the Secretary (49 CFR 1.4(c)).

Issued: July 7, 1969.

F. C. TURNER,
Federal Highway Administrator.
[P.R. Doc. 69-8210; Filed, July 10, 1969;
8:49 a.m.]

[49 CFR Part 375]

[Dockets Nos. 28-1, 28-2, 28-6; Notice 7]

MOTOR VEHICLE SAFETY REGULATIONS

Consumer Information

The Consumer Information Regulations issued by the Administrator were published as a final rule on January 25, 1969 (34 F.R. 1246). The regulations were amended by order published in the FEDERAL REGISTER on May 23, 1969 (34 F.R. 8112). Section 375.6 of these regulations specified that manufacturers of motor vehicles should furnish the required information "at the time of original purchase to the first person who purchases the motor vehicle for purposes other than resale", and in addition, to the Administrator. The section essentially repeated the terms of section 112(d) of the National Traffic and Motor Vehicle Safety Act. Questions have arisen concerning the persons to whom and the time at which the manufacturer should provide the required information. It is proposed that § 375.6 be revised, in order to clarify these points and to further the goals of the Act in regard to consumer information.

One of the main objectives in providing this information to the public is to enable persons to compare various vehicles with a view to determining which one is most suitable for their needs from a safety standpoint. The proposed revision would make it clear that, in addition to providing the information to first purchasers for purposes other than resale, the manufacturer must also provide this information for examination by prospective purchasers. In requiring manufacturers to "provide" the information "for examination by prospective purchasers", it is intended that manufacturers and their dealers will arrange a system whereby the information is effectively and conveniently available to all those who wish to examine it. The manufacturer is not required, however, under this proposal to provide prospective purchasers with copies of this information for their retention.

Another question not covered by the existing § 375.6 is the time at which the information required is to be submitted to the Administrator. It is proposed that the information be submitted to the Administrator at least 30 days before it is first provided for examination by prospective purchasers so that there may be an evaluation and dissemination to the public of this information if deemed appropriate.

In consideration of the above, it is proposed that 49 CFR 375.6 be revised to read as follows:

§ 375.6 Requirements.

(a) At the time a motor vehicle is delivered to the first purchaser for purposes other than resale, the manufacturer of that vehicle shall provide to that purchaser, in writing and in the English language, the information specified in Subpart B of this part that is applicable to that vehicle.

(b) Every manufacturer of motor vehicles shall provide for examination by prospective purchasers, at each location where its vehicles are offered for sale, the information specified in Subpart B that is applicable to each of the vehicles offered for sale at that location. Any requirements in Subpart B that an information document unconditionally indicate the data applicable to the vehicle with which it is provided shall not apply to information provided pursuant to this paragraph.

(c) Each manufacturer of motor vehicles shall submit to the Administrator in triplicate the information specified in Subpart B that is applicable to each of the manufacturer's vehicles offered for sale, at least 30 days before that information is first provided for examination by prospective purchasers pursuant to paragraph (b) of this section.

Comment is invited on the proposed revision. Comments should refer to the docket and notice number, and be submitted in 10 copies to: Docket Section, Federal Highway Administration, Room 512, 400 Sixth Street SW., Washington, D.C. 20591. All comments received within 60 days of the date of publication of this notice will be considered.

The amendment to the Consumer Information Regulations published May 23, 1969 (34 F.R. 8112) changed the applicability of the three issued sections of Subpart B from vehicles manufactured on or after October 1, 1969, to those manufactured on or after January 1, 1970. It is anticipated that paragraphs (a) and (b) of this proposed amendment will become effective January 1, 1970, and that paragraph (c) will become effective December 1, 1969.

This notice of proposed rule making is issued under the authority of sections 112 and 119 of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1401, 1407) and the delegation of authority from the Secretary of Transportation to the Federal Highway Administrator, 49 CFR 1.4(c).

Issued on July 7, 1969.

F. C. TURNER,
Federal Highway Administrator.
[P.R. Doc. 69-8209; Filed, July 10, 1969;
8:49 a.m.]

Notices

DEPARTMENT OF STATE

Agency for International Development

[Delegation of Authority No. 85]

ASSISTANT ADMINISTRATOR FOR ADMINISTRATION

Delegation of Authority Regarding Waiver of Claims for Overpayment of Pay

Pursuant to the authority vested in me by section 5584 of title 5, United States Code, I hereby delegate to the Assistant Administrator for Administration, the following function and authority:

The waiver in whole or in part of a claim by the United States, not in excess of \$500, arising from an erroneous payment of pay to a person while in the employ of the Agency for International Development, or a predecessor agency.

The authority delegated herein shall be exercised in accordance with title 5, United States Code, section 5584, the standards prescribed by the Comptroller General of the United States, and regulations, procedures and policies now or hereafter established or modified and promulgated within Agency for International Development.

This authority may be redelegated further to those officers as the Assistant Administrator for Administration shall specify, and may be exercised by persons performing the functions of those officers in an acting capacity.

This delegation of authority shall be effective immediately.

Dated: July 2, 1969.

RUTHERFORD POATS,
Acting Administrator.

[F.R. Doc. 69-8167; Filed, July 10, 1969;
8:46 a.m.]

HOUSING INVESTMENT GUARANTY PROJECTS IN LATIN AMERICAN COUNTRIES

Notice of Special Addendum for Ecuador

A. Introduction. The Agency for International Development ("A.I.D.") has issued a public announcement, entitled "Reopening of the Latin American Housing Guaranty Program". This announcement provides that competitive applications will be taken for new housing investment guaranty projects in Ecuador from December 1, 1969, to December 15, 1969, and provides a tentative allocation of U.S. \$3 million of guaranty authority for this purpose.

B. General requirements for all housing guaranty applications submitted in Ecuador on a basis of this Special Ad-

dendum. 1. Mortgage insurance in local currency will be a minimum requirement for all projects. A dollar guaranty of repayment of the loan by an entity acceptable to A.I.D. will be accepted in lieu thereof.

2. Fees payable by the prospective homeowners will be dependent on item 1, above.

a. When mortgage insurance in local currency is provided the fees will be as follows:

(1) Initial (paid at time of disbursements) default and delinquency reserve fee, 1½ percent.

(2) Annual (paid on a monthly basis) A.I.D. fee, 1 percent; devaluation insurance fee, 1 percent.

b. If an acceptable dollar guaranty of repayment is provided, A.I.D. will not require any reserve fees but will only require an annual A.I.D. fee of ½ percent (payable on a monthly basis).

3. Applicants should apprise themselves of all other fees and charges that will have to be paid by the home purchasers in Ecuador. These fees and charges must be included where appropriate in the application form.

4. In the event that adjustable mortgages are provided for under future Ecuadorian law, but prior to the execution of contract documents, approved projects will be required to have such adjustable mortgages.

C. Categories of applications which will be accepted in Ecuador in accordance with this Special Addendum. 1. Applications will be accepted in the four following categories:

a. Pilot or demonstration projects.

b. Housing projects for lower income families.

c. Institutions important to the Alliance.

d. Local participation projects.

2. Applications under the "Credit Institutions Projects" category will not be acceptable in Ecuador at the present time.

D. Modifications of the categories of applications. 1. Pilot or Demonstration: Applicants in this category must submit houses which will have a maximum selling price of \$6,667 (120,000 sucres) at the time that construction commences.

2. Housing projects for Lower Income Families: Applicants in this category must submit houses which will have a maximum selling price of \$2,788 (50,000 sucres) at the time that construction commences.

3. Institutions Important to the Alliance: Applicants in this category must be established Ecuadorian Housing Cooperatives. In each case the applicant shall obtain the prior written approval of the Banco Ecuatoriano de la Vivienda ("B.E.V."). Applicants in this category must submit houses which will have a maximum selling price of \$4,500 (81,000

sucres) at the time that construction commences.

4. Local Participation: Applicants in this category must submit houses which will have a maximum selling price of \$6,388 (115,000 sucres) at the time that construction commences. Applications showing a higher percentage of local financing than the 25 percent prescribed in the Announcement and lower selling prices than the maximum prescribed herein will be favored by A.I.D.

E. In closing. 1. For additional information on any of the above requirements or for information on any aspect of the housing guaranty program for Ecuador, please communicate with:

The United States A.I.D. Mission To Ecuador, care of American Embassy, Quito, Ecuador.
George K. Fitch, USAID Housing Officer.
Charles Blankenstein, USAID Capital Development Officer.

2. Additional information concerning this program may be obtained from:

Housing and Urban Development Division, Latin America Bureau, Agency for International Development, Department of State, Room 2242, Washington, D.C. 20523.

Stanley Baruch, Director.
Peter M. Kimm, Deputy Director for Guaranties and Engineering.

STANLEY BARUCH,
Director,
Housing and Urban Development.

[F.R. Doc. 69-8168; Filed, July 10, 1969;
8:46 a.m.]

DEPARTMENT OF THE TREASURY

Internal Revenue Service

ROBERT M. ORNDORFF

Notice of Granting of Relief

Notice is hereby given that Robert M. Orndorff, 1820 Morrell Avenue, Connellsville, Pa., has applied for relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms incurred by reason of his conviction on March 3, 1934, in the Court of Oyer and Terminer and Quarter Sessions of the Peace for the County of Fayette, Pa., of crimes punishable by imprisonment for a term exceeding 1 year. Unless relief is granted, it will be unlawful for Robert M. Orndorff, because of such convictions to ship, transport, or receive in interstate or foreign commerce any firearm or ammunition, and he would be prevented under chapter 44, title 18, United States Code, from obtaining a license under that chapter as a firearms or ammunition importer, manufacturer, dealer or collector. In addition under title VII of the Omnibus Crime Control and Safe Streets Act of 1968 (82 Stat. 236; 18 United States Code, Appendix)

because of such convictions it would be unlawful for Mr. Orndorff to receive, possess, or transport in commerce, a firearm. Notice is hereby further given that I have considered Robert M. Orndorff's application and have found:

The convictions were made upon a charge which did not involve the use of a firearm or other weapon or a violation of chapter 44, title 18, United States Code, or of the National Firearms Act; and

(2) It has been established to my satisfaction that the circumstances regarding the convictions, and the applicant's record and reputation, are such that the applicant will not be likely to act in a manner dangerous to public safety and that the granting of the requested relief to Robert M. Orndorff from disabilities incurred by reason of his conviction, would not be contrary to public interest.

It is ordered, Pursuant to the authority vested in the Secretary of the Treasury by section 925(c), of title 18, United States Code and delegated to me by the regulations in Title 26, Part 178, Code of Federal Regulations, that Robert M. Orndorff be, and he hereby is, granted relief from any and all disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms, incurred by reason of the convictions hereinabove described.

Signed at Washington, D.C., this 7th day of July, 1969.

[SEAL] RANDOLPH W. THROWER,
Commissioner of Internal Revenue.

[F.R. Doc. 69-8195; Filed, July 10, 1969; 8:48 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-234]

GULF GENERAL ATOMIC INC.

Notice of Issuance of Facility License Amendment

The Atomic Energy Commission has issued Amendment No. 4, as set forth below, to License No. CX-23. The license authorizes Gulf General Atomic Inc., to possess, use and operate the Experimental Critical Facility located on the Company's Torrey Pines Mesa site in San Diego, Calif.

This amendment, effective as of the date of issuance, increases: (1) the total quantity of uranium-235, which the licensee may receive, possess and use under the license, from 250 kilograms to 400 kilograms; (2) the total number of 10-curie plutonium-beryllium neutrons sources, which the licensee may receive, possess and use under the license, to two; and adds 200 grams of uranium-233 to the list of materials that may be received, possessed and used under this license.

By application dated June 4, 1969, Gulf General Atomic Inc., requested authorization to receive, possess and use additional U²³⁵ in the form of new fuel

elements in connection with operation of the Experimental Critical Facility. The additional fuel elements will be stored in the reactor building storage vault in horizontal trays in accordance with procedures which have previously been reviewed and approved by the Commission.

The additional plutonium-beryllium neutron source will be used for instrument check-out purposes under approved health-physics procedures. The 200 grams of U²³⁵ will be used in experimental programs in accordance with the provisions of the Technical Specifications for operation of the facility. Therefore, there is reasonable assurance that the health and safety of the public will not be endangered.

Within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, the applicant may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the Commission's rules of practice, 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see the application dated June 4, 1969, which is available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 2d day of July 1969.

For the Atomic Energy Commission.

DONALD J. SKOVHOLT,
Assistant Director for Reactor
Operations, Division of Reactor
Licensing.

[License No. CX-23, Amdt. 4]

The Atomic Energy Commission has found that:

(a) The application for amendment dated June 4, 1969, complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter I, CFR;

(b) Operation of the reactor in accordance with the license, as amended, will not be inimical to the common defense and security or to the health and safety of the public; and

(c) Prior public notice of proposed issuance of this amendment is not required since the amendment does not involve significant hazards considerations different from those previously evaluated.

Facility License No. CX-23, as amended, which authorizes the Gulf General Atomic Inc., to operate the Experimental Critical Facility on the Company's Torrey Pines Mesa site in San Diego, Calif., is hereby further amended in the following manner:

Subparagraph 2.B. is amended to read as follows:

"B. Pursuant to the Act and Title 10, CFR, Chapter I, Part 70, 'Special Nuclear Material', to receive, possess and use (1) up to 400 kilograms of uranium-235, (2) two 10-curie plutonium-beryllium neutron sources, and (3) 200 grams of uranium-233, all in connection with operation of the ECF."

This amendment is effective as of the date of issuance.

Date of issuance: July 2, 1969.

For the Atomic Energy Commission.

DONALD J. SKOVHOLT,
Assistant Director for Reactor Operations,
Division of Reactor
Licensing.

[F.R. Doc. 69-8202; Filed, July 10, 1969; 8:48 a.m.]

CIVIL AERONAUTICS BOARD

[Dockets Nos. 20896, 20897; Order 69-7-42]

AIR WEST, INC.

Order Granting Petition for the Issuance of a Show Cause Order Regarding Certificate of Public Convenience and Necessity

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

On April 8, 1969, Air West, Inc. (Air West), filed an application requesting the amendment of its certificate of public convenience and necessity for Route 76 to permit nonstop service, without subsidy eligibility, between Burbank and Las Vegas. Air West contemporaneously filed a petition requesting the issuance of a show-cause order for the same authority. Air West also filed an application requesting, in the alternative, renewal of its exemption authority to provide Burbank-Las Vegas service which authority expires on June 9, 1969.¹

No answers to Air West's application have been filed.

Upon consideration of the pleadings and other relevant matters, the Board has determined to grant Air West's petition for the issuance of an order to show cause why Air West's certificate of public convenience and necessity for Route 76 should not be amended to permit nonstop service between Burbank and Las Vegas, on a subsidy-ineligible basis. We tentatively find and conclude that the public convenience and necessity require the above-described amendment of Air West's certificate.

In support of our proposed ultimate finding, we tentatively conclude as follows: That the Burbank-Las Vegas market has experienced a marked increase in traffic as a result of the level of service provided by Air West pursuant to its exemption authority;² that grant of Air West's petition will provide

¹ The exemption authority was granted to Air West's corporate predecessor, Pacific Air Lines, Inc., by Order E-25279, dated June 9, 1967, for a period of 2 years. Air West filed an application for renewal of such authority.

² Air West carried 198 passengers per day during the last 6 months of 1968, during which time Air West provided three nonstop round trips per day. In comparison, in May, 1968, when Air West provided only one nonstop round trip per day, the market approximated less than 50 passengers per day.

Air West with greater operational flexibility and the opportunity to increase its equipment utilization; that grant of Burbank-Las Vegas nonstop authority will contribute to the alleviation of congestion at the Los Angeles International Airport; and that no other air carrier will experience significant diversion.

Interested persons will be given twenty days following service of this order to show cause why the tentative findings and conclusions set forth herein should not be made final.² We expect such persons to direct their objections, if any, to specific markets and to support such objections with detailed answers, specifically setting forth the tentative findings and conclusions to which objection is taken. Such objections should be accompanied by arguments of fact or of law and should be supported by legal precedent or detailed economic analysis. If an evidentiary hearing is requested, the objector should state in detail why such a hearing is considered necessary and what relevant and material facts he would expect to establish through such a hearing. General, vague, or unsupported objections will not be entertained.

Accordingly, it is ordered, That:

1. All interested persons are directed to show cause on or before July 28, 1969, why the Board should not issue an order making final the tentative findings and conclusions stated herein and amending Air West's certificate of public convenience and necessity for Route 76 so as to permit nonstop service between Burbank and Las Vegas on a subsidy-ineligible basis;

2. Any interested person having objection to the issuance of an order making final any of the proposed findings, conclusions, or certificate amendments set forth herein shall, within 20 days after service of a copy of this order, file with the Board and serve upon all persons made parties to this proceeding a statement of objection together with a summary of testimony, statistical data, and other evidence expected to be relied upon to support the stated objections;

3. If timely and properly supported objections are filed, full consideration will be accorded the matters and issues raised by the objections before further action is taken by the Board;

4. In the event no objections are filed, all further procedural steps will be deemed to have been waived and the Board may proceed to enter an order in accordance with the tentative findings and conclusions set forth herein; and

5. A copy of this order shall be served upon the following persons who are hereby made parties to this proceeding:

² Air West should submit an estimate of the first year's gross transport revenues increase within the ranges specified in § 389.25 (a) (2) (i) of the Board's regulations.

³ All motions and/or petitions for reconsideration shall be filed within the period allowed for filing of objections, and no further such motions, requests, or petitions for reconsideration of this order will be entertained.

Delta Air Lines, Inc., Frontier Airlines, Inc., National Airlines, Inc., Trans World Airlines, Inc., United Air Lines, Inc., Western Air Lines, Inc., the City of Burbank and the City of Las Vegas.

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

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[P.R. Doc. 69-8187; Filed, July 10, 1969;
8:47 a.m.]

[Docket No. 21009]

BRITISH UNITED AIRWAYS (SERVICES) LTD. AND BRITISH UNITED AIRWAYS LTD.

Notice of Hearing

Notice is hereby given pursuant to the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding is assigned to be held on July 22, 1969, at 10 a.m., e.d.s.t., in Room 630, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the undersigned examiner.

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

[SEAL] JOSEPH L. FITZMAURICE,
Hearing Examiner.

[P.R. Doc. 69-8191; Filed, July 10, 1969;
8:48 a.m.]

[Docket No. 18650; Order 69-7-26]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Specific Commodity Rates

Issued under delegated authority July 3, 1969.

By Order 69-6-103, dated June 19, 1969, action was deferred, with a view toward eventual approval, on a resolution adopted by the International Air Transport Association (IATA), relating to specific commodity rates. The Board, in deferring action on the agreement, granted 10 days in which interested persons might file petitions in support of or in opposition to the Board's proposed action.

No petitions have been received within the filing period, and the tentative conclusions in Order 69-6-103 will herein be made final.

Accordingly, it is ordered, That:

Agreement C.A.B. 20806, R-31, be, and it hereby is, approved, provided that approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication.

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

[SEAL] MABEL McCART,
Acting Secretary.

[P.R. Doc. 69-8188; Filed, July 10, 1969;
8:48 a.m.]

[Docket No. 20291; Order 69-7-25]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Fare Matters

Issued under delegated authority July 3, 1969.

By Order 69-6-65, dated June 12, 1969, action was deferred, with a view toward eventual approval, on a certain resolution adopted by Joint Conference 1-2-3 of the International Air Transport Association (IATA). This resolution, which relates to affinity group travel between the United States and India/Pakistan/Afghanistan/Ceylon/Nepal, would be amended by the inclusion of provisions requiring that the tickets for all group members shall be issued by the same IATA-approved agent unless issued by the carriers.

In deferring action on the agreement, 10 days were granted in which interested persons might file petitions in support of or in opposition to the proposed action. No petitions have been received within the filing period and the tentative conclusions in Order 69-6-65 will herein be made final.

Accordingly, it is ordered, That:

Agreement C.A.B. 20981, R-2, is approved.

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

[SEAL] MABEL McCART,
Acting Secretary.

[P.R. Doc. 69-8189; Filed, July 10, 1969;
8:48 a.m.]

[Docket No. 20950]

LUXAIR

Notice of Hearing

Notice is hereby given pursuant to the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding is assigned to be held on July 30, 1969, at 10 a.m., e.d.s.t., in Room 911, Universal Building, Connecticut and Florida Avenue NW., Washington, D.C., before the undersigned examiner.

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

[SEAL] JOSEPH L. FITZMAURICE,
Hearing Examiner.

[P.R. Doc. 69-8190; Filed, July 10, 1969;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Dockets Nos. G-3912, etc.]

