

FEDERAL REGISTER

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Pages 14813-14871

Agencies in this issue—

The President
Agricultural Stabilization and
Conservation Service
Atomic Energy Commission
Civil Aeronautics Board
Civil Service Commission
Coast Guard
Consumer and Marketing Service
Federal Aviation Administration
Federal Highway Administration
Federal Maritime Commission
Federal Power Commission
Fish and Wildlife Service
Food and Drug Administration
Internal Revenue Service
Interstate Commerce Commission
Maritime Administration
Securities and Exchange Commission
Small Business Administration

Detailed list of Contents appears inside.



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[Revised as of January 1, 1969]

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Contents

THE PRESIDENT

PROCLAMATIONS

American Education Week, 1969	14817
Veterans Day, 1969	14819

EXECUTIVE AGENCIES

AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE

Rules and Regulations

National agricultural conservation, 1968 and subsequent years; State funds	14822
--	-------

AGRICULTURE DEPARTMENT

See Agricultural Stabilization and Conservation Service; Consumer and Marketing Service.

ATOMIC ENERGY COMMISSION

Notices

Pickler Corp.; hearing	14859
------------------------	-------

CIVIL AERONAUTICS BOARD

Rules and Regulations

Uniform