ASHLAND OIL & REFINING CO. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates¹

JULY 2, 1969.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of

¹ This notice does not provide for consolidation for hearing of the several matters covered herein.

the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Any person desiring to be heard or to make any protest with reference to said associations should on or before July 28, 1969, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure a hearing will be held without further notice before the Commission on all applications in which no petition to intervene is filed within the time required herein if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given: *Provided, however*, That pursuant to § 2.56 of the Commission's general policy and interpretations, as amended, all permanent certificates of public convenience and necessity granting applications, filed after July 1, 1967, without further notice, will contain a condition precluding any filing of an increased rate at a price in excess of that designated for the particular area of production for the period prescribed therein unless at the time of filing such certificate application, or within the time fixed for filing protests or petitions to intervene, the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to accept such condition the application will be set for formal hearing.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

KENNETH F. PLUMB,
Acting Secretary.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
G-3912 D 6-20-69	Ashland Oil & Refining Co., Post Office Box 18695, Oklahoma City, Okla. 73118.	Colorado Interstate Gas Co., a division of Colorado Interstate Corp., Hugoton Field, Haskell County, Kans.	(7)	-----
G-4070 C 6-19-69	Pan American Petroleum Corp., Post Office Box 591, Tulsa, Okla. 74102.	Arkansas Louisiana Gas Co., East Haynesville and Colquitt Fields, Claiborne Parish, La.	14.5783	15.025
G-6314 C 3-21-69	Amerasia Petroleum Corp., Post Office Box 2040, Tulsa, Okla. 74102.	El Paso Natural Gas Co., Teague Field, Lea County, N. Mex.	10.9	14.65
G-7160 D 6-11-69	Gulf Oil Corp. (Operator) et al., Post Office Box 1589, Tulsa, Okla. 74102 (partial abandonment).	Northern Natural Gas Co., Blinberry and Tubb Gas Pools, Lea County, N. Mex.	Uneconomical	-----
G-7166 D 6-12-69	Gulf Oil Corp. (Operator) et al. (partial abandonment).	Northern Natural Gas Co., Eumont Pool, Lea County, N. Mex.	Uneconomical	-----
G-10546 D 6-20-69	Ashland Oil & Refining Co.	Colorado Interstate Gas Co., a division of Colorado Interstate Corp., Mocane Field, Beaver County, Okla.	(7)	-----
G-11030 E 6-5-69	Continental Oil Co. (successor to W. U. Paul), Post Office Box 2197, Houston, Tex. 77001.	Florida Gas Transmission Co., Borrosa Field, Starr County, Tex.	18.0	14.65
G-11941 D 6-11-69	Mobil Oil Corp., Post Office Box 1774, Houston, Tex. 77001.	Trunkline Gas Co., Hurricane Creek Field, Beauregard Parish, La.	Assigned	-----
G-20138 C 6-11-69	Puho Petroleum Corp., Post Office Box 869, Albuquerque, N. Mex. 87103.	El Paso Natural Gas Co., Aztec Pictured Cliffs Field, San Juan County, N. Mex.	13.0	15.025
C162-339 6-13-69 ¹	Union Carbide Petroleum Corp. (formerly Metals Service Co.), 270 Park Ave., New York, N.Y. 10017.	Trunkline Gas Co., Northeast Hitchcock Field, Galveston County, Tex.	30.0	14.65
C162-505 6-13-69 ¹	do.	Consolidated Gas Supply Corp., Lubeck District, Wood County, W. Va.	25.0	15.325
C162-655 D 6-9-69	Paul H. Ash et al., d.b.a. A. & C. Oil and Gas Co., c/o John R. Haller, 123 East Second St., Weston, W. Va. 25452.	Equitable Gas Co., Skin Creek District, Lewis County, W. Va.	Assigned	-----
C162-1111 C 6-17-69	Sun Oil Co., 1608 Walnut St., Philadelphia, Pa. 19103.	Michigan Wisconsin Pipe Line Co., Laverne Field, Beaver and Harper Counties, Okla.	* 20.015	14.65
C163-729 E 6-16-69	CRA International, Ltd. (successor to Ridgely Inc.), Post Office Box 7305, Kansas City, Mo. 64116.	Northern Natural Gas Co., acreage in Ochiltree County, Tex.	* 16.5	14.65
C164-988 C 6-12-69	Charles O. Hardey (Operator) et al., Post Office Box 1237, Shreveport, La. 71102.	United Gas Pipe Line Co., Sibley Field, Webster Parish, La.	12.0508	15.025
C164-1007 C 6-19-69	Tenneco Oil Co., Post Office Box 2511, Houston, Tex. 77001.	El Paso Natural Gas Co., acreage in Rio Arriba County, N. Mex.	12.2339	15.025
C165-1172 E 5-26-69	Doyle H. Baird et al. (successor to Kerr-McGee Corp.), 555 17th St., Patterson Bldg., Denver, Colo. 80202.	Mountain Fuel Supply Co., Federal Four Mile Creek Unit, Moffat County, Colo.	15.0	15.025
C166-522 (C166-118) (C166-521) C 5-15-69 ⁴ D 5-15-69 ¹	Ventura Oil Co., 1029 East Eighth Ave., Denver, Colo. 80218.	Equitable Gas Co., Glenville District, Gilmer County, and Buchanan District, Upshur County, W. Va.	25.0	15.325
C166-1317 E 6-4-69	Cornell Oil Co. (successor to Anson L. Clark), 4616 Greenville Ave., Dallas, Tex. 75236.	Panhandle Eastern Pipe Line Co., South Bishop Field, Ellis County, Okla.	17.0	14.65
C168-1013 E 6-16-69	Royal Oil & Gas Corp. (successor to Mineral Resources Corp.), c/o John S. Holy, attorney, Post Office Box 643, Weston, W. Va. 25452.	Equitable Gas Co., Troy District, Gilmer County, W. Va.	25.0	15.325
C169-197 C 6-20-69	Ashland Oil & Refining Co.	United Fuel Gas Co., Poca District, Kanawha County, W. Va.	28.0	15.325
C169-228 C 6-11-69	Gulf Oil Corp.	Transwestern Pipeline Co., North Gruver Field, Hansford County, Tex.	18.95	14.65
C169-876 C 6-17-69	R. C. Wynn, 1525 Republic Bank Bldg., Dallas, Tex. 75201.	El Paso Natural Gas Co., Blanco Mesa Verde Pool, San Juan County, N. Mex.	13.0	15.025
C169-877 C 6-17-69	do.	El Paso Natural Gas Co., Basin Dakota Pool, San Juan County, N. Mex.	13.0	15.025
C169-999 (C161-636) 4-21-69 ¹ A 5-19-69	Signal Oil and Gas Co., 1010 Wilshire Blvd., Los Angeles, Calif. 90017.	Transwestern Pipeline Co., Bell Lake Unit, Lea County, N. Mex.	** 15.5	14.65
C169-1067 A 5-19-69	Phillips Petroleum Co., Bartlesville, Okla. 74003.	Northern Natural Gas Co., Owego Field, Pecos County, Tex.	** 16.5 ** 14.5	14.65
C169-1170 (G-12581) F 6-9-69	W. L. Popejoy (successor to Agnes Cullen Arnold, et al.), 1519 The 600 Bldg., Corpus Christi, Tex. 78401.	Transcontinental Gas Pipe Line Corp., Washburn Ranch, West (5450') Field, La Salle County, Tex.	14.0	14.65
C169-1171 A 6-11-69	Union Oil Co. of California, Union Oil Center, Los Angeles, Calif. 90017.	El Paso Natural Gas Co., Pictured Cliffs Area, San Juan County, N. Mex.	13.0	15.025
C169-1172 B 6-11-69	Cleary Petroleum Corp. (Operator), et al.	Northern Natural Gas Co., Como Field, Beaver County, Okla.	Depleted	-----
C169-1173 B 6-11-69	Cleary Petroleum Corp.	do.	Depleted	-----

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure time
C169-1174 A 6-11-69	Heinrich & Payne, Inc., 1579 East 2nd St., Tulsa, Okla. 74114.	Panhandle Eastern Pipe Line Co., Northern W. York Area, Wood County, Okla.	17.0	14.65
C169-1175 A 6-10-69	Gulf Oil Corp.	Texas Gas Transmission Corp., Church Creek Field, Acacia Parish, La.	21.25	15.025
C169-1176 A 6-10-69	Jerome P. McHugh, et al., 590 Petroleum Club Bldg., Denver, Colo. 80202.	El Paso Natural Gas Co., Ignacio Dakota Field, La Plata County, Colo.	14.0	15.025
C169-1177 A 6-11-69	Mobil Oil Corp.	Texas Eastern Transmission Corp., Main Post Block 6 Field, Offshore St. Bernard Parish, La.	20.0	15.025
C169-1178 F 4-29-69	An-Sun Corp. (successor to Helendale Properties, Inc.), 2814 North Santa Fe, Oklahoma City, Okla. 73108.	Northern Natural Gas Co., South-west Foxman Field, Beaver County, Okla.	17.0	14.65
C169-1179 A 6-13-69	MacDonald Spidel, c/o John S. Holy, attorney, Post Office Box 643, Weston, W. Va. 26452.	Equitable Gas Co., Salt Lick District, Frazier County, W. Va.	27.0	15.325
C169-1180 A 6-13-69	Anderson Production Co., et al., Post Office Box 817, Fort Worth, Tex. 76101.	Colorado Interstate Gas Co., a division of Colorado Interstate Corp., West Panhandle Field, Moore and Potter Counties, Tex.	14.0	14.65
C169-1182 B 6-13-69 (C169-1183) F 6-4-69	Pen American Petroleum Corp., S. D. Kinsman, et al. (successor to Paul H. Ash, et al., d.b.a. A. & C. Oil and Gas Co.), c/o John R. Haller, agent, 123 East Second St., Weston, W. Va. 26452.	Arkansas Louisiana Gas Co., Scott Field, Caddo Parish, La.	Depleted	15.325
C169-1184 A 6-16-69	Union Oil of California	Equitable Gas Co., Skin Creek Field, Lewis County, W. Va.	25.0	15.325
C169-1186 A 6-13-69	Getty Oil Co., Post Office Box 1404, Houston, Tex. 77001.	Panhandle Eastern Pipe Line Co., South Peak Field, Roger Mills County, Okla.	18.0	14.65
C169-1188 A 6-13-69		Michigan Wisconsin Pipe Line Co., Eugene Island 266 Field, Offshore South Marsh Island and Eugene Island Areas, Offshore Iberia and St. Mary Parishes, La.	21.25	15.025
C169-1189 A 6-13-69	Affiliate Richfield Co., Post Office Box 2819, Dallas, Tex. 75221.	Michigan Wisconsin Pipe Line Co., South Marsh Island and Eugene Island Areas, Offshore Iberia Parish, La.	21.25	15.025
C169-1190 A 6-13-69	Continental Oil Co., Post Office Box 2367, Houston, Tex. 77001.	Michigan Wisconsin Pipe Line Co., Eugene Island 266 Field, Offshore Louisiana.	21.25	15.025
C169-1191 A 6-13-69	W. A. Monger, Jr., et al., Mercier Bldg., Ninth at Commerce, Fort Worth, Tex. 76102.	Southern Union Gathering Co., Radio-Dakota Field, San Juan County, N. Mex.	13.0	15.025
C169-1192 B 6-16-69	Amerasia Petroleum Corp. (Operator), Post Office Box 2460, Tulsa, Okla. 74102.	Northern Natural Gas Co., Sam-nole Field, Galveston County, Tex.	(7)	
C169-1193 A 6-16-69	Humble Oil & Refining Co., Post Office Box 2380, Houston, Tex. 77001.	Southern Natural Gas Co., Monteburg Field, Terrebonne and Lafourche Parishes, La.	21.25	15.025
C169-1194 A 6-16-69	Marathon Oil Co., 593 South Main St., Findlay, Ohio 43840.	Arkansas Louisiana Gas Co., North-east Hillside Field, Grant and Garfield Counties, Okla.	17.0	14.65
C169-1195 A 6-17-69	Sam Oil Co.	Southern Natural Gas Co., Forrest Home Field, Adams County, Miss.	20.4	15.025
C169-1197 A 6-16-69	Petroleum, Inc., 200 West Douglas, Wichita, Kans. 67202.	Arkansas Louisiana Gas Co., Kinta Pool, Pittsburg County, Okla.	16.0	14.65
C169-1198 A 6-15-69	William Gruenewald & Associates, Inc., Post Office Box 909 Colorado Springs, Colo. 80901.	Panhandle Eastern Pipe Line Co., acreage in Second County, Kans.	14.0	14.65
C169-1199 A 6-17-69	Adena Gas Co., c/o Lloyd G. Jackson, partner, Post Office Box 498, Humlin, W. Va. 26022.	United Fuel Gas Co., acreage in Lincoln County, W. Va.	16.0	15.325
C169-1200 A 6-19-69	Boomer Co., 1330 Mercantile Dallas Bldg., Dallas, Tex. 75201.	Texas Gas Transmission Corp., North Shongook-Red Rock Field, Webster Parish, La.	19.75	15.025
C169-1201 A 6-19-69	Yuca Petroleum Co. (Operator) et al., c/o Jerry F. Lyons, attorney, Post Office Box 556, Amarillo, Tex. 79105.	Panhandle Eastern Pipe Line Co., Walcott Field, Woods County, Okla.	17.85	14.65

See footnotes at end of table.

[F.R. Doc. 69-8115; Filed, July 10, 1969; 8:45 a.m.]

FEDERAL RESERVE SYSTEM

CENTRAL BANKING SYSTEM, INC.

Notice of Request and Order for Hearing

Notice is hereby given that request has been made to the Board of Governors of

the Federal Reserve System, pursuant to section 4(c) (8) of the Bank Holding Company Act of 1956 (12 U.S.C. 1843(c) (8)), and § 222.4(a) of the Board's Regulation Y (12 CFR 222.4(a)), by Central Banking System, Inc., Oakland, Calif., a bank holding company, for a de-termination that the planned insurance activities of its proposed nonbanking

1 Deletions assigned leases.
2 Applicant has agreed to accept permanent authorization conditioned as Opinion No. 498, as modified by Opinion No. 498-A.
3 Amendment to certificate filed to reflect change in corporate name.
4 Includes 1 cent upward B.t.u. adjustment and 0.015 cent tax reimbursement. Subject to upward and downward B.t.u. adjustment.
5 Rule in effect subject to refund in docket No. R153-282.
6 Reflects transfer of certain acreage from Equitable Contract No. 6045 (A. M. Van Flick, agent for Pacific States Gas & Oil Co., FPC GRS No. 5, docket No. C169-118) and Contract No. 6084 (Pacific States Gas & Oil, Inc., FPC GRS No. 3, docket No. C169-321) to subject Contract No. 6087.
7 Reflects transfer of certain acreage from the subject Contract No. 6087 to Contract No. 6235 (on file as Rabbit Oil & Gas Co., FPC GRS No. 1, certificate in docket No. C169-1372).
8 Includes 1.05 cents upward B.t.u. adjustment. Subject to upward and downward B.t.u. adjustment.
9 Applicant is filing for certificate to cover its portion of a sale presently covered by Continental Oil Co.'s FPC GRS No. 180 and certificate in docket No. C161-426.
10 Plus applicable taxes.
11 Gas-well gas.
12 Casinghead gas.
13 Subject to upward and downward B.t.u. adjustment.
14 Applicant states its willingness to accept a permanent certificate in conformance with Opinions Nos. 546 and 546-A.
15 Applicant has heretofore filed in docket No. C169-1306 an application for a certificate of public convenience and necessity to sell gas from a part of the subject acreage.
16 Applicant has heretofore filed in docket No. C169-1302 an application for a certificate of public convenience and necessity to sell gas from a part of the subject acreage.
17 The proposed sale involved residue gas which was to be processed from casinghead gas. This required construction of a processing plant for this purpose. Plans for the plant did not materialize and it will not be built.
18 Subject to deduction for compression, if required.
19 Includes 1.75-cent tax reimbursement.
20 Includes 8.85 cent upward B.t.u. adjustment. Subject to upward and downward B.t.u. adjustment.
21 Rule in effect subject to refund in docket Nos. G-20341 and R163-378.
22 Subject to upward B.t.u. adjustment.
23 Contract provides for rate of 15.5 cents per Mcf; however, Applicants state their willingness to accept certificate at 17 cents per Mcf.
24 "El Paso" parties under certificate issued to McCulloch Oil Corp. of California (Operator) et al., docket No. C-41-564.

subsidiary, a corporation to be formed by Applicant, are of the kind described in the aforementioned sections of the Act and the regulation so as to make it unnecessary for the prohibitions of section 4 of the Act with respect to the acquisition or retention of shares in non-banking organizations to apply in order to carry out the purposes of the Act.

Inasmuch as section 4(c)(8) of the Act requires that any determination pursuant thereto be made by the Board after due notice and hearing and on the basis of the record made at such hearing:

It is hereby ordered, That pursuant to section 4(c)(8) of the Bank Holding Company Act and in accordance with §§ 222.4(a) and 222.5(a) of the Board's Regulation Y (12 CFR 222.4(a), 222.5(a)), promulgated under the Bank Holding Company Act, a hearing with respect to this matter be held commencing on August 19, 1969, at 10 a.m. at the Federal Reserve Bank of San Francisco, 400 Sansome Street, San Francisco, Calif., before Philip J. LaMacchia (whose address is U.S. Civil Service Commission, 1900 E Street NW., Washington, D.C.), a hearing examiner selected by the Civil Service Commission, pursuant to section 3344 of title 5 of the United States Code. The hearing will be conducted according to the Board's Rules of Practice for Formal Hearings (12 CFR Part 263). The right is reserved to the Board or the hearing examiner to designate any other date or place for such hearing of any part thereof which may be determined to be necessary or appropriate for the convenience of the parties. The Board's rules of practice for formal hearings provide, in part, "Unless otherwise specifically provided by statute or by rule of the Board, a hearing shall ordinarily be private and shall be attended only by the parties, their representatives or counsel, representatives of the Board, witnesses while testifying, and other persons having an official interest in the proceeding: *Provided, however*, That, on written request by a party or a representative of the Board, or on the Board's own motion, the Board, in its discretion and to the extent permitted by law, may permit other persons to attend or may order the hearing to be public."

Any person desiring to give testimony at the hearing should file with the Secretary of the Board, directly or through the Federal Reserve Bank of San Francisco, on or before August 5, 1969, a written request containing a statement of the nature of the petitioner's interest in the proceeding, and a summary of the matters concerning which said petitioner wishes to give testimony. Such requests will be presented to the hearing examiner, and the persons submitting the requests will be notified, prior to the hearing, of his determination thereon. The application may be inspected at the Federal Reserve Bank of San Francisco or at the Federal Reserve Building, 20th Street and Constitution Avenue NW., Washington, D.C.

Dated at Washington, D.C., this 3d day of July 1969.

By order of the Board of Governors.

[SEAL]

ROBERT P. FORRESTAL,
Assistant Secretary.

[P.R. Doc. 69-8203; Filed, July 10, 1969;
8:49 a.m.]

DACOTAH BANK HOLDING CO.

Notice of Request and Order for Hearing

Notice is hereby given that request has been made to the Board of Governors of the Federal Reserve System, pursuant to section 4(c)(8) of the Bank Holding Company Act of 1956 (12 U.S.C. 1843(c)(8)), and § 222.4(a) of the Board's Regulation Y (12 CFR 222.4(a)), by Dacotah Bank Holding Co., Aberdeen, S. Dak., a bank holding company, for determinations that the activities of Citizens Agricultural Credit Corporation, F & M Agricultural Credit Corporation, Citizens Insurance Agency, Inc., Roslyn Insurance Agency, Inc., and Security Insurance Agency, Inc., are or are to be of the kind described in the aforementioned sections of the Act and the regulation so as to make it unnecessary for the prohibitions of section 4 of the Act with respect to the acquisition or retention of shares in non-banking organizations to apply in order to carry out the purposes of the Act.

Inasmuch as section 4(c)(8) of the Act requires that any determination pursuant thereto be made by the Board after due notice and hearing and on the basis of the record made at such hearing:

It is hereby ordered, That pursuant to section 4(c)(8) of the Bank Holding Company Act and in accordance with §§ 222.4(a) and 222.5(a) of the Board's Regulation Y (12 CFR 222.4(a), 222.5(a)), promulgated under the Bank Holding Company Act, a hearing with respect to this matter be held commencing on August 12, 1969, at 10:00 a.m. at the Federal Reserve Bank of Minneapolis, 73 South Fifth Street, Minneapolis, Minn., before Philip J. LaMacchia (whose address is U.S. Civil Service Commission, 1900 E Street NW., Washington, D.C.), a hearing examiner selected by the Civil Service Commission, pursuant to section 3344 of title 5 of the United States Code. The hearing will be conducted according to the Board's Rules of Practice for Formal Hearings (12 CFR Part 263). The right is reserved to the Board or the hearing examiner to designate any other date or place for such hearing or any part thereof which may be determined to be necessary or appropriate for the convenience of the parties. The Board's rules of practice for formal hearings provide, in part, "Unless otherwise specifically provided by statute or by rule of the Board, a hearing shall ordinarily be private and shall be attended only by the parties, their representatives or counsel, representatives of the Board, witnesses while testifying, and other persons having an official interest in the

proceedings: *Provided, however*, That, on written request by a party or a representative of the Board, or on the Board's own motion, the Board, in its discretion and to the extent permitted by law, may permit other persons to attend or may order the hearing to be public."

Any person desiring to give testimony at the hearing should file with the Secretary of the Board, directly or through the Federal Reserve Bank of Minneapolis, on or before July 29, 1969, a written request containing a statement of the nature of the petitioner's interest in the proceeding, and a summary of the matters concerning which said petitioner wishes to give testimony. Such requests will be presented to the hearing examiner, and the persons submitting the requests will be notified, prior to the hearing, of his determination thereon. The application may be inspected at the Federal Reserve Bank of Minneapolis or at the Federal Reserve Building, 20th Street and Constitution Avenue NW., Washington, D.C.

Dated at Washington, D.C., this 3d day of July 1969.

By order of the Board of Governors.

[SEAL]

ROBERT P. FORRESTAL,
Assistant Secretary.

[P.R. Doc. 69-8204; Filed, July 10, 1969;
8:49 a.m.]

INTERNATIONAL JOINT COMMISSION—UNITED STATES AND CANADA

CRESTON VALLEY WILDLIFE MANAGEMENT AREA

Order Amending Order of Approval

In the matter of the application of the Creston Valley Wildlife Management Area to the International Joint Commission for an order amending the order of approval of the Commission dated the 12th day of October 1950, as amended, by the order of approval of the Commission dated the 3d day of April 1956.

Notice is hereby given that the International Joint Commission has received an application from the Creston Valley Wildlife Management Area for amendments to the above-noted orders of approval relating to the regulation of Duck Lake to permit the construction and operation of a wildlife nesting habitat in Duck Lake which lies to the east of both the east and west branches of the Kootenay River approximately 15 miles north of the international boundary.

Specifically, the Commission has been asked to amend Condition (7) of its order of April 3, 1956, by substituting the words "elevation 1745" for the words "elevation 1745.5" where they occur. Also, the Commission is being asked to approve the construction of a dike within Duck

Lake which will enclose an area of approximately 850 acres for waterfowl nesting; the levels in this area to be maintained at elevation 1744 or lower. The remaining 3,150 acres is to continue as a flood control reservoir with a maximum elevation of 1745. During construction of the dike and drainage works, the Commission is being asked to approve the holding of Duck Lake at elevation 1742 or lower.

Notice is also given that the International Joint Commission will conduct a public hearing on this matter at 10 a.m., local time, Tuesday, August 12, 1969, in the Downtowner Motel, Creston, British Columbia. All interested persons will be given opportunity to express their views either orally or by written statements. Where possible, fifteen (15) copies of written statements should be filed with each Secretary ten (10) days in advance of the hearing with thirty (30) additional copies deposited with either of them at the hearing.

Copies of the application and of the orders of approval of the Commission referred to above are available upon request to the Secretaries of the Commission.

W. A. BULLARD,
Secretary, U.S. Section, International Joint Commission,
Washington, D.C. 20440.

D. G. CHANCE,
Secretary, Canadian Section,
International Joint Commission,
Room 850, 151 Slater
Street, Ottawa 4, Ontario,
Canada.

JULY 7, 1969.

[P.R. Doc. 69-8164; Filed, July 10, 1969;
8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 24D-2825]

GREENWOOD MANAGEMENT CORP.

Order Permanently Suspending Exemption

JULY 3, 1969.

In the matter of Greenwood Management Corp., 431 South 3d East, Suite 102, Salt Lake City, Utah, File No. 24D-2825.

I. Greenwood Management Corp. (issuer), a Utah corporation, with offices located at Salt Lake City, Utah, filed with the Commission on December 23, 1968, a notification on Form 1-A and an offering circular relating to an offering of 300,000 shares of common stock, at 10 cents per share for an aggregate of \$30,000, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof, and Regulation A promulgated thereunder. Kenneth M. Hisatake of Salt Lake City was designated as agent for the issuer in connection with the sale of the shares offered and was to receive no

commission. The offering commenced February 24, 1969.

II. The Commission on May 7, 1969, temporarily suspended the Regulation A exemption of Greenwood Management Corp., stating that it had reasonable cause to believe from information reported to it by the staff that:

A. The terms and conditions of Regulation A were not complied with in that:

1. The Form 1-A filed on behalf of the issuer fails to disclose Curtis Minerals as an affiliate of the issuer;

2. The Form 1-A fails to disclose sales of unregistered securities by its affiliates within 1 year prior to the filing of Form 1-A and present or proposed offerings of securities by affiliates;

3. The offering circular fails to disclose all material transactions within the past 2 years between the issuer and persons affiliated with and controlling the issuer;

4. The offering circular filed on behalf of the issuer fails to disclose that net cash proceeds of the offering were to be used, in significant part, to repay a loan incurred in the acquisition of shares of stock of an affiliate of the issuer;

5. The offering circular fails to include accurate and adequate financial statements of the issuer.

B. The offering circular contains untrue statements of material facts and omits to state material facts necessary to make the statements made, in the light of the circumstances under which they were made, not misleading, particularly with respect to:

1. The failure to accurately and adequately disclose the assets and liabilities of the issuer;

2. The failure to disclose certain material transactions between the issuer and its promoters and affiliates;

3. The failure to disclose that a public offering of securities of an affiliated issuer was in progress at the time of the issuer's public offering pursuant to Regulation A;

4. The failure to accurately and adequately set forth the uses to which proceeds of the offering would be applied.

C. The offering was made in violation of section 17(a) of the Securities Act of 1933, as amended, by reason of the matters described above.

III. An answer was filed by the issuer on June 9, 1969, however, on June 16, 1969, the issuer withdrew its request for hearing and communicated its intent to abide by the decisions made by the Commission. The Commission finds that it is in the public interest and for the protection of investors to permanently suspend the exemption of the issuer under Regulation A.

It is ordered, Pursuant to Rule 261(a), subparagraphs (1) and (2) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, permanently suspended.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[P.R. Doc. 69-8207; Filed, July 10, 1969;
8:49 a.m.]

[812-2549]

RICHARDS, MERRILL & PETERSON, INC., AND HUGHBANKS, INC.

Notice of Filing of Application for an Order of Exemption

JULY 7, 1969.

In the matter of Richards, Merrill & Peterson, Inc., Old National Bank Building, Spokane, Wash. 99201, and Hughbanks, Inc., 1090 Dexter Horton Building, Seattle, Wash. 98104; (812-2549).

Notice is hereby given that Richards, Merrill & Peterson, Inc., and Hughbanks, Inc. ("applicants"), prospective representatives of a group of underwriters of a proposed offering of shares of Capital Investors Corp. ("Fund"), a registered closed-end investment company, has filed an application for an exemptive order pursuant to section 6(c) of the Investment Company Act of 1940 ("Act"). Applicant requests that they, to the extent necessary, be exempted from section 30(f) of the Act to the extent that it adopts section 16(b) of the Securities Exchange Act of 1934 ("Exchange Act") in connection with their transactions incident to the distribution of Fund shares. All interested persons are referred to the application on file with the Commission for a statement of the representations contained therein, which are summarized below.

Fund shares are to be purchased by the underwriters at a price of \$7.78 per share, pursuant to a "firm commitment" underwriting agreement to be entered into between the Fund and the underwriters represented by applicants. Upon the effective date of the Fund's registration statement under the Securities Act of 1933, the shares will be sold to the public at a public offering price of \$8.50 per share, the gross underwriting commission thus being \$0.72 per share. The underwriters do not intend to make sales to selected dealers at an offering price less a concession.

While the number of shares covered by the registration statement on file under the Securities Act of 1933 is stated as 500,000 shares, it is contemplated that this number of shares may be increased before the Underwriting Agreement is signed and such registration statement is effective.

It seems likely that applicants will acquire individually from the Fund in accordance with the provisions of the Underwriting Agreement more than 10 percent of the Capital Stock of the Fund (thus making them "insiders" subject to the provisions of section 16(b)) and together more than 50 percent of the Capital Stock of the Fund which will be outstanding at the time of the closing with the underwriters.

The purpose of the purchase by applicant and the other underwriters is for resale in connection with the initial distribution of shares of the Fund. It will thus be a transaction effected in connection with a distribution of a substantial block of securities within the purpose and spirit of the Commission's Rule 16b-2.

Applicants state that it is necessary for it to obtain the exemption requested by this application because of the requirements of the last clause of the first sentence of paragraph (a) (3) of Rule 16b-2 since it appears likely that the aggregate participation of underwriters who will not require an exemption under that rule will not be at least equal to the participation of applicants.

In addition to purchases from the Fund and sales to customers there may be the usual transactions of purchase or sale incident to a distribution such as stabilizing purchases, over-allotments, purchases to cover over-allotments, and sales of shares purchased in stabilization.

Applicants state that no underwriter has any inside information or possibility of using inside information and, in fact, there is no inside information in existence since the Fund prior to the initial distribution will have virtually no assets or business of any sort. No director or officer of any underwriter is a director or officer of the Fund.

Section 30(f) of the Act imposes the duties and liabilities of section 16 of the Exchange Act upon, among others, beneficial owners of more than 10 percent of any class of outstanding securities of, and directors of, a registered closed-end investment company. Section 16(b) of the Exchange Act contains provisions for accountability for profits from purchases and sales or sales and purchases within 6 months of any equity security of the related issuer by those persons covered thereby. Applicants represent that the requested exemption from the provisions of section 30(f) of the Act is necessary and appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act. They state that the transactions sought to be exempted cannot lend themselves to the practices to which section 16(b) of the Exchange Act was enacted to apply.

Section 6(c) authorizes the Commission to exempt any person, security, or transaction, or any class or classes of persons, securities, or transactions, from the provisions of the Act and rules promulgated thereunder if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than July 21, 1969, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the

point of mailing) upon applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-8206; Filed, July 10, 1969;
8:49 a.m.]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Loan Area 717]

MINNESOTA

Declaration of Disaster Loan Area

Whereas, it has been reported that during the month of June 1969, because of the effects of certain disasters, damage resulted to residences and business property located in Nobles County, Minn.;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act, as amended.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) (1) of the Small Business Act, as amended, may be received and considered by the office below indicated from persons or firms whose property, situated in the aforesaid county and areas adjacent thereto, suffered damage or destruction resulting from floods occurring on June 28, 1969, and continuing thereafter.

OFFICE

Small Business Administration Regional Office, 816 Second Avenue, South, Minneapolis, Minn. 55402.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to January 31, 1970.

Dated: July 2, 1969.

HILARY SANDOVAL, Jr.,
Administrator.

[F.R. Doc. 69-8166; Filed, July 10, 1969;
8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

[S.O. 1002; Car Distribution Direction No. 51-A]

ERIE-LACKAWANNA RAILWAY CO., AND CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

Car Distribution

Upon further consideration of Car Distribution Direction No. 51, and good cause appearing therefor:

It is ordered, That:

Car Distribution Direction No. 51 be, and it is hereby vacated.

It is further ordered, That this order shall become effective at 9 a.m., July 8, 1969, and that it shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., July 8, 1969.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[SEAL]

[F.R. Doc. 69-8183; Filed, July 10, 1969;
8:47 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

JULY 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. 41686—Clay, kaolin or pyrophyllite from specified points in Alabama. Filed by O. W. South, Jr., agent (No. A-6113), for interested rail carriers. Rates on clay, kaolin or pyrophyllite, in carloads, as described in the application, from Letohatchie and Montgomery, Ala., to Providence, R.I., and points taking same rates in National Rate Basis Tariff 1-A.

Grounds for relief—Rate relationship. Tariff—Supplement 53 to Southern Freight Association, agent, tariff ICC S-751.

FSA No. 41687—Soda ash to points in Louisiana and Texas. Filed by Western Trunk Line Committee, agent (No. A-2593), for interested rail carriers. Rates on soda ash, in carloads, as described in the application, from Alchem, Stauffer, and Westvaco, Wyo., to specified points in Louisiana and Texas.

Grounds for relief—Rate relationship. Tariffs—Supplement 99 to Western Trunk Line Committee, agent, tariff ICC A-4374, and supplement 11 to Southwestern Freight Bureau, agent, tariff ICC 4832.

FSA No. 41688—*Asphalt and other petroleum products from Sinclair, Wyo.* Filed by Colorado-Utah-Wyoming Committee, agent (No. 6), for interested rail carriers. Rates on asphalt, and other petroleum products, in tank carloads, as described in the application, from Sinclair, Wyo., to points in Colorado and Wyoming.

Grounds for relief—Modified short-line distance formula and grouping.

Tariff—Supplement 49 to Colorado-Utah-Wyoming Committee, agent, tariff ICC 4.

By the Commission.

[SEAL] ANDREW ANTHONY, JR.,
Acting Secretary.

[F.R. Doc. 69-8184; Filed, July 10, 1969;
8:47 a.m.]

[Notice 864]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JULY 7, 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 protests 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 field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 13651 (Sub-No. 12 TA), filed July 1, 1969. Applicant: PEOPLES TRANSFER, INC., Post Office Box 6367, 1400 North Black Canyon Highway, Phoenix, Ariz. 85005. Applicant's representative: A. Michael Bernstein, 1327 United Bank Building, 3550 North Central, Phoenix, Ariz. 85012. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fiberboard boxes and containers* such as are used in packing fruits and vegetables, from points in Los Angeles County, Calif., to points in Luna and Socorro Counties, N. Mex., and from points in Maricopa County, Ariz., to points in Luna, Dona Ana, Socorro, Sierra, Torrance, San Juan, Bernalillo, and Valencia Counties, N. Mex., and points in El Paso and Deaf Smith Counties, Tex.; Delta and Montezuma Counties, Colo.;

and Riverside and Imperial Counties, Calif., for 180 days. Supporting shippers: Boise Cascade Corp., Boise, Idaho; Fibreboard Corp., 475 Brannan Street, San Francisco, Calif. 94119. Send protests to: Andrew V. Baylor, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 3427 Federal Building, Phoenix, Ariz. 85025.

No. MC 57315 (Sub-No. 16 TA), filed July 1, 1969. Applicant: TRI-STATE TRANSPORT, INC., 91 Heard Street, Chelsea, Mass. 02150. Applicant's representative: Frank J. Weiner, Investors Building, 536 Granite Street, Braintree, Mass. 02184. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Yogurt*, from Stratford, Conn., to Boston, Westwood, Somerville, and Worcester, Mass., and Jersey City, N.J., for 150 days. Supporting shipper: Borden, Inc., 33 West 60th Street, New York, N.Y. 10023. Send protests to: Max Gorenstein, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 2211-B, J.F.K. Federal Building, Government Center, Boston, Mass. 02203.

No. MC 76472 (Sub-No. 10 TA), filed July 1, 1969. Applicant: MATERIAL TRUCKING, INC., 924 South Heald Street, Wilmington, Del. 19801. Applicant's representative: William Saienni (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fluorspar*, in bulk, from Wilmington, Del., to Aspers, Pa., for 180 days. Supporting shipper: Glen-Gery Corp., Post Office Box 206, Reading, Pa. 19607; Joseph E. Tolson, Traffic Manager. Send protests to: Paul J. Lowry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 206 Old Post Office Building, 129 East Main Street, Salisbury, Md. 21801.

No. MC 87123 (Sub-No. 3 TA), filed July 1, 1969. Applicant: ROSE HARE, doing business as MAX KAUFER EXPRESS, 218 West 37th Street, New York, N.Y. 10018. Applicant's representative: Herman B. J. Weckstein, 60 Park Place, Newark, N.J. 07102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Wearing apparel and materials and supplies* used in the manufacture thereof, between Belford, Long Branch, Morgan, and Jackson Township, N.J., on the one hand, and on the other, Philadelphia, Pa., for 150 days. Note: Applicant does intend to tack with carriers at Philadelphia, and New York, N.Y., commercial zone. Supporting shippers: Devon Knitwear Co., Inc., 3300 Frankford Avenue, Philadelphia, Pa.; Jaylo Fashions, 147 Brighton Avenue, West End, N.J.; The Scharf Corp., 320 Memorial Parkway, New Brunswick, N.J. 08901; Rimi Fashions Inc., Rural Delivery 3, Box 319, Jackson, N.J. Send protests to: Paul W. Asenza—District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 107162 (Sub-No. 24 TA), filed July 1, 1969. Applicant: NOBLE GRA-

HAM, Route No. 1, Brimley, Mich. 49715. Applicant's representative: Phillip H. Porter, 708 First National Bank Building, Madison, Wis. 53703. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Scrap metal*, from port of entry on the United States-Canada boundary line, between the United States and Canada, at or near Sault Ste. Marie, Mich., to East Jordan, Mich., over the Mackinac Bridge, for 180 days. Supporting shipper: Traders Metal Co., Limited, Post Office Box 459, Sault Ste. Marie, Ontario, Canada. Send protests to: C. R. Flemming, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 225 Federal Building, Lansing, Mich. 48933.

No. MC 133720 (Sub-No. 1 TA), filed July 1, 1969. Applicant: SHAWANO TERMINAL WAREHOUSE, INC., Post Office Box 67, Shawano, Wis. 54166. Applicant's representative: Robert D. Sundby, 110 East Main Street, Madison, Wis. 53703. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Uncrested caskets, casket shells, and related supplies*, from Shawano, Wis., to points in Alger, Baraga, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Marquette, Menominee, and Ontonagon Counties, Mich., for 180 days. Supporting shipper: Batesville Casket Co., Inc., Batesville, Ind. 47006 (Adrian J. Borchelt, Traffic Manager). Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 133814 (Sub-No. 1 TA), filed July 1, 1969. Applicant: E. E. CARROLL, doing business as CARROLL TRUCKING COMPANY, 3533 Audubon Road, Montgomery, Ala. 36111. Applicant's representative: J. Douglas Harris, 409-412 Bell Building, Montgomery, Ala. 36104. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Brick*, from points in Jefferson County, Ala., to Pensacola, Fla., for 180 days. Supporting shipper: Watkins Brick Co., Post Office Box 8, Ensley Station, Birmingham, Ala. 35218. Send protests to: B. R. McKenzie, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 814-2121 Building, Birmingham, Ala., 35203.

No. MC 133854 TA, filed July 1, 1969. Applicant: DOYLE REASNOR AND LEO REASNOR, doing business as REASNOR CONSTRUCTION CO., Box 148, Kinta, Okla. 75542. Applicant's representative: Leo Reasnor (same address as above). Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Coal*, in bulk, from mine site of Kerr-McGee Corp., 6 miles southeast of Stigler, Okla., to rail siding of Texas & Pacific Railway, approximately 3 miles east of Stigler, Okla., and rail siding of Fort Smith and Van Buren Railway at McCurtain, Okla., for 180 days. Supporting shipper: Kerr-McGee Corp., Kerr-McGee Building,

Oklahoma City, Okla. 73102. Send protests to: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 240, Old Post Office Building, 215 Northwest Third, Oklahoma City, Okla. 73102.

No. MC 133855 TA, filed July 1, 1969. Applicant: GERALD G. WOOD, doing business as WOOD & SONS, Route No. 1, Sun Prairie, Wis. 53590. Applicant's representative: Robert J. Kay, 433 West Washington Avenue, Madison, Wis. 53703. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Progeny test bulls and mature bulls*, from De Forest, Dane County, Wis., to points in the United States, and from points in the United States to De Forest, Dane County, Wis., for the account of American Breeders Service, Inc., De Forest, Wis. for 180 days. Supporting shipper: American Breeders Service, Inc., De Forest, Wis. 53532. Send protests to: Barney L. Hardin, District Supervisor, Interstate Commerce Commission,

Bureau of Operations, 444 West Main Street, Room 11, Madison, Wis. 53703.

By the Commission.

[SEAL] ANDREW ANTHONY, Jr.,
Acting Secretary.

[F.R. Doc. 69-8185; Filed, July 10, 1969;
8:47 a.m.]

[Notice 374]

MOTOR CARRIER TRANSFER PROCEEDINGS

JULY 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 post-

pone 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 70748. By order of July 1, 1969, Division 3, acting as an Appellate Division, approved the transfer to George Aigner & Sons, Inc., Chicago, Ill., of Certificates in Nos. MC-111126 and MC-111126 (Sub-No. 1), issued June 6, 1950 and August 17, 1951, respectively, to William Sadowsky, doing business as Advance Lumber Cartage Co., Chicago, Ill., authorizing the transportation of: Lumber, wooden poles, requiring special equipment, and plasterboard, from points in Illinois in the Chicago commercial zone to points in Indiana, and from points in the Chicago, Ill., commercial zone to points in Wisconsin. Harold E. Marks, 208 South La Salle Street, Chicago, Ill. 60604, attorney for applicants.

[SEAL] ANDREW ANTHONY, Jr.,
Acting Secretary.

[F.R. Doc. 69-8186; Filed, July 10, 1969;
8:47 a.m.]

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89	11148
91	11148, 11150
93	11148
95	11148
99	11148

49 CFR

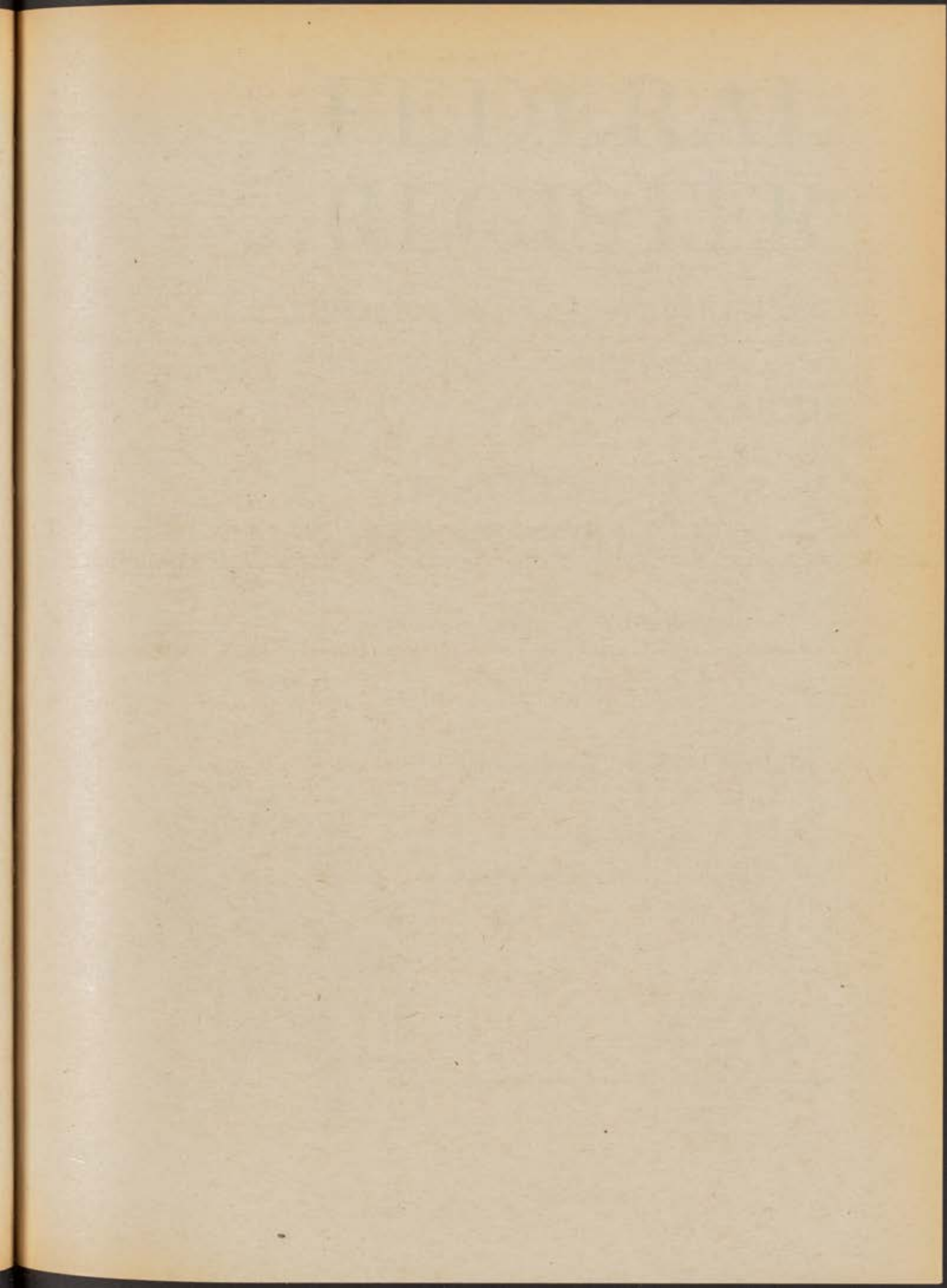
1	11360
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371	11420
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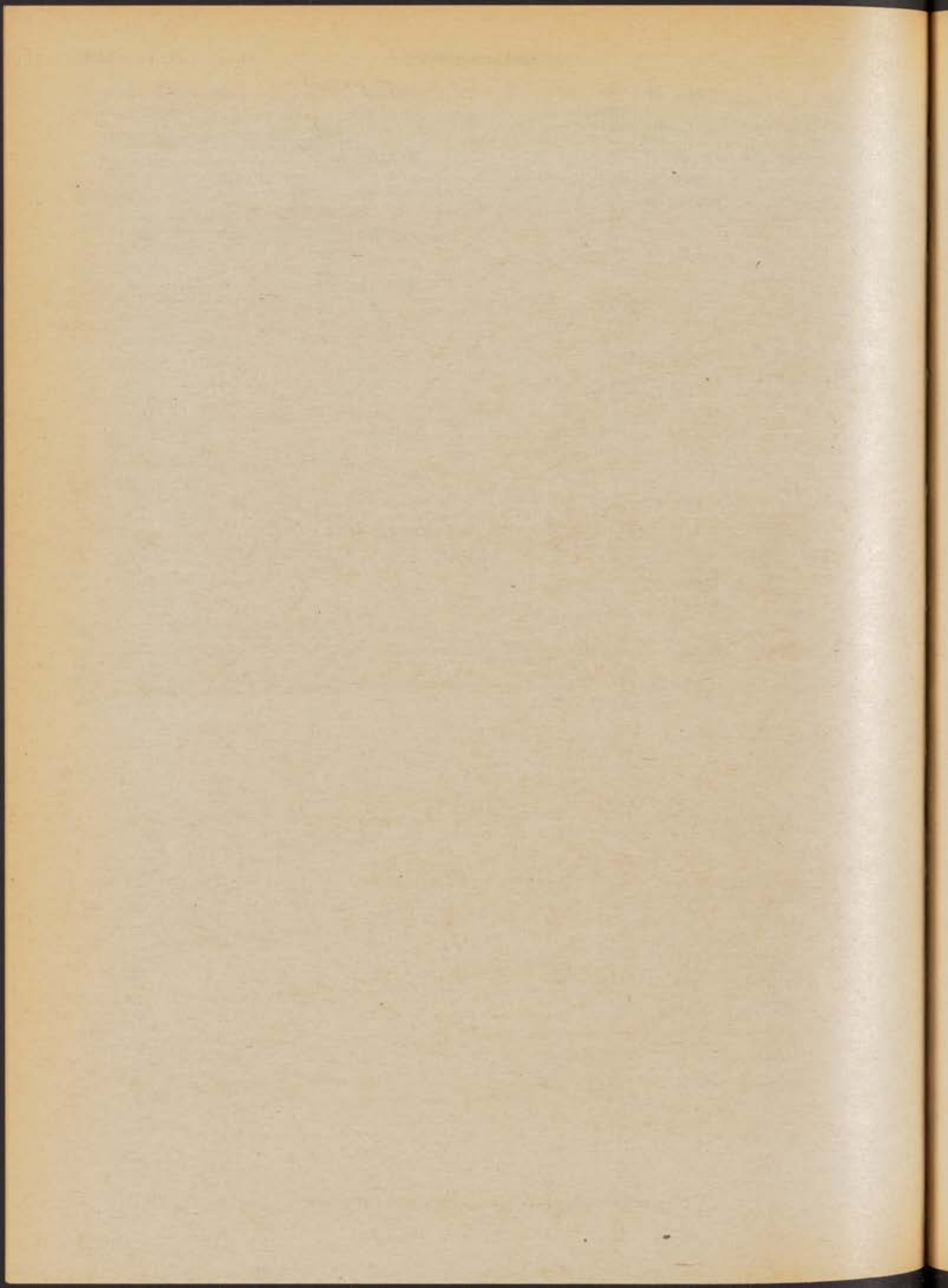
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• Washington, D.C.

PART II

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

•
Advisory Circular Checklist
and
Status of
Federal Aviation Regulations



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[AC 00-2M—Effective May 29, 1969]

ADVISORY CIRCULAR CHECKLIST AND STATUS OF FEDERAL AVIATION REGULATIONS

1. *Purpose.* This notice contains the revised checklist of current FAA advisory circulars and the status of Federal Aviation Regulations as of May 29, 1969.

2. *Explanation.* The FAA issues advisory circulars to inform the aviation public in a systematic way of nonregulatory material of interest. Unless incorporated into a regulation by reference, the contents of an advisory circular are not binding on the public. Advisory circulars are issued in a numbered-subject system corresponding to the subject areas in the recodified Federal Aviation Regulations (14 CFR Ch. I). This checklist is issued triannually listing all current circulars and now includes information concerning the status of the Federal Aviation Regulations.

3. The Circular Numbering System.

a. *General.* The advisory circular numbers relate to the subchapter titles and correspond to the parts, and when appropriate, the specific sections of the Federal Aviation Regulations. Circulars of a general nature bear a number corresponding to the number of the general subject (subchapter) in the FAR's.

b. *Subject numbers.* The general subject matter areas and related numbers are as follows:

Subject Number and Subject Matter

00	General.
10	Procedural.
20	Aircraft.
60	Airmen.
70	Airspace.
90	Air Traffic Control and General Operations.
120	Air Carrier and Commercial Operators and Helicopters.
140	Schools and Other Certified Agencies.
150	Airports.
170	Air Navigational Facilities.
180	Administrative.
210	Flight Information.

c. *Breakdown of subject numbers.* When the volume of circulars in a general series warrants a subsubject breakdown, the general number is followed by a slash and a subsubject number. Material in the 150, Airports, series is issued under the following subsubjects:

Number and Subject

150/1900	Defense Readiness Program.
150/4000	Resource Management.
150/5000	Airport Planning.
150/5100	Federal-aid Airport Program.
150/5150	Surplus Airport Property Conveyance Programs.
150/5190	Airport Compliance Program.
150/5200	Airport Safety—General.
150/5210	Airport Safety Operations (Recommended Training, Standards, Manning).
150/5220	Airport Safety Equipment and Facilities.

150/5230	Airport Ground Safety System.
150/5240	Civil Airports Emergency Preparedness.
150/5300	Design, Construction, and Maintenance—General.
150/5320	Airport Design.
150/5325	Influence of Aircraft Performance on Aircraft Design.
150/5335	Runway, Taxiway, and Apron Characteristics.
150/5340	Airport Visual Aids.
150/5345	Airport Lighting Equipment.
150/5360	Airport Buildings.
150/5370	Airport Construction.
150/5380	Airport Maintenance.
150/5390	Heliports.

d. *Individual circular identification numbers.* Each circular has a subject number followed by a dash and a sequential number identifying the individual circular. This sequential number is not used again in the same subject series. Revised circulars have a letter A, B, C, etc., after the sequential number to show complete revisions. Changes to circulars have CH 1, CH 2, CH 3, etc., after the identification number on pages that have been changed. The date on a revised page is changed to the effective date of the change.

4. The Advisory Circular Checklist.

a. *General.* Each circular issued is listed numerically within its subject-number breakdown. The identification number (AC 120-1), the change number of the latest change, if any, to the right of the identification number, the title, and the effective date for each circular are shown. A brief explanation of the contents is given for each listing.

b. *Omitted numbers.* In some series sequential numbers omitted are missing numbers, e.g., 00-8 through 00-11 have not been used although 00-7 and 00-12 have been used. These numbers are assigned to advisory circulars still in preparation which will be issued later.

c. *Free and sales circulars.* The checklist has been separated into two parts in this issue. Part I includes only circulars that are free to the public. Part II includes only circulars that are for sale by the Superintendent of Documents.

d. *Internal directives for sale.* A list of certain internal directives sold by the Superintendent of Documents is shown at the end of Part II of the checklist. These documents are not identified by advisory circular numbers, but have their own directive numbers.

5. How to get circulars.

a. When a price is listed after the description of a circular, it means that this circular is for sale by the Superintendent of Documents. When (Sub.) is included with the price, the advisory circular is available on a subscription basis only. After your subscription has been entered by the Superintendent of Documents, supplements or changes to the basic document will be provided automatically at no additional charge until the subscription expires. When no price is given, the circular is distributed free of charge by FAA. Paragraph 5 tells how to get copies of circulars from these two sources.

b. Request free advisory circulars shown without an indicated price from:

Department of Transportation, Federal Aviation Administration, Distribution Unit, TAD 484.3, Washington, D.C. 20590.

NOTE: Persons who want to be placed on FAA's mailing list for future circulars should write to the above address. Be sure to identify the subject matter desired by the subject numbers and titles shown in paragraph 3b because separate mailing lists are maintained for each advisory circular subject series. Checklists and circulars issued in the general series will be distributed to every addressee on each of the subject series lists. Persons requesting more than one subject classification may receive more than one copy of related circulars and this checklist because they will be included on more than one mailing list. Persons already on the distribution list for AC's and changes to FAR's will automatically receive related circulars.

c. Order advisory circulars and internal directives with purchase price given from:

Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Send check or money order with your order to the Superintendent of Documents. Make the check or money order payable to the Superintendent of Documents in the amounts indicated in the list. Orders for mailing to foreign countries should include an additional amount of 25 percent of the price to cover postage. No c.o.d. orders are accepted.

6. *Reproduction of Advisory Circulars.* Advisory circulars may be reproduced in their entirety or in part without permission from the Federal Aviation Administration.

7. *Cancellations.* The following advisory circulars are canceled:

AC 00-2L Advisory Circular Checklist, 1-17-69. Canceled by AC 00-2M, Advisory Circular Checklist, 5-29-69.

AC 20-6J United States Civil Aircraft Register, 7-1-68. Canceled by AC 20-6K, United States Civil Aircraft Register, 1-1-69.

AC 20-11 Eligibility and Quality of Aircraft Replacement Parts and Supplies, 8-18-63. Canceled by AC 20-62, Eligibility, Quality, and Identification of Approved Aeronautical Replacement Parts, 4-30-69.

AC 20-12 Acceptable Functional and Installation Criteria for Aircraft Type Certification Approval of the Installation of Airborne Communication, Navigation, and Automatic Flight Control Systems, 4-6-64. Canceled.

AC 20-19A Identification of Approved Aeronautical Replacement Parts, 1-19-66. Canceled by AC 20-62, Eligibility, Quality, and Identification of Approved Aeronautical Replacement Parts, 4-30-69.

AC 20-21 Application of Glass Fiber Laminates in Aircraft, 12-3-64. Canceled.

AC 20-23B Interchange of Service Experience—Mechanical Difficulties, 12-7-67. Canceled by AC 20-23C, Interchange of Service Experience—Mechanical Difficulties, 5-9-69.

AC 20-25 Identification of Technical Standard Order (TSO) Safety Belts, 7-5-64. Canceled by AC 20-25A, Identification of Technical Standard Order (TSO) Safety Belts, 3-14-69.

AC 20-34 Prevention of Retractable Landing Gear Failures, 3-8-65. Canceled by AC 20-34A, Prevention of Retractable Landing Gear Failures, 4-21-69.

- AC 20-37 Aircraft Metal Propeller Blade Failure, 6-7-65. Canceled by AC 20-37A, Aircraft Metal Propeller Blade Failures, 4-4-69.
- AC 20-58 Acceptable Means of Testing Automatic Altitude Reporting Equipment for Compliance With FAR 91.36(b), 6-10-68. Canceled by AC 20-58A, Acceptable Means of Testing Automatic Altitude Reporting Equipment for Compliance With FAR 91.36(b), 4-28-69.
- AC 61.117-1B Flight Test Guide—Commercial Pilot, Airplane, 4-21-67. Canceled by AC 61.117-1C, Flight Test Guide—Commercial Pilot, Airplane, 2-7-69.
- AC 61-12B Student Pilot Guide, 5-31-67. Canceled by AC 61-12C, Student Pilot Guide, 10-3-68.
- AC 61-27 Instrument Flying Handbook, 12-20-66. Canceled by AC 61-27A, Instrument Flying Handbook, 4-30-68.
- AC 61-35 Gold Seal Flight Instructor Certificates, 10-4-66. Canceled by AC 61-35A, Gold Seal Flight Instructor Certificates, 2-11-69.
- AC 61-40 Performance of Stalls on Pilot Flight Tests, 9-14-67. Canceled.
- AC 90-13 and Change 1 Turbojet Training Program—General Aviation, 4-22-64 and 12-23-65. Canceled.
- AC 90-18 Large Propeller-Driven Aircraft Training Program—General Aviation, 10-21-64. Canceled.
- AC 90-21 Dualing of Service O Circuits 8273, 8275, and 8276, 3-1-65. Canceled.
- AC 120-1 Reporting Requirements of Air Carrier and Commercial Operators, 6-6-63. Canceled by AC 120-1A, Reporting Requirements of Air Carriers, Commercial Operators, and Travel Clubs, 4-24-69.
- AC 120-11 Section 42.52(b) of Civil Air Regulations Part 42, 11-11-63. Canceled.
- AC 120-22 Systemsworthiness Analysis Program, 7-29-66. Canceled.
- AC 120-24 Establishment and Revision of Aircraft Engine Overhaul and Inspection Periods, 9-1-66. Canceled by AC 120-24A, Establishment and Revision of Aircraft Engine Overhaul and Inspection Periods, 2-25-69.
- AC 121-2 and Change 1 FAA Airborne Vibration Monitoring Program for Turbine Engines, 1-15-63 and 5-20-63. Canceled.
- AC 140-1C Consolidated Listing of FAA Certificated Repair Stations, 8-1-67. Canceled by AC 140-1D, Consolidated Listing of FAA Certificated Repair Stations, 7-1-68.
- AC 145.101-1 Application for Air Agency Certificate—Manufacturer's Maintenance Facility, 7-12-66. Canceled by AC 145.101-1A, Application for Air Agency Certificate—Manufacturer's Maintenance Facility, 3-10-69.
- AC 147-2D Federal Aviation Administration Certificated Mechanic School Directory, 7-15-68. Canceled by AC 147-2E, Federal Aviation Administration Certificated Mechanic School Directory, 1-15-69.
- AC 149.9-1A Military Surplus Parachutes, 9-24-64. Canceled.
- AC 150/4290-2 Assistance in Obtaining Copper Products for Airport Lighting, 9-18-68. Canceled.
- AC 150/5040-1 Announcement of Report—Aviation Demand and Airport Facility Requirement Forecasts for Large Air Transportation Hubs Through 1980, 9-21-67. Canceled by AC 150/5040-1A, Announcement of Report—Aviation Demand and Airport Facility Requirement Forecasts for Large Air Transportation Hubs Through 1980, 3-27-69.
- AC 150/5050-1 Airport Planning as a Part of Comprehensive State Planning Programs, 4-25-66. Canceled. AC 150/5050-3 announces a new report covering the material.
- AC 150/5240-6A Radiation Safety for Civil Airports, 12-27-65. Canceled.
- AC 150/5300-4 Utility Airports—Design Criteria and Dimensional Standards, 5-19-67. Canceled by AC 150/5300-4A, Utility Airports—Air Access to National Transportation, 5-6-69.
- AC 150/5340-1A and Change 1 Marking of Serviceable Runways and Taxiways, 6-30-66 and 9-15-66. Canceled by AC 150/5340-1B, Marking of Serviceable Runways and Taxiways, 4-2-69.
- AC 150/5345-1A Approved Airport Lighting Equipment, 8-9-66. Canceled by AC 150/5345-1B, Approved Airport Lighting Equipment, 10-30-68.
- AC 170-4 Emergency Signaling Device for Aircraft in Distress, 1-9-64. Canceled by AC 91-19, Emergency Locator Beacons—Crash, Survival, Personnel, 3-17-69.
- AC 183.29-1C Designated Engineering Representatives, 4-25-67. Canceled by AC 183.29-1D, Designated Engineering Representatives, 2-28-69.
- Handbook 7300.7 Aeronautical Communications and Pilot Services, 3-3-66. Canceled by Handbook 7110.10, Flight Services, 4-1-69.
8. Additions. The following advisory circulars are added to the list:
- AC 00-2M Advisory Circular Checklist, 5-29-69.
- AC 00-25 Forming and Operating a Flying Club, 3-24-69.
- AC 00-26 Definition of "U.S. National Aviation Standards", 1-22-69.
- AC 00-27 U.S. National Standard for the IFF Mark X (SIF) Air Traffic Control Radar Beacon System Characteristics (ARTCRBS), 1-24-69.
- AC 20-6K United States Civil Aircraft Register, 1-1-69.
- AC 20-7E Supplement 6, General Aviation Inspection Aids, 1-14-69.
- Supplement 7, General Aviation Inspection Aids, 2-7-69.
- Supplement 8, General Aviation Inspection Aids, 3-5-69.
- Supplement 9, General Aviation Inspection Aids, 4-3-69.
- Supplement 10, General Aviation Inspection Aids, 5-12-69.
- AC 20-23C Interchange of Service Experience—Mechanical Difficulties, 5-9-69.
- AC 20-25A Identification of Technical Standard Order (TSO) Safety Belts, 3-14-69.
- AC 20-34A Prevention of Retractable Landing Gear Failures, 4-21-69.
- AC 20-37A Aircraft Metal Propeller Blade Failure, 4-4-69.
- AC 20-58A Acceptable Means of Testing Automatic Altitude Reporting Equipment for Compliance with FAR 91.36(b), 4-28-69.
- AC 20-62 Eligibility, Quality, and Identification of Approved Aeronautical Replacement Parts, 4-30-69.
- AC 37-3 Radio Technical Commission for Aeronautics Document DO-138, 1-10-69.
- AC 61.117-1C Flight Test Guide—Commercial Pilot, Airplane, 2-7-69.
- AC 61-12C Student Pilot Guide, 10-3-68.
- AC 61-27A Instrument Flying Handbook, 4-30-68.
- AC 61-35A Gold Seal Flight Instructor Certificates, 2-11-69.
- AC 65-8 1969 Aviation Maintenance Symposium—Advances in Aviation Maintenance Technology, 5-14-69.
- AC 90-43 Operations Reservations for High-Density Traffic Airports, 3-25-69.
- AC 90-44 Airport Ground Operations During Low Visibility Conditions, 4-25-69.
- AC 91-19 Emergency Locator Beacons—Crash, Survival, Personnel, 3-17-69.
- AC 91-20 Inspection Schedule—for Beech Model B-99, 3-14-69.
- AC 120-1A Reporting Requirements of Air Carriers, Commercial Operators, and Travel Clubs, 4-24-69.
- AC 120-24A Establishment and Revision of Aircraft Engine Overhaul and Inspection Periods, 2-25-69.
- AC 140-1D Consolidated Listing of FAA Certificated Repair Stations, 7-1-68.
- AC 145.101-1A Application for Air Agency Certificate—Manufacturer's Maintenance Facility, 3-10-69.
- AC 147-2E Federal Aviation Administration Certificated Mechanic School Directory, 1-15-69.
- AC 150/5040-1A Announcement of Report—Aviation Demand and Airport Facility Requirement Forecasts for Large Air Transportation Hubs Through 1980, 3-27-69.
- AC 150/5050-3 Announcement of a Report Entitled "Planning the State Airport System", 1-31-69.
- AC 150/5100-5 Land Acquisition in the Federal-Aid Airport Program, 1-30-69.
- AC 150/5150-2, Change 1 Federal Surplus Personal Property for Public Airport Purposes, 4-22-69.
- AC 150/5210-11 Response to Aircraft Emergencies, 4-15-69.
- AC 150/5230-3 Fire Prevention During Aircraft Fueling Operations, 4-8-69.
- AC 150/5300-4A Utility Airports—Air Access to National Transportation, 5-6-69.
- AC 150/5340-1B Marking of Serviceable Runways and Taxiways, 4-2-69.
- AC 150/5340-20 Installation Details and Maintenance Standards for Reflective Markers for Airport Runway and Taxiway Centerlines, 2-17-69.
- AC 150/5345-1B Approved Airport Lighting Equipment, 10-30-68.
- AC 150/5345-39 FAA Specification L-853, Runway and Taxiway Centerline Reflective Markers, 1-10-69.
- AC 150/5345-40 Specification for L-854 Radio Controls, 3-21-69.
- AC 150/5355-1 Diagrammatic Maps and Location Signs at Airports, 3-21-69.
- AC 183.29-1D Designated Engineering Representatives, 2-28-69.

ADVISORY CIRCULAR CHECKLIST NOTICE

In an effort to avoid confusion when ordering material, the checklist has been divided into two parts. Part I contains only the free material, copies of which are to be obtained from the Department of Transportation (see 5b for address). Part II contains only the material for sale, copies of which are to be obtained from the Superintendent of Documents (see 5c for address).

Superintendent of Documents catalogue numbers have been included to aid Superintendent of Documents personnel in processing orders. Please use them when ordering—along with the title and FAA number. To avoid unnecessary delays, do not order single-sales material and subscription-sales material on the same order form, as orders are separated for processing by different departments when they arrive at Superintendent of Documents.

Subject matter areas and numerical chronology have been maintained in both parts.

PART I General

SUBJECT No. 00

00-1 The Advisory Circular System (12-4-62).

Describes the FAA Advisory Circular System.

00-2M Advisory Circular Checklist (5-29-69).

Transmits the revised checklist of current FAA advisory circulars and the status of the Federal Aviation Regulations as of 5-29-69.

00-7 State and Regional Defense Airlift Planning (4-30-64).

Provides guidance for the development of plans by the FAA and other Federal and State agencies for the use of non-air-carrier aircraft during an emergency.

00-7 CH 1 Provision of Appendix 4 and Addition of New Appendix 9 to State and Regional Defense Airlift Planning (1-5-65).

The title is self-explanatory.

00-7 CH 2 State and Regional Defense Airlift Planning (2-20-67).

Change 2 to basic document.

00-14 Flights by U.S. Pilots Into and Within Canada (4-16-65).

Provides information concerning flights into and within Canada.

00-15 Potential Hazard Associated With Passengers Carrying "Anti-Mugger" Spray Devices (8-20-65).

Advises aircraft operators, crewmembers, and others who are responsible for flight safety, of a possible hazard to flight should a passenger inadvertently or otherwise discharge a device commonly known as an "anti-mugger" spray device in the cabin of an aircraft.

00-17 Turbulence in Clear Air (12-16-65).

Provides information on atmospheric turbulence and wind shear, emphasizing important points pertaining to the common causes of turbulence, the hazards associated with it, and the conditions under which it is most likely to be encountered.

00-19 System Description for a Modernized Weather Teletypewriter Communications System (7-8-66).

Transmits a technical report of the system improvements which the Federal Aviation Agency plans to make in the operation of the Services A, C, and O weather teletypewriter communications network.

00-20 Cancellation of Flight Standards Service Releases (9-7-66).

Cancels all outstanding Flight Standards Service Releases.

00-21 Shoulder Harness (10-5-66).

Provides information concerning the installation and use of shoulder harnesses by pilots in general aviation aircraft.

00-23A Near Midair Collision Reporting (12-18-68).

Advises that the FAA will continue through December 31, 1969, to handle reports of near midair collisions in accordance with the policy established January 1, 1968.

00-24 Thunderstorms (6-12-68).

Contains information concerning flights in or near thunderstorms.

00-26 Definition of "U.S. National Aviation Standards" (1-22-69).

Informs the aviation community of the approval by the FAA Administrator of a definition of U.S. National Aviation Standards, the need for such standards, and their relationship to the Federal Aviation Regulations.

00-27 U.S. National Standard for the IFF Mark X (SIF) Air Traffic Control Radar Beacon System Characteristics (ATCRBS) 1-24-69.

Informs the aviation community of the approval by the FAA Administrator of the U.S. National Aviation Standard for the ATCRBS.

Procedural**SUBJECT NO. 10****11-1 Airspace Rule-Making Proposals and Changes to Air Traffic Control Procedures (10-23-64).**

Emphasizes the need for the early submission of proposals involving airspace rule-making activity or changes to existing procedures for the control of air traffic.

Aircraft**SUBJECT NO. 20****20-1 Limitations of Self-Locking Castellated Nuts (6-20-63).**

Provides information on the limitations of cotter pinned self-locking nuts.

20-3A Status and Availability of Military Handbooks and ANC Bulletins for Aircraft (1-15-64).

Announces the status and availability of Military Handbooks and ANC Bulletins prepared jointly with FAA.

20-5A Plane Sense (4-4-67).

Provides general aviation information for the private aircraft owner.

20-10 Approved Airplane Flight Manuals for Transport Category Airplanes (7-30-63).

Calls attention to the regulatory requirements relating to FAA Approved Airplane Flight Manuals.

20-13A Surface-Effect Vehicles (8-28-64).

States FAA policy on surface-effect vehicles (vehicles supported by a cushion of compressed air).

20-14 Aircraft Airworthiness; Restricted Category: Certification of Aircraft With Uncertificated Engines or Engines to Which Major Alterations Have Been Made (10-25-63).

Sets forth information needed by FAA for type certification of aircraft in the restricted category with uncertificated engines or engines having major alterations.

20-15A Qualification of Type Certificated Engines and Propellers for Aircraft Installations (3-24-66).

Calls attention to the relationship between both Federal Aviation Regulations,

Parts 33 (Aircraft Engine Airworthiness) and 35 (Propeller Airworthiness), and various aircraft airworthiness parts.

20-17 Surplus Military Aircraft (1-6-64).

Informs how to obtain copies of regulations required for certification of surplus military aircraft.

20-18A Qualification Testing of Turbojet Engine Thrust Reversers (3-16-66).

Discusses the requirements for the qualification of thrust reversers and sets forth an acceptable means of compliance with the tests prescribed in Federal Aviation Regulations, Part 3, when run under nonstandard ambient air conditions.

20-20A Flammability of Jet Fuels (4-9-65).

Gives information on the possibility of combustion of fuel in aircraft fuel tanks.

20-23C Interchange of Service Experience—Mechanical Difficulties (5-9-69).

Explains the advantages of a voluntary exchange of service experience data.

20-24A Qualification of Fuels, Lubricants, and Additives (4-1-67).

Establishes procedures for the approval of the use of subject materials in certificated aircraft.

20-25A Identification of Technical Standard Order (TSO) Safety Belts (3-14-69).

Describes the markings which indicate that a safety belt has been manufactured under the FAA TSO system and approved for use in certificated aircraft.

20-27A Certification and Operation of Amateur-Built Aircraft (8-12-68).

Provides information and guidance material for amateur aircraft builders.

20-28 Nationally Advertised Aircraft Construction Kits (8-7-64).

Explains that using certain kits could render the aircraft ineligible for the issuance of an experimental certificate as an amateur-built aircraft.

20-29A Use of Anti-Icing Additive PFA-55MB (6-19-67).

Provides information on the use of anti-icing additive for jet fuels to assure compliance with FAR's that require assurance of continuous fuel flow under icing conditions.

20-30A Airplane Position Lights and Supplementary Lights (4-18-68).

Provides an acceptable means for complying with the position light requirements for airplane airworthiness and acceptable criteria for the installation of supplementary lights on airplanes.

20-32A Carbon Monoxide (CO) Contamination in Aircraft—Detection and Prevention (9-13-68).

Informs aircraft owners, operators, maintenance personnel, and pilots of the potential dangers of carbon monoxide contamination and discusses means of

detection and procedures to follow when contamination is suspected.

20-33 Technical Information Regarding Civil Aeronautics Manuals 1, 3, 4a, 4b, 5, 6, 7, 8, 9, 10, 13, and 14 (2-8-65).

Advises the public that policy information contained in the subject Civil Aeronautics Manuals may be used in conjunction with specific sections of the Federal Aviation Regulations.

20-34A Prevention of Retractable Landing Gear Failures (4-21-69).

Provides information and suggested procedures to minimize landing accidents involving aircraft having retractable landing gear.

20-35A Tie-Down Sense (10-29-68).

Provides information of general use on aircraft tie-down techniques and procedures.

20-36A Index of Materials, Parts and Appliances Certified Under the Technical Standard Order System—March 1, 1966 (4-8-66).

Lists the materials, parts, and appliances for which the Administrator has received statements of conformance under the Technical Standard Order system as of March 1, 1966. Such products are deemed to have met the requirements for FAA approval as provided in Part 37 of the Federal Aviation Regulations.

20-37A Aircraft Metal Propeller Blade Failure (4-4-69).

Provides information and suggested procedures to increase service life and to minimize blade failures of metal propellers.

20-38A Measurement of Cabin Interior Emergency Illumination in Transport Airplanes (2-8-66).

Outlines acceptable methods, but not the only methods, for measuring the cabin interior emergency illumination on transport airplanes, and provides information as to suitable measuring instruments.

20-39 Installation Approval of Entertainment Type Television Equipment in Aircraft (7-15-65).

Presents an acceptable method (but not the only method) by which compliance may be shown with Federal Aviation Regulations 23.1431, FAR 25.1309(b), FAR 27.1309(b), or FAR 29.1309(b) as applicable.

20-40 Placards for Battery-Excited Alternators Installed in Light Aircraft (8-11-65).

Sets forth an acceptable means of complying with placarding rules in Federal Aviation Regulations 23 and 27 with respect to battery-excited alternator installations.

20-41 Replacement TSO Radio Equipment in Transport Aircraft (3-30-65).

Sets forth an acceptable means for complying with rules governing transport

category aircraft installations in cases involving the substitution of technical standard order radio equipment for functionally similar radio equipment.

20-42 Hand Fire Extinguishers in Transport Category Airplanes and Rotorcraft (9-1-65).

Sets forth acceptable means (but not the sole means) of compliance with certain hand fire extinguisher regulations in FAR 25 and FAR 29, and provides related general information.

20-43 Aircraft Fuel Contamination (9-3-65).

Informs the aviation community of the potential hazards of fuel contamination, its control, and recommended fuel servicing procedures.

20-44 Glass Fiber Fabric for Aircraft Covering (9-3-65).

Provides a means, but not the sole means, for acceptance of glass fiber fabric for external covering of aircraft structure.

20-45 Safelying of Turnbuckles on Civil Aircraft (9-17-65).

Provides information on turnbuckle safelying methods that have been found acceptable by the Agency during past aircraft type certification programs.

20-46 Suggested Equipment for Gliders Operating Under IFR (9-23-65).

Provides guidance to glider operators on how to equip their gliders for operation under instrument flight rules (IFR), including flight through clouds.

20-47 Exterior Colored Band Around Exits on Transport Airplanes (2-8-66).

Sets forth an acceptable means, but not the only means, of complying with the requirement for a 2-inch colored band outlining exits required to be openable from the outside on transport airplanes.

20-48 Practice Guide for Decontaminating Aircraft (5-5-66).

The title is self-explanatory.

20-49 Analysis of Bird Strike Reports on Transport Category Airplanes (7-27-66).

Provides the results of a statistical study on the frequency of collisions of birds with transport aircraft and the resulting damages.

20-51 Procedures for Obtaining FAA Approval of Major Alterations to Type Certificated Products (4-12-67).

Provides assistance to persons who desire to obtain FAA approval of major alterations to type certificated products.

20-52 Maintenance Inspection Notes for Douglas DC-6/7 Series Aircraft (8-24-67).

Describes maintenance inspection notes which can be used for the maintenance support of certain structural parts of DC-6/7 series aircraft.

20-53 Protection of Aircraft Fuel System Against Lightning (10-6-67).

Sets forth acceptable means, not the sole means, by which compliance may be shown with fuel system lightning protection airworthiness regulations.

20-54 Hazards of Radium-Activated Luminous Compounds Used on Aircraft Instruments (10-24-67).

Provides information concerning health hazards associated with the repair and maintenance of instruments containing luminous markings activated with radium-226 or radium-228 (mesothorium).

20-55 Turbine Engine Overhaul Standard Practices Manual—Maintenance of Fluorescent Penetrant Inspection Equipment (1-22-68).

Advises operators of the necessity for periodic checking of black light lamps and filters used during fluorescent penetrant inspection of engine parts.

20-56 Marking of TSO-C72a Individual Flotation Devices (1-19-68).

Outlines acceptable methods for marking individual flotation devices which also serve as seat cushions.

20-57 Automatic Landing Systems (1-29-68).

Sets forth an acceptable means of compliance but not the only means for the installation approval of automatic landing systems in transport category aircraft which may be used initially in Category II operations.

20-58A Acceptable Means of Testing Automatic Altitude Reporting Equipment for Compliance with FAR 91.36(b) (4-23-69).

Title is self-explanatory.

20-59 Maintenance Inspection Notes for Convair 240, 340/440, 240T, and 340T Series Aircraft (2-19-68).

Describes maintenance inspection notes which can be used for the maintenance support of certain structural parts of Convair 240, 340/440, 240T, and 340T series aircraft.

20-60 Accessibility to Excess Emergency Exits (7-18-68).

Sets forth acceptable means of compliance with the "readily accessible" provisions in the Federal Aviation Regulations dealing with excess emergency exits.

20-62 Eligibility, Quality, and Identification of Approved Aeronautical Replacement Parts (4-30-69).

Provides information relative to the determination of the eligibility of aeronautical parts and materials for installation on certificated aircraft.

21-1 Production Certificates (6-15-65).

Provides information concerning Subpart G of Federal Aviation Regulations (FAR) Part 21, and sets forth acceptable means of compliance with its requirements.

21-2A Export Airworthiness Approval Procedures (2-16-67).

Announces the adoption of new regulations and provides guidance to the public regarding the issuance of export airworthiness approvals for aeronautical products to be exported from the United States.

21-2A CH 1 (8-30-67).

21-2A CH 2 (10-30-67).

21-2A CH 3 (3-20-68).

21-2A CH 4 (11-6-68).

21-4A Special Flight Permits for Operation of Overweight Aircraft (9-16-66).

Furnishes guidance concerning special flight permits necessary to operate an aircraft in excess of its usual maximum certificated takeoff weight.

21-5 Summary of Supplemental Type Certificates (2-24-66).

Announces the availability to the public of a new Summary of Supplemental Type Certificates (STC's), Part 21 of the Federal Aviation Regulations.

21-6 Production Under Type Certificate Only (5-29-67).

Provides information concerning Subpart F of FAR Part 21, and sets forth examples, when necessary, of acceptable means of compliance with its requirements.

21-7 Certification and Approval of Import Products (6-13-67).

Provides guidance and information relative to U.S. certification and approval of import aircraft, aircraft engines, propellers manufactured in a foreign country with which the United States has an acceptance agreement of those products for export and import.

21.25-1 Use of Restricted Category Airplanes for Glider Towing (4-20-65).

Announces that glider towing is now considered to be a special purpose for type and airworthiness certification in the restricted category.

21.303-1 Replacement and Modification Parts (3-2-66).

Provides information concerning section 21.303 of Federal Aviation Regulations, Part 21, and sets forth examples of acceptable means of compliance with its requirements.

23-1 Type Certification Spin Test Procedures (4-1-64).

Sets forth an acceptable means by which compliance may be shown with the one-turn spinning requirement in Part 3 of the CAR's.

23.1329-1 Automatic Pilot Systems Approval (Non-Transport) (12-23-65).

Sets forth an acceptable means by which compliance with the automatic pilot installation requirements of FAR 23.1329 may be shown.

25-1 Airplane Flight Manual Procedures Associated with Performance Limitations (9-4-63).

Provides acceptable means for compliance with Special Regulation SR-422B, section 4T.743(c).

25-2 Extrapolation of Takeoff and Landing Distance Data Over a Range of Altitude for Turbine-Powered Transport Aircraft (7-9-64).

Sets forth acceptable means by which compliance may be shown with the requirements in CAR 4b and SR-422B.

25-4 Inertial Navigation Systems (INS) (2-18-66).

Sets forth an acceptable means for complying with rules governing the installation of inertial navigation systems in transport category aircraft.

25.253-1 High-Speed Characteristics (11-24-65).

Sets forth an acceptable means by which compliance may be shown with FAR 25.253 during certification flight tests.

25.253-1 CH 1 (1-10-66).

Provides amended information for the basic advisory circular.

25.1329-1A Automatic Pilot System Approval (7-8-68).

Sets forth an acceptable means by which compliance with the automatic pilot installation requirements of FAR 25.1329 may be shown.

25.1457-1 Cockpit Voice Recorder Installations (4-7-65).

Sets forth an acceptable means of compliance with provisions in FAR Part 25 pertaining to cockpit voice recorder location and erasure features.

27.1581-1 Sea Rotorcraft Autorotative Landing on Land (8-3-65).

Sets forth acceptable means, not the sole means, with which to provide suitable warning information to crews of float-equipped rotorcraft (pneumatic bag type) when a safe autorotative landing on land may not be possible.

29-1 Approval Basis for Automatic Stabilization Equipment (ASE) Installations in Rotorcraft (12-26-63).

Gives means for compliance with flight requirements in various CAR's.

29-1 CH 1 (3-26-64).

Transmits revised information about the time delay of automatic stabilization equipment.

29.773-1 Pilot Compartment View (1-19-66).

Sets forth acceptable means, not the sole means, by which compliance with FAR 29.773(a)(1), may be shown.

33-1A Turbine-Engine Foreign Object Ingestion and Rotor Blade Containment Type Certification Procedures (6-19-68).

Provides guidance and acceptable means, not the sole means, by which

compliance may be shown with the design and construction requirements of Part 33 of the Federal Aviation Regulations.

33-2 Aircraft Engine Type Certification Handbook (3-30-66).

Contains guidance relating to type certification of aircraft engines which will constitute acceptable means, although not the sole means, of compliance with the Federal Aviation Regulations.

33-2 CH 1 (9-13-67).

Transmits revised material to the basic advisory circular.

33-3 Turbine and Compressor Rotors Type Certification Substantiation Procedures (9-9-68).

Sets forth guidance and acceptable means, not the sole means, by which compliance may be shown with the turbine and compressor rotor substantiation requirements in FAR Part 33.

37-2 Test Procedures for Maximum Allowable Airspeed Indicators (12-9-68).

Provides guidance concerning test procedures which may be used in showing compliance with the standards in FAR 37.145 (TSO-C46a).

37-3 Radio Technical Commission for Aeronautics Document DO-138 (1-10-69).

This circular announces RTCA Document DO-138 and discusses how it may be used in connection with technical standard order authorizations.

39-1 Jig Fixtures; Replacement of Wing Attach Angles and Doublers on Douglas Model DC-3 Series Aircraft (8-1-63).

Describes methods of determining that jig fixtures meet the requirements of Airworthiness Directive 63-4-1.

39-3 Distribution of Airworthiness Directives (3-29-67).

Announces a new procedure for the distribution of airworthiness directives.

39-5 Distribution of Airworthiness Directives (10-3-67).

Announces the availability to the public of a subscription service for airworthiness directives.

43-1 Matching VHF Navigation Receiver Outputs With Display Indicators (8-2-65).

Alerts industry to the possibility of mismatching outputs, both guidance and flag alarm, of certain VHF navigation receivers when used with some types of display indicators causing the receiver to fail without providing a flag alarm.

43-2 Minimum Barometry for Calibration and Test of Atmospheric Pressure Instruments (9-10-65).

Sets forth guidance material which may be used to determine the adequacy of barometers used in the calibration of aircraft static instruments and presents

information concerning the general operation, calibration, and maintenance of such barometers.

43.9-1B Instruction for Completion of FAA Form 337 (6-27-66).

Provides instructions for completing revised FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance).

43.11-1B Aircraft Use and Inspection Report (8-29-68).

Provides instructions for the completion of FAA Form 8320-3 (11-67), Aircraft Use and Inspection Report formerly FAA 2350.

43-202 Maintenance of Weather Radar Radomes (6-11-65).

Provides guidance material useful to repair facilities in the maintenance of weather radar radomes.

43-203A Altimeter and Static System Tests and Inspections (6-6-67).

Specifies acceptable methods for testing altimeter and static system. Also, provides general information on test equipment used and precautions to be taken.

Airmen

SUBJECT No. 60

60-1 Know Your Aircraft (6-12-63).

Describes potential hazards associated with operation of unfamiliar aircraft and recommends good operating practices.

60-2E Annual Aviation Mechanic Safety Awards Program (6-20-68).

Provides details of the annual Aviation Mechanic Safety Awards Program which is a joint effort of FAA, The Flight Safety Foundation, and the aviation community.

60-4 Pilot's Spatial Disorientation (2-9-65).

Acquaints pilots flying under visual flight rules with the hazards of disorientation caused by the loss of reference with the natural horizon.

60-5 Advisory Information on Written Test Questions Missed (4-24-67).

Announces a new automated method of reporting written test results to airman applicants. The applicant will be provided information concerning the subject matter areas in which one or more questions were answered incorrectly on the test.

60-6 FAA Approved Airplane Flight Manuals, Placards, Listings, Instrument Markings—Small Airplanes (12-13-68).

Alerts pilots to the regulatory requirements relating to the subject and provides information to aid pilots to comply with the provisions of FAR section 91.31.

61-1B Aircraft Type Ratings (12-14-67).

Lists the aircraft type ratings issued to pilots and advises the public of the designations used for the aircraft on which type ratings are issued.

61-5A Helicopter Pilot Written Test Guide—Private—Commercial (8-14-67).

Gives guidance to applicants preparing for the aeronautical knowledge requirements for a private or commercial pilot certificate with a helicopter rating.

61.15-1 Helicopter or Gyroplane Class Rating Requirement for Rotorcraft Pilots (1-15-63).

Calls the attention of certificated rotorcraft pilots to the fact that helicopter or gyroplane class ratings are required for the operation of rotorcraft after 2-1-63.

61-19 Safety Hazard Associated with Simulated Instrument Flights (12-4-64).

Emphasizes the need for care in the use of any device restricting visibility while conducting simulated instrument flights that may also restrict the view of the safety pilot.

61-22A Pilot Flight Tests in Small Airplanes With Stability/Control Augmentation (3-16-66).

Rescinds the limitation published in AC 61-22 for pilot certificates issued on the basis of flight training and tests in airplane equipped with gyroscopic stability/control augmentation systems.

61-24 Student Pilot Certificate Endorsements for Solo Flight in Single-Place or Single-Control Aircraft (7-20-65).

Describes a suggested procedure for checking out student pilots for solo flights in single-place or single-control aircraft.

61-26 Flight Instructor Requalification Program and Increased Student Pilot Operating Requirements (9-23-65).

Informs the public of the procedures which will be used by FAA inspectors in implementing the Flight Instructor Certificate renewal, instructor supervision of student pilots, and other associated requirements instituted by FAR Amendment 61-18.

61-31 Gyroplane Pilot Examination Guide, Private and Commercial (2-9-66).

Outlines information basic to a gyroplane pilot, lists sources useful in acquiring this knowledge, and presents sample examination questions.

61-33 Gyroplane Flight Instructor Examination Guide (3-25-66).

Assists applicants who are preparing for the Flight Instructor Rotorcraft Gyroplane Written Examination. Revised in 1966.

61-35A Gold Seal Flight Instructor Certificate (2-11-69).

Announces the issuance of gold seal certificates to persons with outstanding qualifications and performance records as flight instructors.

61-36 Use of Other Than U.S. Coast and Geodetic Survey Charts on Pilot Flight Tests (2-6-67).

Clarifies the requirement governing the use on pilot flight tests of en route

and instrument approach charts prepared by other than the U.S. Coast and Geodetic Survey.

61-37 Correction to Koch Chart in AC 61-11 and AC 61-28 (2-14-67).

Informs holders of AC 61-11, Airplane Flight Instructor Examination Guide, (1965) and AC 61-28, Commercial Pilot Written Examination Guide (1966), of inaccuracies in the Koch Charts for Altitude and Temperature Effects which appear in these publications.

61-38 Rotorcraft Helicopter Written Test Guide (8-16-67).

Gives guidance to applicants preparing for the aeronautical knowledge requirement for a flight instructor certificate with a helicopter rating.

61-39 Flight Test Guide, Private and Commercial Pilot—Glider (8-28-67).

Assists applicants for private and commercial pilot flight tests in gliders.

61-41 Glider Flight Instructor Written Test Guide (11-7-67).

Outlines the scope of the basic aeronautical knowledge requirements for a glider flight instructor; acquaints the applicant with source material that may be used to acquire this basic knowledge; and presents a sample test with correct answers and explanations.

61-43 Glider Pilot Written Test Guide—Private and Commercial (11-30-67).

Outlines the scope of the basic aeronautical knowledge requirements for a glider pilot; acquaints the applicant with source material that may be used to acquire this basic knowledge; and presents a sample test with correct answers and explanations.

61-44 Valid Flight Instructor Certificates (11-30-67).

Alerts student pilots, flight instructors, and pilot school operators to the expiration of many flight instructor certificates.

61-45 Instrument Rating (Helicopter) Written Test Guide (1-24-68).

Assists applicants who are preparing for the helicopter instrument rating. Presents a study outline, study materials and a sample test with answers.

65-6A Change in Airframe and Powerplant Mechanic Tests (12-8-67).

Provides a new effective date for the changeover to a new format for the Airframe and Powerplant mechanic written, oral, and practical tests announced by the earlier circular.

65-8 1969 Aviation Maintenance Symposium—Advances in Aviation Maintenance Technology (5-14-69).

Announces the fifth annual aviation maintenance symposium to be held in Oklahoma City—December 9, 10, and 11, 1969.

65.33-1 List of Study References for the ATC Tower Operator Examination (5-25-66).

The title is self-explanatory.

65.95-2 Handbook and Study Guide for Aviation Mechanics' Inspection Authorization (5-3-67).

Gives guidance to persons conducting annual and progressive inspection and approving major repairs or alterations of aircraft. While the handbook is primarily intended for mechanics holding or preparing for an Inspection Authorization, it may be useful to aircraft manufacturers and certificated repair stations who have these privileges.

Airspace

SUBJECT No. 70

70/7460-2 Proposed Construction or Alteration of Objects That May Affect the Navigable Airspace (4-5-68).

Alerts those persons proposing to erect or alter an object that may affect the navigable airspace of the requirement to submit a notice to the Administrator of the FAA.

70/7460-3 Petitioning the Administrator for Discretionary Review; Section 77.37, FAR (8-8-68).

Revises and updates information concerning the submission of petitions to the Administrator for review, extension, or revision of determinations issued by regional directors or their designees.

73-1 Establishment of Alert Areas (3-11-68).

Announces the establishment of alert areas and sets forth the procedures which FAA will follow in establishing such areas.

77-1 Objects Affecting Navigable Airspace (7-2-65).

Announces the availability of the revised Part 77 of the Federal Aviation Regulations (FAR), dated May 1, 1965. This revised Part 77 supersedes the edition dated December 12, 1962.

Air Traffic Control and General Operations

SUBJECT No. 90

90-1A Civil Use of U.S. Government Produced Instrument Approach Charts (4-10-68).

Clarifies landing minimums requirements and revises instrument approach charts.

90-5 Coordination of Air Traffic Control Procedures and Criteria (6-13-63).

States Air Traffic Service policy respecting coordination of air traffic procedures and criteria with outside agencies and/or organizations.

90-8 Radio Identification of Student Pilots (8-15-63).

Encourages student pilots to identify themselves when communicating with FAA facilities.

90-10 Holding Pattern (3-1-64).

Advises pilots that revised IFR aircraft holding pattern procedures, implemented by FAA in January 1, 1962, will be the sole basis for providing protected airspace for holding patterns, beginning March 1, 1964.

90-11A Air Traffic Control Radio Frequency Assignment Plan (6-7-68).

Describes the civil air traffic control very high frequency assignment plan and the allocation of frequencies in the 118-136 MHz band.

90-12 Severe Weather Avoidance (4-15-64).

Provides information regarding air traffic control assistance in avoiding severe weather conditions.

90-14A Altitude-Temperature Effect on Aircraft Performance (1-26-68).

Introduces the Denalt Performance Computer and reemphasizes the hazardous effects density altitude can have on aircraft.

90-15 Pilot's Response to ATC Clearances and Instructions (7-2-64).

States Agency philosophy concerning expected pilot response to air traffic control clearances and instructions.

90-19 Use of Radar for the Provision of Air Traffic Control Services (10-29-64).

Advises the aviation community of FAA practice in the use of radar information to provide air traffic control services.

90-20 Weather Radar Radomes (11-12-64).

Highlights some important points to consider in the selection and maintenance of weather radar radomes.

90-22A Automatic Terminal Information Service (ATIS) (10-9-68).

Provides updated information concerning the operation of Automatic Terminal Information Service (ATIS).

90-23A Wake Turbulence (12-21-65).

Provides information on the subject of wake turbulence and suggests techniques that may help pilots avoid the hazards associated with wing tip vortex turbulence.

90-24 Service A Weather Teletypewriter Circuit Loading Adjustment (3-15-65).

Advises Service A weather teletypewriter system subscribers of a pending transfer of certain data from Area to Supplemental Circuits and provides lead time for obtaining extension service on the latter where necessary to continue receiving such data.

90-27 Operation of Pictorial Display/ Course Line Computer Equipment in the National Airspace System (3-20-65).

Sets forth the advantages to be gained by the utilization of airborne Pictorial Display/Course Line Computer (PD/CLC) equipment in conjunction with VOR/DME/TACAN ground facilities.

90-28 Course Changes While Operating Under Instrument Flight Rules Below 18,000 Feet Mean Sea Level (9-2-65).

Reminds pilots making course changes that routings prescribed in air traffic

control clearances must be adhered to as closely as possible in order that flight paths will remain within airway/route boundaries during en route and terminal flight operations.

90-30A Precision Approach Radar (PAR) Service (11-21-67).

Provides information concerning the provision of Precision Approach Radar (PAR) service at FAA operated air traffic control facilities.

90-31 Retention of Flight Service Station (FSS) Civil Flight Plans and Related Records (7-1-67).

Establishes new retention periods for flight plans, preflight briefing logs, visual flight rule flight progress strips, and related records with FSSs.

90-32 Radar Capabilities and Limitations (8-15-67).

Advises the aviation community of the inherent capabilities and limitations of radar systems and the effect of these factors on the service provided by air traffic control (ATC) facilities.

90-33 VFR Communications for General Aviation (11-20-67).

Describes VHF (118-136 MHz band) air/ground communications channel utilization for general aviation aircraft in the VFR environment and includes information on the use of channels in the private aircraft (122-123 MHz) band recently made available by the Federal Communications Commission (Docket 17177).

90-34 Accidents Resulting from Wheelbarrowing in Tricycle Gear Equipped Aircraft (2-27-68).

Explains "wheelbarrowing", the circumstances under which it is likely to occur, and recommended corrective action.

90-35 Frequency Discipline (5-17-68).

Reemphasizes the need for pilots to be constantly aware of the importance of practicing frequency discipline in normal conduct of operations.

90-36 The Use of Chaff as an In-Flight Emergency Signal (5-22-68).

Advises of the value and proper usage of chaff to alert radar controllers to the presence of an aircraft in distress which has a two-way radio failure.

90-37 Flight Operations Near Airports (6-19-68).

Emphasizes to pilots the necessity of adhering to good operating practices and procedures, particularly when operating at or near airports.

90-38 Use of Preferred IFR Routes (8-4-68).

Outlines the background, intent, and requested actions pertaining to the use of preferred IFR routes.

90-39 Identification of Civil Aircraft in Radio Communications (8-5-68).

Outlines an important change in the Federal Communications Commission (FCC) rules for the aviation services concerning the methods of identifying aircraft in radio transmissions.

90-40 Intersection Takeoffs (9-5-68).

Apprises pilots concerning procedures governing intersection takeoffs.

90-41 Standard Terminal Arrival Routes (9-6-68).

Describes a program for establishment and use of standard terminal arrival (STARS).

90-42 Traffic Advisory Practices at Non-tower Airports (12-9-68).

This circular establishes, as good operating practices, procedures for pilots to exchange traffic information when operating to or from nontower airports.

90-43 Operations Reservations for High-Density Traffic Airports. (3-25-69).

Advises the aviation community of the means for all aircraft operators, except scheduled and supplemental air carriers and scheduled air taxis, to obtain a reservation to operate to and/or from designated high-density traffic airports.

90-44 Airport Ground Operations During Low Visibility Conditions (4-25-69).

Alerts the aviation community to potential problem areas which may exist on airport movement areas during periods of extremely low visibility.

91-3 Acrobatic Flight (9-30-63).

Sets safe operating practices for the conduct of acrobatic flight operations.

91-5 Waivers Part 91, Federal Aviation Regulations (2-27-64).

Provides information on submission of applications and issuance of waivers to FAR Part 91.

91-6 Water, Slush, and Snow on the Runway (1-21-65).

Provides background and guidelines concerning the operation of turbojet aircraft with water, slush, and/or snow on the runway.

91-7 Hazards Associated With In-Flight Use of "Visible-Fluid" Type Cigarette Lighters (3-16-65).

Discusses the potential hazards associated with in-flight use of "visible-fluid" type cigarette lighters.

91-8 Use of Oxygen by General Aviation Pilots/Passengers (5-16-65).

Provides general aviation personnel with information concerning the use of oxygen.

91-9 Potential Hazards Associated With Turbojet Ground Operations (6-19-65).

Alerts turbojet operators and flight crews to potential hazards involving turbojet operations at airports.

91-10A Suggestions for Use of ILS Minima by General Aviation Operators of Turbojet Airplanes (10-8-65).

Provides general aviation operators of turbojet airplanes with information on practices and procedures to be considered

before utilizing the lowest published IFR minima prescribed by FAR Part 97 and provides information on pilot-in-command experience, initial and recurrent pilot proficiency, and airborne airplane equipment.

91-11 Periodic Inspection Reminder (8-10-65).

Provides the aviation community with a uniform visual reminder of the date a periodic inspection becomes due.

91-12 Required Inspection for Air Carrier Aircraft Reverting to General Operation Under FAR 91 (5-24-66).

Describes acceptable methods for complying with the required inspections established by FAR Part 91.

91-13 Cold Weather Operation of Aircraft (11-16-66).

Emphasizes factors to be considered for the effective preparation, maintenance, and operation of aircraft in cold weather.

91-14 Altimeter Setting Sources (2-15-67).

Provides the aviation public, industry, and FAA field personnel with guidelines for setting up reliable altimeter setting sources.

91-16 Category II Operations—General Aviation Airplanes (8-7-67).

Sets forth acceptable means by which Category II operations may be approved in accordance with FAR Parts 23, 25, 61, 91, 97, and 135.

91-17 The Use of View Limiting Devices on Aircraft (2-20-68).

Alerts pilots to the continuing need to make judicious and cautious use of all view limiting devices on aircraft.

91-18 Course Needle Oscillations on VHF Omnidirectional Range (VOR) Receivers (12-6-68).

Advises all operators of aircraft equipped with VHF omnidirectional range (VOR) receivers regarding course needle oscillations.

91-19 Emergency Locator Beacons—Crash, Survival, Personnel (3-17-69).

Provides information concerning recent activities relating to emergency locator radio beacons. Describes for users the means by which such signals will be monitored or heard.

91-20 Inspection Schedule—for Beech Model B-99 (3-14-69).

Provides information for use by persons planning to develop an inspection schedule for Beech Model B-99.

91-29-1 Special Structural Inspections (1-8-68).

Discusses occurrences which may cause structural damage affecting the airworthiness of aircraft.

91.83-1 Canceling or Closing Flight Plans (3-12-64).

Outlines the need for canceling or closing flight plans promptly to avoid costly search and rescue operations.

91.83-2 IFR Flight Plan Route Information (2-16-66).

Clarifies the air traffic control needs for the filing of route information in an IFR (Instrument Flight Rules) flight plan.

95-1 Airway and Route Obstruction Clearance (6-17-65).

Advises all interested persons of the airspace areas within which obstruction clearance is considered in the establishment of Minimum En Route Instrument Altitudes (MEAs) for publication in FAR Part 95.

99.11-1 Flight Plan Requirements: Coastal or Domestic ADIZ (11-15-63).

Provides recommended flight plan filing procedures for operation within or into an Air Defense Identification Zone (ADIZ).

99.27-1 Flight Plan Tolerances for Air Defense Identification Zones (9-30-63).

Provides recommended flight plan tolerances for operations within or into the ADIZ.

101-1 Waivers of Part 101, Federal Aviation Regulations (1-13-64).

Provides information on submission of applications and issuances of waivers to FAR Part 101.

103-1 Hazard Associated With Sublimation of Solid Carbon Dioxide (Dry Ice) Aboard Aircraft (12-16-63).

Discusses potential hazards of dry ice and gives precautionary measures.

105-2 Sport Parachute Jumping (9-6-68).

Provides suggestions to improve sport parachuting safety; information to assist parachutists in complying with FAR Part 105; and a list of aircraft which may be operated with one cabin door removed, including the procedures for obtaining FAA authorization for door removal.

Air Carrier and Commercial Operators and Helicopters

SUBJECT NO. 120

120-1A Reporting Requirements of Air Carriers, Commercial Operators, and Travel Clubs (4-24-69).

Advises of the mechanical reliability reporting requirements contained in FAR Parts 121 and 127 and the accident and incident reporting requirements of NTSB Part 430, Safety Investigation Regulations.

120-2A Precautionary Propeller Feathering To Prevent Runaway Propellers (8-20-63).

Emphasizes the need for prompt feathering when there is an indication of internal engine failure.

120-4B Criteria for Turbojet Landing Weather Minima—Air Carriers and Commercial Operators of Large Aircraft (6-14-68).

Sets forth the criteria for approval of landing weather minima for turbojet

aircraft below $\frac{3}{4}$ -mile visibility or RVR 4,000 but above Category II minima.

120-5 High Altitude Operations in Areas of Turbulence (8-26-63).

Recommends procedures for use by jet pilots when penetrating areas of severe turbulence.

120-7 Minimum Altitudes for Conducting Certain Emergency Flight Training Maneuvers and Procedures (9-4-63).

Recommends minimum altitudes for conducting simulated emergency flight training maneuvers be established.

120-12 Private Carriage Versus Common Carriage by Commercial Operators Using Large Aircraft (6-24-64).

Provides guidelines for determining whether current or proposed transportation operations by air constitute private or common carriage.

120-13 Jet Transport Aircraft Attitude Instrument Systems (6-26-64).

Provides information about the characteristics of some attitude instrument systems presently installed in some jet transport aircraft.

120-14 Air Taxi Operators and Commercial Operators of Small Aircraft (7-6-64).

Clarifies the requirements of Part 135 of the FAR's and provides additional information not readily available.

120-16 Continuous Airworthiness Program (10-19-64).

Provides air carriers and commercial operators with guidance and information pertinent to the regulatory amendments concerned with requirements for air carrier continuous airworthiness program.

120-17 Handbook for Maintenance Control by Reliability Methods (12-31-64).

Provides information and guidance material which may be used to design or develop maintenance reliability programs which include a standard for determining time limitations.

120-17 CH 1 (6-24-66).

120-17 CH 2 (5-6-68).

120-18 Preservation of Maintenance Records (5-10-65).

Provides information and guidance relative to the microfilming of maintenance records.

120-20 Criteria for Approval of Category II Landing Weather Minima (6-6-66).

Sets forth criteria, guidelines, and procedures which provide an acceptable basis for the approval of Category II ILS minima and the installation approval of the associated airborne systems.

120-20 CH 1 (1-12-68).

Transmits a revised Appendix 3 of the Advisory Circular.

120-20 CH 2 (5-21-68).

Clarifies use of minimum glide slope threshold crossing height in Par. 11, Appendix 3.

120-21 Aircraft Maintenance Time Limitations (6-24-66).

Provides method and procedures for the initial establishment and revision of time limitations on inspections, checks, maintenance or overhaul.

120-24A Establishment and Revision of Aircraft Engine Overhaul and Inspection Periods (2-25-69).

Describes methods and procedures used by the FAA in the establishment and revision of aircraft engine overhaul periods.

120-26 Civil Aircraft Operator Designators (1-25-68).

States the criteria and the procedures for the assignment of a designator and a corresponding air/ground call sign to civil aircraft operators engaged in domestic services on a repetitive basis.

120-27 Aircraft Weight and Balance Control (10-15-68).

Provides a method and procedures for weight and balance control.

121-1 Standard Maintenance Specifications Handbook (12-15-62).

Consolidated reprint 5-15-69, includes Changes 1 through 18.

Provides procedures acceptable to FAA which may be used by operators when establishing inspection intervals and overhaul times.

121-3H Maintenance Review Board Reports (2-7-68).

Adds the Boeing 727, Supplement No. 1; Boeing 737; Fairchild-Hiller FH-227; and Fairchild-Hiller FH-227, Revision 1 to the list of available Maintenance Review Board Reports.

121-6 Portable Battery-Powered Megaphones (1-5-66).

Sets forth an acceptable means for complying with rules (applicable to various persons operating under Part 121 of the Federal Aviation Regulations) that prescribe the installation of approved megaphones.

121-7 Use of Seat Belts by Passengers and Flight Attendants To Prevent Injuries (7-14-66).

Concerned with the prevention of injury due to air turbulence.

121-8 Additional Airport Aids—Runway Marking and Lighting—Air Carrier Turbojet Operations (9-19-66).

Emphasizes the importance of runway markings and approach slope guidance in assisting turbojet airplane pilots to touchdown at the proper runway point.

121-9 Maintenance of Evacuation Slides (9-22-66).

Provides information and guidance to air carriers and commercial operators in

the maintenance of emergency evacuation slides.

121-10 Doppler Radar Navigational Aids (3-23-67).

States an acceptable means, not the only means, of compliance with the referenced sections of the FAR as they apply to persons operating under Part 121 who desire approval of Doppler RADAR navigation systems for use in their operations.

121-10 CH 1 (1-10-68).

Transmits a page change to the subject advisory circular.

121-11 Approval of Inertial Navigation Systems (INS) (3-23-67).

States an acceptable means, not the only means, of compliance with the referenced sections of the FAR as they apply to persons operating under Part 121 who desire approval of inertial navigation systems as the sole means of navigation in their operations.

121-11 CH 1 (1-10-68).

Transmits a page change to the subject advisory circular.

121-12 Wet or Slippery Runways (8-17-67).

Provides uniform guidelines in the application of the "wet runway" rule by certificate holders operating under FAR 121 (8-17-67).

121.195(d)-1 Alternate Operational Landing Distances for Wet Runways; Turbojet Powered Transport Category Airplanes (11-19-65).

Sets forth an acceptable means, but not the only means, by which the alternate provision of section 121.195(d) may be met.

123-1 Air Travel Clubs (10-17-68).

Sets forth guidelines and procedures to assist air travel clubs using large aircraft in meeting safety requirements of FAR Part 123.

135.155-1 Alternate Static Source for Altimeters and Airspeed and Vertical Speed Indicators (2-16-65).

Sets forth an acceptable means of compliance with provisions in FAR Part 135 and Part 23 dealing with alternate static sources.

135-1 Air Taxi Aircraft Weight and Balance Control (9-17-68).

Provides a method and procedures for developing a weight and balance control system for small aircraft operating in the air taxi fleet under FAR Part 135.

137-1 Agricultural Aircraft Operations (11-29-65).

Explains and clarifies the requirements of FAR Part 137 and provides additional information, not regulatory in nature, which will assist interested persons in understanding the operating privileges and limitations of this part.

Schools and Other Certificated Agencies

SUBJECT NO. 140

140-1D Consolidated Listing of FAA Certificated Repair Stations (7-1-68).

Gives the name, address, certificate number, and ratings of repair stations.

140-2D List of Certificated Pilot Flight and Ground Schools (3-13-68).

Lists FAA certificated schools as of March 1968.

140-3A Approval of Pilot Training Courses Under Subpart D of Part 141 of the FAR (6-12-68).

The title is self-explanatory.

140-4 Use of Audio-Visual Courses in Approved Pilot Ground Schools Certificated Under Part 141 (8-7-68).

Inform operators of certificated pilot schools on the use of audio-visual training aids for instruction in approved ground school courses conducted under the FARs.

145.101-1A Application for Air Agency Certificate—Manufacturer's Maintenance Facility (3-10-69).

Explains how to obtain a repair station certificate.

147-2E Federal Aviation Administration Certificated Mechanic School Directory (1-15-69).

Provides a revised listing of all FAA certificated mechanic schools as of January 15, 1969.

149-2D Listing of Federal Aviation Administration Certificated Parachute Lofts (8-1-68).

Provides a revised list of all FAA certificated parachute lofts.

Airports

SUBJECT NO. 150

DEFENSE READINESS PROGRAM

150/1930-1 Radiological Decontamination of Civil Airports (8-19-66).

Offers guidance in preattack preparations, emergency action and decontamination methods.

AIRPORT PLANNING

150/5040-1A Announcement of Report—Aviation Demand and Airport Facility Requirement Forecasts for Large Air Transportation Hubs Through 1980 (3-27-69).

Announces the availability of the new report and where to obtain it.

150/5050-2 Compatible Land Use Planning in the Vicinity of Airports (4-13-67).

Advises Federal Aviation Administration personnel, local government officials and the public of the availability of the following two reports prepared under the auspices of the FAA by the firm of Transportation Consultants, Inc. *Compatible Land Use Planning On and*

Around Airports, and Aids Available for Compatible Land Use Planning Around Airports.

150/5050-3 Announcement of a Report Entitled "Planning the State Airport System" (1-31-69).

Advises of the availability of the report and how to obtain it.

150/5060-1A Airport Capacity Criteria Used in Preparing the National Airport Plan (7-8-68).

Presents the method used by the Federal Aviation Administration for determining when additional runways, taxiways, and aprons should be recommended in the National Airport Plan. The material is also useful to sponsors and engineers in developing Airport Layout Plans and for determining when additional airport pavement facilities should be provided to increase aircraft accommodation capacity at airports.

150/5060-2 Airport Site Selection (7-19-67).

Recommends procedures and provides guidance for analyzing potential airport sites.

150/5070-1 Rapid Transit Service for Metropolitan Airports (8-26-65).

Informs airport officials of a Federal assistance program for rapid transit.

150/5070-2 Planning the Metropolitan Airport (9-17-65). (Consolidated reprint 6-30-66 includes change 1.)

Provides guidance and methodology for planning the metropolitan airport system as a part of the comprehensive metropolitan planning program.

150/5070-3 Planning the Airport Industrial Park (9-30-65).

Provides guidance to communities, airport boards, and industrial developers for the planning and development of Airport Industrial Parks.

150/5070-4 Planning for Rapid Urbanization Around Major Metropolitan Airports (3-31-66).

Alerts planning agencies to the need for developing appropriate planning programs to guide rapid urbanization in the vicinity of major metropolitan airports and suggests procedures for such planning programs.

150/5090-1 Regional Air Carrier Airport Planning (2-2-67).

This circular: (1) Informs local and State governments, airport operators, and area planners of a Federal policy concerning the development of a single airport to serve two or more cities and their environs; and (2) provides such planners with guidance for evaluating the feasibility of establishing such regional airports.

FEDERAL-AID AIRPORT PROGRAMS

150/5100-2 Priorities Under the Federal-Aid Airport Program for Fiscal Year 1967 (5-9-66).

Provides information of priorities used in the allocation of Federal funds for

airport development under the Federal-Aid Airport Program.

150/5100-3A Federal-Aid Airport Program-Procedures Guide for Sponsors (9-20-68).

Provides guidance to public agencies that sponsor or propose to sponsor projects under the Federal-Aid Airport Program (FAAP) authorized by the Federal Airport Act.

150/5100-4 Airport Advance Planning (1-12-68).

Provides an explanation of the FAA advance planning program.

150/5100-5 Land Acquisition in the Federal-Aid Airport Program (1-30-69).

Provides general information to sponsors of airport development projects under the Federal-Aid Airport Program on the eligibility of land acquisition and extent of Federal participation in land acquisition costs.

SURPLUS AIRPORT PROPERTY CONVEYANCE PROGRAMS

150/5150-2 Federal Surplus Personal Property for Public Airport Purposes (6-27-68).

Outlines policies and procedures for State and local agencies applying for and acquiring surplus Federal personal property for public airport purposes.

150/5150-2 CH 1 (4-22-69).

Revises the flow of copies of the SF 123 to provide for more accurate review of donated property.

AIRPORT COMPLIANCE PROGRAM

150/5190-1 Minimum Standards for Commercial Aeronautical Activities on Public Airports (8-18-66).

Gives to owners of public airports information helpful in the development and application of minimum standards for commercial aeronautical activities.

150/5190-2 Exclusive Rights at Airports (9-2-66).

Provides basic information and guidance on FAA policy concerning exclusive rights at public airports on which Federal funds, administered by the FAA, have been expended.

150/5190-3 Model Airport Zoning Ordinance (1-16-67).

Provides a guide to be used in preparing airport zoning ordinances. This model will require modification and revision to suit circumstances and fulfill State and local law.

AIRPORT SAFETY—GENERAL

150/5200-1 Bird Hazards to Aviation (3-1-65).

Discusses certain steps that can be taken toward reducing or solving the bird strike problem on and near airports.

150/5200-2 Bird Strike/Incident Report Form (11-27-65).

Informs military and civil aviation organizations that FAA Form 3830, "Bird

Strike/Incident Report Form," is available for use in reporting bird hazards and accidents/incidents to aircraft.

150/5200-3 Bird Hazards to Aircraft (10-7-66).

Transmits the latest published information concerning the reduction of bird strikes on aircraft.

150/5200-4 Foaming of Runways (12-21-66).

Discusses runway foaming and suggests procedures for providing this service.

150/5200-5 Considerations for the Improvement of Airport Safety (2-2-67).

Emphasizes that, in the interest of accident/incident prevention, airport management should conduct self-evaluations and operational safety inspections. An exchange of information and suggestions for the improvement of airport safety is also suggested.

150/5200-6A Security of Aircraft at Airports (6-28-68).

Directs attention to the problem of pilferage from aircraft on airports and suggests action to reduce pilferage and the hazards that may result therefrom.

150/5200-7 Safety on Airport During Maintenance of Runway Lighting (1-24-68).

Points the possibility of an accident occurring to airport employees caused by electrocution.

150/5200-8 Use of Chemical Controls to Repel Flocks of Birds at Airports (5-2-68).

Acquaints airport operators with new recommendations on the use of chemical methods for dispersing flocks of birds.

150/5200-9 Bird Reactions and Scaring Devices (6-26-68).

Transmits a report on bird species and their responses and reactions to scaring devices.

150/5200-10 Airport Emergency Operations Planning (7-26-68).

Provides guidance to airport management and disaster control personnel in the preparation of plans for emergency actions at civil airports.

150/5200-11 Airport Terminals and the Physically Handicapped (11-27-68).

Discusses the problems of the physically handicapped air traveler and suggests features that can be incorporated in modification or new construction of airport terminal buildings.

150/5210-2 Airport Emergency Medical Facilities and Services (9-3-64).

Provides information and advice so that airports may take specific voluntary preplanning actions to assure at least minimum first-aid and medical readiness appropriate to the size of the airport in terms of permanent and transient personnel.

150/5210-4 FAA Aircraft Fire and Rescue Training Film, "Blanket for Survival" (10-27-65).

Provides information on the purpose, content, and availability of the subject training film.

150/5210-5 Painting, Marking, and Lighting of Vehicles Used on an Airport (8-31-66).

Makes recommendations concerning safety, efficiency, and uniformity in the interest of vehicles used on the aircraft operational area of an airport.

150/5210-6 Aircraft Fire and Rescue Facilities and Extinguishing Agents (9-7-66).

Furnishes guidance for estimating the facilities necessary to provide adequate aircraft fire and rescue service at civil airports.

150/5210-7 Aircraft Fire and Rescue Communications (10-28-66).

Provides airport management with information helpful in the establishment of communication and alarm facilities. Such facilities alert and guide those personnel who must deal with aircraft ground emergencies.

150/5210-8 Aircraft Firefighting and Rescue Personnel and Personnel Clothing (1-13-67).

Provides guidance concerning the manning of aircraft fire and rescue trucks, the physical qualifications that personnel assigned to these trucks should meet, and the protective clothing with which they should be equipped.

150/5210-9 Airport Fire Department Operating Procedures During Periods of Low Visibility (10-27-67).

Suggests training criteria which airport management may use in developing minimum response times for aircraft fire and rescue trucks during periods of low visibility.

150/5210-10 Airport Fire and Rescue Equipment Building Guide (12-7-67).

The title is self-explanatory.

150/5210-11 Response to Aircraft Emergencies (4-15-69).

Informs airport operators and others of an existing need for reducing aircraft firefighting response time, and outlines a uniform response time goal of 2 minutes within aircraft operational areas on airports.

150/5220-1 Guide Specification for a Light-Weight Airport Fire and Rescue Truck (7-24-64).

Describes a vehicle with performance capabilities considered as minimum for an acceptable light rescue truck.

150/5220-2 Guide Specification for 1,800-Gallon Aircraft Fire and Rescue Truck (7-24-64).

Describes a vehicle possessing the minimum performance capabilities recommended for an acceptable aircraft fire and rescue truck.

150/5220-3 Guide Specification for 1,000-Gallon Aircraft Fire and Rescue Truck (3-9-67).

The title is self-explanatory.

150/5220-4 Water Supply Systems for Aircraft Fire and Rescue Protection (12-7-67).

The title is self-explanatory.

150/5220-5 Guide Specification for a Combination Foam and Dry Chemical Aircraft Fire and Rescue Truck (12-29-67).

Specification requirements developed by FAA to assist airport management in developing local procurement specifications for fire and rescue trucks.

150/5220-6 Guide Specification for 1,000-Gallon Tank Truck (4-10-68).

Assists airport management in the development of local procurement specifications.

150/5220-7 Guide Specification for 2,500-Gallon Aircraft Fire and Rescue Truck (8-30-68).

Guide Specification developed to assist airport management in the development of local procurement specifications.

150/5230-1 Suggestions for Airport Safety Self-Inspection (3-30-64).

Summarizes the functional statements, procedures, forms, and schedules on safety self-inspection now in use at many U.S. civil airports.

150/5230-2 Guide Specification for Fire Extinguishing System (Foam) for Heliports (4-14-65).

Contains guidance material which may be used by airport management in the development of local procurement specifications.

150/5230-3 Fire Prevention During Aircraft Fueling Operations (4-8-69).

This advisory circular provides information on fire preventative measures which aircraft servicing personnel should observe during fueling operations.

CIVIL AIRPORTS EMERGENCY PREPAREDNESS

150/5240-1A Airport Disaster Control Guide (10-31-67).

Acts as a guide to reducing or avoiding problems imposed by enemy nuclear attack.

DESIGN, CONSTRUCTION, AND MAINTENANCE—GENERAL

150/5300-2 Airport Design Requirements for Terminal Navigational Aids (3-30-64).

Provides information regarding location, functions, and citing requirements of air navigation aids on and in the immediate vicinity of airports.

150/5300-3 Adaptation of TSO-N18 Criterion to Clearways and Stopways (10-18-64).

Sets forth standards recommended by the FAA for guidance of the public for

the adaptation of TSO-N18 criterion to clearways and stopways.

150/5300-5 Airport Reference Point (9-26-68).

Defines and presents the method for calculating an airport reference point.

150/5310-2 Airport Planning and Airport Layout Plans (9-19-68).

Contains guidance material for airport planning and preparation of airport layout plans. It applies to any airport. It is also used as a basis for determining the acceptability of airport layout plans prepared or revised with Federal cost participation under the Federal-aid Airport Program.

150/5310-3 FAA Order 5310.2, Relocating Thresholds Due to Obstructions at Existing Runways (5-27-68).

Announces the issuance of instructions to FAA field personnel on the displacement or relocation of thresholds.

150/5320-6A Airport Paving (5-9-67).

Provides data for the design and construction of pavements at civil airports.

150/5320-6A CH 1 (6-11-68).

Transmits page changes and adds new chapter 6 to basic AC.

150/5325-2A Airport Surface Areas Gradient Standards (5-12-66).

Sets forth standards recommended by FAA for guidance of the public in establishing the gradient of airport surface areas used for landing, takeoff, and other aircraft ground movement.

150/5325-3 Background Information on the Aircraft Performance Curves for Large Airplanes (1-26-65).

Provides airport designers with information on aircraft performance curves for design which will assist them in an objective interpretation of the data used for runway length determination.

150/5325-3 CH 1 (5-12-66).

Transmits a revision to the effective runway gradient standards.

150/5325-4 Runway Length Requirements for Airport Design (4-5-65).

Presents aircraft performance curves and sets forth standards for the determination of runway lengths to be provided at airports. The use of these standards is required for project activity under the Federal-aid Airport Program when a specific critical aircraft is considered as the basis for the design of a runway.

150/5325-4 CH 1 (8-5-65).

Provides amended information for the basic advisory circular and includes aircraft performance curves for the BAC 1-11.

150/5325-4 CH 2 (9-21-65).

Transmits aircraft performance curves for the Boeing 707-300C and the Fairchild F-27 and F-27B.

150/5325-4 CH 3 (4-25-66).

Transmits aircraft performance curves for the Douglas DC-8-55, DC-8F-55, and DC-9-10 Series, the Fairchild F-27J, and the Nord 262.

150/5325-4 CH 4 (5-12-66).

Transmits a revision to the effective runway gradient standards.

150/5325-4 CH 5 (7-13-66).

Transmits aircraft performance curves for the Douglas DC-9-10 Series equipped with Pratt & Whitney JT8D-1 Engines.

150/5325-4 CH 6 (12-8-66).

It is recommended that turbojet powered aircraft use more runway length when landing under wet or slippery, rather than under dry conditions. This change furnishes a basis for estimating the additional recommended length.

150/5325-4 CH 7 (2-7-67).

Presents design curves for landing and takeoff requirements of airplanes in common use in the civil fleet. Also presented are instructions on the use of these design curves and a discussion of the factors considered in their development.

150/5325-4 CH 8 (11-8-67).

Transmits aircraft performance curves for the Boeing 747, Convair 440 (340D or 440D), and Douglas DC-9-30 Series.

150/5325-5A Aircraft Data (1-12-68).

Presents a listing of principal dimensions of aircraft affecting airport design for guidance in aircraft development.

150/5325-6 Effects of Jet Blast (4-15-65).

Presents the criteria for treatment of jet blast effects which are acceptable in accomplishing a project meeting the eligibility requirements of the Federal-aid Airport Program.

150/5325-7 Is Your Airport Ready for the Boeing 747 (1-23-68).

Presents a preliminary condensed survey of today's airport design criteria and their suitability to the presently known characteristics of the Boeing 747 airplane.

150/5330-2A Runway/Taxiway Widths and Clearances for Airline Airports (7-26-68).

Presents the Federal Aviation Administration recommendations for landing strip, runway, and taxiway widths and clearances at airports served by certificated air carriers.

150/5330-3 Wind Effect on Runway Orientation (5-5-66).

Provides guidance for evaluating wind conditions and determining their effect on the orientation of runways.

150/5335-1 Airport Taxiways (1-28-65).

Provides the criteria for airport taxiways which are acceptable in accomplishing a project meeting the eligibility requirements of the Federal-aid Airport Program.

150/5335-1 CH 1 (11-15-66).

Taxiways designed for two- and three-engine jet powered air carrier airplanes may have a minimum width of 60 feet. This change provides guidance for the design of such taxiway design widths.

150/5335-2 Airport Aprons (1-27-65).

Provides the criteria for airport aprons which are acceptable in accomplishing a project meeting the eligibility requirements of the Federal-aid Airport Program.

150/5340-1B Marking of Serviceable Runways and Taxiways (4-2-69).

Sets forth standards and practices for the guidance of the public in marking and remarking serviceable runways and taxiways. Required for FAAP.

150/5340-4A Installation Details for Runway Centerline and Touchdown Zone Lighting Systems (8-4-66).

Describes standards for the design and installation of runway centerline and touchdown zone lighting systems.

150/5340-5 Segmented Circle Airport Marker System (8-1-63).

Recommends an airport marking system of pilot aids and traffic control devices. Required for FAAP project activity.

150/5340-7A Marking and Lighting of Deceptive, Closed, and Hazardous Areas on Airports (1-10-68).

Describes standards for marking deceptive, closed, and hazardous areas on airports.

150/5340-8 Airport 51-foot Tubular Beacon Tower (6-11-64).

Provides design and installation details on the subject tower.

150/5340-9 Prefabricated Metal Housing for Electrical Equipment (8-18-64).

Provides design and installation details on the subject metal housing.

150/5340-13A High Intensity Runway Lighting System (4-14-67).

Provides corrected curves for estimating loads in high intensity series circuits.

150/5340-14A Economy Approach Lighting Aids (3-7-67).

Describes standards for the design, installation, and maintenance of economy approach lighting aids.

150/5340-15A Taxiway Edge Lighting System (11-1-67).

Describes standards for the design, installation, and maintenance of a taxiway edge lighting system.

150/5340-15A CH 1 (4-2-68).

Transmits change to basic AC.

150/5340-16A Medium Intensity Runway Lighting System (12-19-67).

Describes standards for the design, installation, and maintenance of a medium intensity runway lighting system.

150/5340-17 Standby Power for Non-FAA Airport Lighting Systems (1-25-68).

Describes standards acceptable for the design, installation, and maintenance of standby power for nonagency owned airport visual aids associated with the National Airspace System.

150/5340-18 Taxiway Guidance System (9-27-68).

Describes the recommended standards for design, installation, and maintenance of a taxiway guidance sign system.

150/5340-19 Taxiway Centerline Lighting System (11-14-68).

Describes the recommended standards for design, installation, and maintenance of a taxiway centerline lighting system.

150/5340-20 Installation Details and Maintenance Standards for Reflective Markers for Airport Runway and Taxiway Centerlines (2-17-69).

Describes standards for the installation and maintenance of reflective markers for airport runway and taxiway centerlines.

150/5345-1B Approved Airport Lighting Equipment (10-30-68).

Contains lists of approved airport lighting equipment and manufacturers qualified to supply such equipment.

150/5345-2 Specification for L-810 Obstruction Light (11-4-63).

Required for FAAP project activity.

150/5345-2 CH 1 (10-28-66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345-3A Specification for L-821 Airport Lighting Panel for Remote Control of Airport Lighting (10-20-67).

Required for FAAP project activity.

150/5345-3A CH 1 (6-11-68).

Corrects case dimensions for the size 4 panel and other page changes.

150/5345-4 Specification for L-289 Internally Lighted Airport Taxi Guidance Sign (10-15-63).

Required for FAAP project activity.

150/5345-4 CH 1 (10-28-66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345-5 Specification for L-847 Circuit Selector Switch, 5000 Volt 20 Ampere (9-3-63).

Required for FAAP project activity.

150/5345-6 Specification for L-809 Airport Light Base and Transformer Housing (9-3-63).

Required for FAAP project activity.

150/5345-7 Specification for L-824 Underground Electrical Cables for Airport Lighting Circuits (11-4-63).

Required for FAAP project activity.

150/5345-9B Specification for L-819 Fixed Focus Bidirectional High Intensity Runway Lights (6-27-67).

Describes the subject specification requirements.

150/5345-10B Specification for L-828 Constant Current Regulator With Stepless Brightness Control (4-8-68).

Required for FAAP project activity.

150/5345-11 Specification for L-812 Static Indoor Type Constant Current Regulator Assembly, 4 Kw and 7½ Kw, With Brightness Control for Remote Operation (3-2-64).

Required for FAAP project activity.

150/5345-12A Specification for L-801 Beacon (5-12-67).

Describes the subject specification requirements.

150/5345-13 Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits (1-6-64).

Required for FAAP project activity.

150/5345-14 Specification for L-827 "A" Frame Hinged Support for 12-Foot Wind Cone (2-13-64).

Required for FAAP project activity.

150/5345-14 CH 1 (10-28-66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345-15 Specification for L-842 Airport Centerline Light (1-6-64).

Required for FAAP project activity.

150/5345-16 Specification for L-843 Airport In-Runway Touchdown Zone Light (1-20-64).

Required for FAAP project activity.

150/5345-17 Specification for L-845 Semiflush Inset Prismatic Airport Light (3-3-64).

Describes the subject specification requirements.

150/5345-18 Specification for L-811 Static Indoor Type Constant Current Regulator Assembly, 4 Kw; With Brightness Control and Runway Selection for Direct Operation (3-3-64).

Required for FAAP project activity.

150/5345-18 CH 1 (5-28-64).

Advises that a detail requirement is not applicable to the circular.

150/5345-19 Specification for L-838 Semiflush Prismatic Airport Light (5-11-64).

Describes the subject specification requirements.

150/5345-20 Specification for L-802 Runway and Strip Light (6-24-64).

Describes the subject specification requirements.

150/5345-20 CH 1 (8-31-64).

Provides amended information for the basic advisory circular.

150/5345-20 CH 2 (1-14-66).

Provides new dimensions for the thickness of the metal stake and an organizational change.

150/5345-20 CH 3 (10-28-66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345-21 Specification for L-813 Static Indoor Type Constant Current Regulator Assembly; 4 Kw and 7½ Kw; for Remote Operation of Taxiway Lights (7-28-64).

Describes the subject specification requirements.

150/5345-22 Specification for L-834 Individual Lamp Series-to-Series Type Insulating Transformer for 5,000 Volt Series Circuit (10-8-64).

Describes the subject specification requirements.

150/5345-23 Specification for L-822 Taxiway Edge Light (10-13-64).

Describes the subject specification requirements.

150/5345-23 CH 1 (1-14-66).

Provides new dimensions for the thickness of the metal stake and an organizational change.

150/5345-23 CH 2 (10-28-66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345-24 Specification for L-849 Condenser Discharge Type Flashing Light (6-30-65).

Describes the subject specification requirements for a condenser discharge type flashing light.

150/5345-24 CH 1 (6-14-66).

Deletes a detail requirement.

150/5345-25 Specification for L-848 Medium Intensity Approach Light Bar Assembly (6-30-65).

Describes the subject specification requirements for a medium intensity approach light bar assembly.

150/5345-26 Specification for L-823 Plug and Receptacle, Cable Connectors (10-5-64).

Describes the subject specification requirements.

150/5345-27 Specification for L-807 8-Foot Illuminated Wind Cone (2-10-65).

Describes the subject specification requirements for an illuminated wind cone for the guidance of the public. Required for FAAP project activity.

150/5345-27 CH 1 (10-28-66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345-28 Specification for L-851 Abbreviated Visual Approach Slope Indicator System (10-28-66).

Describes the subject specification requirements for abbreviated visual approach slope indicator system (AVASI) equipment.

150/5345-29 FAA Specification L-852, Light Assembly, Airport Taxiway Centerline (3-18-68).

Describes, for public guidance, FAA Specification L-852 which establishes the performance requirements and pertinent construction details for bidirectional semiflush inset light assemblies for lighting airport taxiway centerlines.

150/5345-30A Specification for L-846 Electrical Wire for Lighting Circuits To Be Installed in Airport Pavements (2-3-67).

Describes, for the guidance of the public, subject specification requirements for electrical wire.

150/5345-31 Specification for L-833 Individual Lamp Series-to-Series Type Insulating Transformer for 600 Volt or 3,000 Volt Series Circuits (12-3-64).

Describes the subject specification requirements.

150/5345-32 Specification for L-837 Large-Size Light Base and Transformer Housing (1-13-65).

Describes the subject specification requirements.

150/5345-33 Specification for L-844 Individual Lamp Series-to-Series Type Insulating Transformer for 5000 Volt Series Circuit 20/6.6 Amperes 200 Watt (1-13-65).

Describes the subject specification requirements.

150/5345-34 Specification for L-839 Individual Lamp Series-to-Series Type Insulating Transformer for 5000 Volt Series Circuit 6.6/20 Amperes 300 Watt (1-13-65).

Describes the subject specification requirements.

150/5345-35 Specification for L-816 Circuit Selector Cabinet Assembly for 600 Volt Series Circuits (1-28-65).

Describes the subject specification requirements.

150/5345-36 Specification for L-808 Lighted Wind Tee (2-3-65).

Describes the subject specification requirements.

150/5345-37B FAA Specification L-850, Light Assembly Airport Runway Centerline and Touchdown Zone (1-8-68).

Revises subject light assembly.

150/5345-38 Changes to Airport Lighting Equipment (3-23-67).

The title is self-explanatory.

150/5345-39 FAA Specification L-853, Runway and Taxiway Centerline Reflective Markers (1-10-69).

Describes specification requirements for L-853 Runway and Taxiway reflective markers for guidance of the public.

150/5345-40 Specification for L-854 Radio Controls (3-21-69).

Describes specification requirements for guidance of the public.

150/5355-1 Diagrammatic Maps and Location Signs at Airports (3-21-69).

Provides airport authorities of the desirability to provide diagrammatic maps of facilities within terminal buildings and of the need for clearly marked locations signs at airports, especially at those used by international travelers.

150/5360-1 Airport Service Equipment Buildings (4-6-64).

Provides guidance on design of buildings for housing equipment used in maintaining and repairing operational areas.

150/5360-2 Airport Cargo Facilities (4-6-64).

Provides guidance material on air cargo facilities.

150/5360-3 Federal Inspection Service Facilities at International Airports (4-1-66).

Describes and illustrates recommended facilities for inspection of passengers, baggage, and cargo entering the United States through international airport terminals. The material is for the guidance of architect-engineers and others interested in the planning and design of these airport facilities.

150/5370-2 Safety on Airports During Construction Activity (4-22-64).

Provides guidelines concerning safety at airports during periods of construction activity.

150/5380-1 Airport Maintenance (4-14-63).

Provides a basic checklist and suggestions for an effective airport maintenance program.

150/5380-2A Snow Removal Techniques Where In-Pavement Lighting Systems Are Installed (12-24-64).

Provides information on damage to in-pavement lighting fixtures by snow removal equipment and recommends procedures to avoid such damage.

150/5380-3 Cleaning of Runway Contamination (6-28-68).

Provides information to the aviation industry relative to cleaning rubber de-

posits, oil, grease, and jet aircraft exhaust deposits from runway surfaces.

150/5380-4 Ramp Operations During Periods of Snow and Ice Accumulation (9-11-68).

Directs attention to an increased accident potential when snow or ice accumulates on the surfaces of ramps and aircraft parking and holding areas and suggests some measures to reduce this potential.

150/5390-1 Heliport Design Guide (11-3-64). (Consolidated reprint 6-10-68 includes Change 1.)

Contains design guidance material for the development of heliports, both surface and elevated, to serve single- and multi-engine helicopters operating under visual flight rules.

Air Navigational Facilities

SUBJECT NO. 170

170-1 Operation and Use of Approved Lights (ALS) and Sequenced Flashing Lights (SFL) Systems (1-14-63).

Advises airspace users of the operation and use of the ALS and SFL systems.

170-2 Implementation of ILS Channels 11 Through 20 (10-16-63).

Advertises that ILS Channels 11 through 20 are now being used in the United States and encourages owners to equip their aircraft with 20-channel capability.

170-3B Distance Measuring Equipment (DME) (11-8-65).

Presents information on DME and some of its uses to pilots unfamiliar with this navigational aid.

170-6A Use of Radionavigation Test Generators (3-30-66).

Gives information received from the Federal Communications Commission as to the frequencies on which the FCC will license test generators (used to radiate a radionavigation signal) within the scope of its regulations and gives additional information to assist the user when checking aircraft navigation receivers.

170/6350-1 Aeronautical Beacons and True Lights (8-28-68).

Describes FAA standards for the installation and operation of aeronautical beacons serving as true lights.

170-7 Decommissioning of ILS Middle Compass Locators (10-29-65).

Disseminates information regarding the FAA program for decommissioning of compass locators associated with ILS middle markers.

170-8 Use of Common Frequencies for Instrument Landing Systems Located on Opposite Ends of the Same Runway (11-7-66).

In the future, common frequencies may be assigned to like components of two instrument landing systems serving opposite ends of the same runway. This will include the localizers, glide slopes, and associated outer and middle marker compass locators (LOM and LMM).

170-9 Criteria for Acceptance of Ownership and Servicing of Civil Aviation Interest(s) Navigational and Air Traffic Control Systems and Equipment (11-26-68).

Contains a revised FAA policy under which the FAA accepts conditional ownership of equipment and systems from civil aviation interests, without the use of Federal funds, and operates, maintains, and provides the logistic support of such equipment.

171-1 Estimating Packing and Shipping Costs for Export Shipments for ATC and Navaid Equipments (2-18-66).

Assists personnel engaged in preparing packing and shipping estimates of air navigation and traffic control equipments for overseas shipment.

Administrative

SUBJECT No. 180

183.29-1D Designated Engineering Representatives (2-28-69).

Lists the Designated Engineering Representatives available for consulting work. Designated Engineering Representatives, as direct representatives of the Federal Aviation Administration, are authorized to approve certain types of data as complying with the Federal Aviation Regulations within particular categories; such as structural, systems and equipment, powerplant, flight analyst, flight test pilot, and engine.

Flight Information

SUBJECT No. 210

210-1 National Notice to Airmen System (2-8-64).

Announces FAA policy for the preparation and issuance of essential flight information to pilots and other aviation interests.

210-2 Schedule of Effective Dates for Flight Information (6-26-68).

Announced a 1-week shift in the U.S. schedule for effective dates for flight information.

211-1 Content Criteria for Airman's Information Manual (3-15-66).

Announces the FAA policy for inclusion of aeronautical data in the Airman's Information Manual (AIM).

211-2 Recommended Standards for IFR Aeronautical Charts (3-20-67).

Sets forth standards recommended by the Federal Aviation Administration for the guidance of the public in the issuance of IFR, aeronautical charts for use in the National Airspace System (NAS).

211-3 Aviation Fuel Code Used in Flight Information Publications (5-19-67).

Transmits information concerning the change in aviation fuel codes used in FAA reports and publications, NATO symbols to be used.

PART II

General

SUBJECT No. 00

00-6 Aviation Weather (5-20-65).

Provides an up-to-date and expanded text for pilots and other flight operations personnel whose interest in meteorology is primarily in its application to flying. Published in 1965. (\$2.25 GPO.) FAA 5.8/2 : W 37.

00-25 Forming and Operating a Flying Club (3-24-69).

Provides preliminary information that will assist anyone or any group of people interested in forming and operating a flying club. (\$0.35 GPO.) TD 4.8 : F 67.

Aircraft

SUBJECT No. 20

20-6K U.S. Civil Aircraft Register (1-1-69).

Lists all active U.S. civil aircraft by registration number. Published in 1969. (\$11.50 GPO.) TD 4.18/2 : 969.

20-7E General Aviation Inspection Aids, Summary (August 1968).

Provides the aviation community with a uniform means for interchanging service experience that may improve the durability and safety of aeronautical products. Of value to mechanics, operators of repair stations, and others engaged in the inspection, maintenance, and operation of aircraft in general. (\$2, \$2.50 foreign—Sub. GPO.) TD 4.409 : 968.

20-7E Supplement 1 (September 1968).

20-7E Supplement 2 (October 1968).

20-7E Supplement 3 (November 1968).

20-7E Supplement 4 (December 1968).

20-7E Supplement 5 (January 1969).

20-7E Supplement 6 (February 1969).

20-7E Supplement 7 (March 1969).

20-7E Supplement 8 (April 1969).

20-7E Supplement 9 (May 1969).

20-9 Personal Aircraft Inspection Handbook (12-2-64).

Provides a general guide, in simple, nontechnical language, for the inspection of aircraft. Reprinted 1967. (\$1 GPO.) FAA 5.8/2 : A1 7/2.

20-50 Ultrasonic Nondestructive Testing (11-9-66).

Provides FAA personnel and the general aviation public with some of the theory and processes of ultrasonic testing which will assist them in the more advanced uses of this system for the inspection of aircraft and aircraft components during manufacture or maintenance. (\$0.45 GPO.) TD 4.8 : U1 8.

21-3 Basic Glider Criteria Handbook (1962).

Provides individual glider designers, the glider industry, and glider operating

organizations with guidance material that augments the glider airworthiness certification requirements of the Federal Aviation Regulations. Reprinted 1962. (\$1 GPO.) FAA 5.8/2 : G 49/962.

43.13-1 Acceptable Methods, Techniques and Practices—Aircraft Inspection and Repair (5-16-66).

Contains methods, techniques, and practices acceptable to the Administrator for inspection and repair to civil aircraft. Published in 1965. (\$3—Sub. GPO.) FAA 5.15 : 965.

Subscription now includes: Ch. 1 (5-1-67); Ch. 2 (8-9-67); Ch. 3 (1-24-68); Ch. 4 (1-29-68); Ch. 5 (9-20-68).

43.13-2 Acceptable Methods, Techniques, and Practices—Aircraft Alterations (4-19-66).

Contains methods, techniques, and practices acceptable to the Administrator in altering civil aircraft. Published in 1965. (\$2—Sub. GPO.) FAA 5.16 : 965.

Subscription now includes: Ch. 1 (1-12-67); Ch. 2 (5-26-67); Ch. 3 (6-26-67); Ch. 4 (9-12-67); Ch. 5 (11-9-67); Ch. 6 (4-12-68).

Airmen

SUBJECT No. 60

61-2A Private Pilot (Airplane) Flight Training Guide (9-1-64).

Contains a complete private pilot flight training syllabus which consists of 30 lessons. Published in 1964. (\$1 GPO.) FAA 5.8/2 : P 64/4/964.

61-3B Flight Test Guide—Private Pilot—Airplane—Single Engine (4-2-68).

Assists the private pilot applicant in preparing for his certification flight test. Published in 1968. (\$0.20 GPO.) TD 4.408 : P 64/2.

61-4B Flight Test Guide—Multiengine Airplane Class or Type Rating (4-1-68).

Assists the private pilot applicant in preparing for certification or rating flight tests. Published in 1968. (\$0.15 GPO.) TD 4.408 : M 91.

61-8A Instrument Pilot Examination Guide (1-12-66).

Assists pilots in preparing for the Instrument Pilot Examination. Reprinted 1969. (\$0.55 GPO.) FAA 5.8/2 : In 7/965.

61-9 Pilot Transition Courses for Complex Single-Engine and Light Twin-Engine Airplanes (6-16-64).

Provides training syllabuses and check-out standards for pilots who seek to qualify on additional types of airplanes. Published in 1964. (\$0.15 GPO.) FAA 5.8/2 : P 64/7.

61-10 Private and Commercial Pilots Refresher Courses (9-1-64).

Provides a syllabus of ground instruction periods and training lessons. Published in 1964. (\$0.15 GPO.) FAA 5.8/2 : P 64/9.

61-11A Airplane Flight Instructor Written Test Guide (9-5-67).

Provides information to prospective airplane flight instructors about certification requirements, application procedures, and reference study materials; a sample examination is presented with explanations of the correct answers. Published in 1967. (\$0.60 GPO.) TD 4408 : In 7.

61-12C Student Pilot Guide (10-3-68).

Serves as a guide for prospective student pilots and presents general procedures for obtaining student and private pilot certificates. Published in 1969. (\$0.20 GPO.) TD 4.8 : P 64/968.

61-13 Basic Helicopter Handbook (1-20-66).

Provides detailed information to applicants preparing for private, commercial, and flight instructor pilot certificates with a helicopter rating about helicopter aerodynamics, performance, and flight maneuvers. It will also be useful to certificated helicopter flight instructors as an aid in training students. Published in 1965. (\$0.75 GPO.) FAA 5.8/2 : H 36.

61-14 Flight Instructor Practical Test Guide (1-19-65).

Provides assistance to the certificated pilot in preparing for the practical demonstration required for the issuance of the flight instructor certificate. Published in 1964. (\$0.10 GPO.) FAA 5.8/2 : P 64/8.

61-16 Flight Instructor's Handbook (1-19-65).

Contains study and reference material on the principles of teaching and flight training procedures. Reprinted 1969. (\$1.25 GPO.) FAA 5.8/2 : F 64/7.

61-17A Flight Test Guide—Instrument Pilot Airplane (6-6-67).

Provides assistance for the instrument pilot applicant in preparing for his instrument rating flight test. Published in 1967. (\$0.10 GPO.) TD 4408 : In 7/2.

61-18B Airline Transport Pilot (Airplane) Written Test Guide (7-1-68).

Describes the type and scope of aeronautical knowledge covered by the written examination, lists appropriate references for study, and presents sample examination questions. Published in 1968. (\$0.55 GPO.) TD 4408 : P 64/3.

61-21 Flight Training Handbook (1-11-66).

Provides information and direction in the introduction and performance of training maneuvers for student pilots, pilots requalifying or preparing for additional ratings, and flight instructors. Published in 1965. (\$0.70 GPO.) FAA 1.8 : F 64/4.

61-23 Private Pilot's Handbook of Aeronautical Knowledge (5-27-66).

Contains essential, authoritative information used in training and guiding applicants for private pilot certification, flight instructors, and flying school staffs. Published in 1966. (\$2.75 GPO.) FAA 5.8/2 : P 64/5/965.

61-25 Flight Test Guide—Helicopter, Private and Commercial Pilot (12-7-65).

Assists the helicopter pilot applicant in preparing for the certification flight tests; provides information concerning applicable procedures and standards. Published in 1965. (\$0.10 GPO.) FAA 1.8 : H 36/2.

61-27A Instrument Flying Handbook (4-30-68).

Provides the pilot with basic information needed to acquire an FAA instrument rating. It is designed for the reader who holds at least a private pilot certificate and is knowledgeable in all areas covered in the "Private Pilot's Handbook of Aeronautical Knowledge." Published in 1969. (\$2.50 GPO.) TD 4408 : In 7/3.

61-28 Commercial Pilot Examination Guide (5-17-66).

Guides prospective applicants toward a clear understanding of the requirements, the reference material, the form of the examination, and the examining procedures. Published in 1966. (\$0.75 GPO.) FAA 5.8/2 : P 64/3/966.

61-29 Instrument Flight Instructor Written Examination Guide (9-28-66).

Designed to aid those preparing for the Instrument Flight Instructor Written Examination, this guide outlines basic knowledge necessary to an instrument flight instructor, indicates sources helpful in acquiring this knowledge, and provides sample questions and answers for practice. Published in 1966. (\$0.50 GPO.) FAA 1.8 : In 7.

61-30 Flight Test Guide—Gyroplane, Commercial Pilot (2-8-66).

Assists commercial pilot operator in preparing for certification test. Revised in 1966. (\$0.15 GPO.) FAA 5.8/2 : G 99/2/966.

61-32 Private Pilot Written Examination Guide (8-15-67).

A combination workbook, written test guide. Includes 71 exercises covering every section of the Private Pilot's Handbook of Aeronautical Knowledge plus a sample written test presented in a fashion similar to the current Private Pilot Written Examination. Reprinted in 1969. (\$1.75 GPO.) TD 4408 : P 64.

61-34 Federal Aviation Regulations Written Examination Guide for Private, Commercial, and Military Pilots (11-17-67).

Outlines the scope of the basic knowledge required of civilian pilots who are studying regulations as they pertain to certification of private and commercial pilots. Additionally, it accomplishes the same for military pilots or qualified former military pilots who are applying for FAA private or commercial pilot certificates on the basis of military competency. Reprinted 1969. (\$0.50 GPO.) TD 4.8 : P 64.

61-42 Airline Transport Pilot (Helicopter) Written Test Guide (11-7-67).

Provides guidance to applicants preparing for the Airline Transport Pilot Rotorcraft/Helicopter (VFR and/or IFR) Written Tests. Describes the type and scope of required aeronautical knowledge covered by the written test. (\$0.25 GPO.) TD 4408 : H 36.

61-117-1C Flight Test Guide—Commercial Pilot, Airplane (2-7-69).

Assists the commercial applicant in preparing for his certification flight test. (\$0.20 GPO.) TD 4.8 : P 64/3.

63-1A Flight Engineer Written Test Guide (5-10-68).

Contains information about certification requirements and describes the type and scope of the examination. It also lists appropriate study and reference material and presents sample examinations with test items similar to those found in the official examinations. Published in 1968. (\$0.50 GPO.) TD 4408 : En 3.

63-2 Flight Navigator Written Examination Guide (10-26-66).

This circular: (1) Outlines the scope of the basic aeronautical knowledge requirements for a Flight Navigator; (2) acquaints the applicant with source material that may be used to acquire this basic knowledge; and (3) presents a sample examination, answers and explanations to the sample examination test items, and other data used in the current Flight Navigator Written Examinations. Published in 1967. (\$0.25 GPO.) FAA 5.8/2 : F 64/10.

65-2A Airframe and Powerplant Mechanics Certification Guide (10-12-67).

Provides information to prospective airframe and powerplant mechanics and other persons interested in FAA certification of aviation mechanics. Reprinted in 1969. (\$0.65 GPO.) TD 4.8 : A1 7/6.

65-4A Aircraft Dispatcher Written Test Guide (8-16-68).

Describes the type and scope of aeronautical knowledge covered by the aircraft dispatcher written examination, lists reference materials, and presents sample questions. Published in 1969. (\$0.50 GPO.) TD 4.8 : A1 7/12.

65-5 Parachute Rigger Certification Guide (6-19-67).

Provides information on how to apply for a parachute rigger certificate or rating and assists the applicant in preparing for the written, oral, and practical tests. Published in 1968. (\$0.15 GPO.) TD 4.8 : P 21.

Airspace**SUBJECT No. 70****70/7460-1 Obstruction Marking and Lighting (2-29-68). (Consolidated reprint includes change 1, 1969)**

Describes the agency standards on obstruction marking and lighting and establishes the methods, procedures, and

equipment types as official FAA policy. (\$0.60 GPO.) TD 4.8 : Ob 7/968.

Air Traffic Control and General Operations

SUBJECT NO. 90

91.11-1 Guide to Drug Hazards in Aviation Medicine (7-19-63).

Lists all commonly used drugs by pharmacological effect on airmen with side effects and recommendations. Published in 1962. (\$0.35 GPO.) FAA 7.9 : D 84.

91-15 Terrain Flying (2-2-67).

A pocket-size booklet designed as a tool for the average private pilot. Contains a composite picture of the observations, opinions, warnings, and advice from veteran pilots who have flown this vast land of ours that can help to make flying more pleasant and safer. Tips on flying into Mexico, Canada, and Alaska. (\$0.55 GPO.) TD 4.2 : T 27.

Schools and Other Certificated Agencies

SUBJECT NO. 140

143-1B Ground Instructor Examination Guide—Basic—Advanced (4-18-67).

Designed to assist applicants preparing for the Basic or Advanced Ground Instructor Written Examination by outlining the required knowledge and by providing sample questions for practice. Revised in 1967. (\$1 GPO.) TD 4.408 : G 91.

143-2A Ground Instructor—Instrument—Written Test Guide (9-29-67).

Provides information to applicants for the instrument ground instructor rating about the subject areas covered in the examination and illustrated by a study outline, a list of study materials, and a sample examination with answers. Reprinted in 1969. (\$0.70 GPO.) TD 4.8 : G 91.

Airports

SUBJECT NO. 150

DESIGN, CONSTRUCTION, AND MAINTENANCE—GENERAL

150/5300-4A Utility Airports—Air Access to National Transportation (5-6-69).

Presents recommendations of the Federal Aviation Administration for the design of utility airports. These airports are developed for general aviation operations and this guide has been prepared to encourage and guide persons interested in their development. (\$1.75 GPO.) TD 4.8 : A1 7/968.

150/5320-5A Airport Drainage (1-28-66).

Provides guidance for airport managers, engineers, and the public in the design and maintenance of airport drainage systems. Published in 1965. (\$0.45 GPO.) FAA 8.8 : D 78.

150/5370-1A Standard Specifications for Construction of Airports (5-28-68).

Contains specification items for construction of airports and other related

information. Acceptable for FAAP project activity. Published in 1968. (\$3.50 GPO.) TD 4.24 : 968.

Internal Directives

Contractions Handbook, 7340.1A (1-1-69).

Gives approved word and phrase contractions used by personnel connected with air traffic control, communications, weather, charting and associated services. (\$1 GPO.) TD 4.308 : C 76.

Contractions Handbook, 7340.1A CH 1 (1-14-69).

(\$0.15 GPO.) TD 4.308 : C 76.

Location Identifiers, 7350.1L.

Incorporates all authorized 3-letter location identifiers for special use in United States, worldwide, and Canadian assignments. Dated 5-15-69. (\$6 Sub.—GPO.) TD 4.310 : .

Flight Services, 7110.10 (4-1-69).

This handbook consists of two parts. Part I, the basic, prescribes procedures and phraseology for use by personnel providing flight assistance and communications services. Part II, the teletypewriter portion, includes Services A and B teletypewriter operating procedures, pertinent International Teletypewriter Procedures, and the continuous U.S. Service A Weather Schedules. Supersedes Aeronautical Communications and Pilot Services, dated 3-3-66. (\$9-Sub. GPO.) TD 4.308 : F 64.

International Flight Information Manual, Vol. 17 (April 1969).

This Manual is primarily designed as a preflight and planning guide for use by U.S. nonscheduled operators, business and private aviators contemplating flights outside of the United States.

The Manual, which is complemented by the International Notams publication, contains foreign entry requirements, a directory of aerodromes of entry including operational data, and pertinent regulations, and restrictions. It also contains passport, visa, and health requirements for each country. Published annually with quarterly amendments. (\$3—Annual Sub. GPO.) TD 4.309 : 16.

International Notams, Vol. 22 (April 1969).

Covers notices on navigational facilities and information on associated aeronautical data generally classified as "Special Notices". Acts as a notice-to-airmen service only. Published weekly. (\$5—Annual Sub. GPO.) TD 4.11 : .

Airman's Information Manual:

Part 1—Basic Flight Manual and ATC Procedures.

This part is issued quarterly and contains basic fundamentals required to fly in the National Airspace System; adverse factors affecting Safety of Flight; Health and Medical Facts of interest to pilots; ATC information affecting rules, regulations and procedures; a Glossary of Aeronautical Terms; U.S. Entry and Departure Procedures, including Airports of Entry and Landing Rights Airports; Air Defense Identification Zones (ADIZ);

Designated Mountainous Areas; Seaplanes, Bases, and Heliports in the continuous United States, Puerto Rico, and the Virgin Islands which are available for transient civil use. It includes all of their facilities and services, except communications, in codified form. Those airports with communications are also listed in Part 3 which reflects their radio facilities. A list of new and permanently closed airports which updates this part is contained in Part 3.

Part 2—Airport Directory.

This part is issued semiannually and contains a Directory of all Airports, Seaplanes Bases, and Heliports in the continuous United States, Puerto Rico, and the Virgin Islands which are available for transient civil use. It includes all of their facilities and services, except communications, in codified form. Those airports with communications are also listed in Part 3 which reflects their radio facilities. A list of new and permanently closed airports which updates this part is contained in Part 3.

Included, also, is a list of selected Commercial Broadcast Stations of 100 watts or more of power. (Annual Sub. \$4, Foreign mailing—\$1 additional. GPO.) TD 4.12 : pt. 2/.

Parts 3 and 3A—Operational Data and Notices to Airmen.

Part 3 is issued every 28 days and contains a Master Alphabetical Index covering all Parts of the AIM; an Airport/Facility Directory containing a list of all major airports with communications; a tabulation of Air Navigation Radio Aids and their assigned frequencies; Parachute Jump Areas; Preferred Routes; Standard Instrument Departures (SIDs); Substitute Route Structures; a Sectional Chart Bulletin, which updates Sectional charts cumulatively; Restrictions to Enroute Navigation Aids; VOR Receiver Check Points; Special General and Area Notices; a tabulation of New and Permanently Closed Airports, which updates Part 2, and Oil Burner Routes.

Part 3A is issued every 14 days and contains Notices to Airmen considered essential to the safety of flight as well as supplemental data to Part 3. (Annual Sub. \$18, Foreign mailing—\$5 additional. GPO.) TD 4.12 : pt. 3/.

Aircraft Type Certificate Data Sheets and Specifications.

Contains all current aircraft specifications and type certificate data sheets issued by the FAA. Monthly supplements provided. (\$20—Sub., Foreign mailing—\$5 additional. GPO.) TD 4.15 : 967.

Aircraft Engine and Propeller Type Certificate Data Sheets.

Contains all current aircraft engine and propeller type certificate data sheets and specifications issued by FAA. Monthly supplements provided. (\$16—Sub., Foreign mailing—\$4 additional. GPO.) TD 4.15/2 : 968.

Summary of Supplemental Type Certificates.

Contains all supplemental type certificates issued by FAA regarding design changes in aircraft, engines, or propellers. List includes description of change, the model and type certificate number, the supplemental type certificate number, and the holder of the change. Quarterly supplements provided. (\$9—Sub., Foreign mailing—\$3.50 additional. GPO.) FAA 5.12 : 965.

STATUS OF THE FEDERAL AVIATION REGULATIONS

As of May 29, 1969

IMPORTANT NOTICE

The Federal Aviation Administration is reissuing the Federal Aviation Regulations (FAR) in a volume system to be sold on a subscription basis by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The purchase of a FAR volume will establish your subscription service with the Superintendent of Documents for automatic receipt of changes to the volume as issued by FAA.

The volume structure is:

Volume	FAR Part
I.....	1.
II.....	11, 13, 15, 21, 37, 39, 45, 47, 49, 183, 185, 187, 189.
III.....	23, 25.
IV.....	27, 29, 31, 33, 35.
V.....	43, 145, 149.
VI.....	91, 93, 99, 101, 103, 105.
VII.....	121, 123, 127, 129.
VIII.....	133, 135, 137.
IX.....	61, 63, 65, 67, 141, 143, 147.
X.....	151, 153, 155, 159, 165, 167.
XI.....	71, 73, 75, 77, 95, 97, 157, 169, 171.

As each volume is issued, an availability notification providing price and an order form will be issued and distributed by the Superintendent of Documents. If you are now on an FAA mailing list to receive Changes to any FAR Part, you will receive this notice.

However, until a Part is grouped into its respective Volume and the Volume is for sale, the present system of obtaining the Part and Changes thereto will remain in effect.

At the time of publishing this checklist, orders are being accepted by the Superintendent of Documents for the following Volumes:

Volume	Published	Price
I.....	May 1969.....	\$1.50 (Foreign mailing— 50 cents additional.).
II.....	July 1969.....	\$8 (Foreign mailing—\$2 additional.).
V.....	July 1969.....	\$3 (Foreign mailing— 75 cents additional.).
VI.....	August 1969.....	\$5.50 (Foreign mailing— \$1.25 additional.).

Individual FAR Parts not as yet reissued in the Volume system are still sold by the Superintendent of Documents at the prices shown in the following list. Parts with a (†) preceding the number are available in the Volumes as indicated above. Changes to Parts not in Volumes will be provided by FAA. An order form for this service is included in the front of the FAR Part for your convenience.

Instructions for ordering. Orders for the FARs should include remittance by check or money order made payable to the Superintendent of Documents, and should be addressed to:

Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Orders from foreign countries, except Canada and Mexico, should include an additional amount of one-fourth the purchase price to cover foreign mailing. Remittance should be by International Money Order or by a draft on a U.S. bank.

FAR part No.	Title	Effective date	Price	Changes
11	Definitions and Abbreviations	5-15-62		
111	General Rule-Making Procedures	11-10-62		
113	Enforcement Procedures	11-10-62		
115	Nondiscrimination in Federally Assisted Programs of the Federal Aviation Agency	1-30-66		
121	Certification Procedures for Products and Parts	2-1-65		
23	Airworthiness Standards: Normal, Utility, and Acrobatic Category Airplanes	2-1-65	1.25	6
25	Airworthiness Standards: Transport Category Airplanes	2-1-65	2.25	19
27	Airworthiness Standards: Normal Category Rotocraft	2-1-65	.70	3
29	Airworthiness Standards: Transport Category Rotocraft	2-1-65	2.00	4
31	Airworthiness Standards: Manned Free Balloons	7-1-64	.20	2
33	Airworthiness Standards: Aircraft Engines	2-1-65	.40	3
35	Airworthiness Standards: Propellers	2-1-65	.70	2
137	Technical Standard Order Authorizations	1-4-65		
139	Airworthiness Directives	11-20-64		
143	Maintenance, Preventive Maintenance, Rebuilding, and Alteration	7-6-64		
145	Identification and Registration Marking	4-30-64		
147	Aircraft Registration	5-1-66		
149	Recording of Aircraft Titles and Security Documents	8-18-64		
61	Certification: Pilots and Flight Instructors	11-1-62	1.25	29
63	Certification: Flight Crewmembers Other Than Pilots	11-1-62	.35	10
65	Certification: Airmen Other Than Flight Crewmembers	11-1-62	.35	12
67	Medical Standards and Certification	11-1-62	.25	7
*71	Designation of Federal Airways, Controlled Airspace, and Reporting Points	12-12-62	.20	4
*73	Special Use Airspace	12-12-62	.20	1
*75	Establishment of Jet Routes	12-12-62	.20	2
77	Obstacles Affecting Navigable Airspace	5-1-65	.35	7
191	General Operating and Flight Rules	9-30-63		
193	Special Air Traffic Rules and Airport Traffic Patterns	9-30-63		
**95	IFR Altitudes	9-30-63	.25	
*97	Standard Instrument Approach Procedures	9-30-63	.20	1
199	Security Control of Air Traffic	9-30-63		
1101	Moored Balloons, Kites, Unmanned Rockets and Unmanned Free Balloons	9-30-63		
1103	Transportation of Dangerous Articles and Magnetized Materials	9-30-63		
1105	Parachute Jumping	2-26-63		
121	Certification and Operations: Air Carriers and Commercial Operators of Large Aircraft	4-1-65	2.00	32
123	Certification and Operations: Air Travel Clubs Using Large Airplanes	10-14-68	.25	1
127	Certification and Operations of Scheduled Air Carriers with Helicopters	11-2-64	.35	10
129	Operations of Foreign Air Carriers	4-1-64	.20	4
133	Rotocraft External-Load Operations	5-17-64	.20	3
135	Air Taxi Operators and Commercial Operators of Small Aircraft	4-7-64	.35	5
	and	9-7-64		
137	Agricultural Aircraft Operations	1-1-66	.25	3
141	Pilot Schools	9-17-62	.35	7
143	Ground Instructors	9-17-62	.25	3
145	Repair Stations	9-17-62		
147	Mechanic Schools	9-17-62	.20	1
149	Parachute Lofts	9-17-62		
151	Federal Aid to Airports	2-11-63	.40	28
153	Acquisition of U.S. Land for Public Airports	2-11-63	.20	4
155	Release of Airport Property from Surplus Property Disposal Restrictions	2-11-63	.20	
157	Notice of Construction, Alteration, Activation, and Deactivation of Airports	3-2-66	.20	1
159	National Capital Airports	10-1-62	.30	11
161	(Deleted effective 6-1-66)			
163	(Deleted effective 7-1-65)			
165	Wake Island Code	9-4-62	.30	2
167	Annette Island, Alaska, Airport	8-21-66	.15	
171	Non-Federal Navigation Facilities	10-1-64	.25	4
181	(Rescinded 4-1-67)			
183	Representatives of the Administrator			
185	Testimony by Employees and Production of Records in Legal Proceedings			Released March 1968
187	Fees			
189	Use of Federal Aviation Administration Communications System			

*Changes to individual airspace designations and airways descriptions, individual restricted areas, and individual jet route descriptions are not included in the basic Parts 71, 73, and 75 respectively because of their length and complexity. Such changes are published in the FEDERAL REGISTER and are included on appropriate aeronautical charts.

**Due to the complexity, length, and frequency of issuance, en route IFR altitudes and instrument approach procedures are published in the FEDERAL REGISTER, the Airman's Information Manual, and are depicted on the aeronautical charts. Therefore, they are not included in the basic Parts 95 and 97.

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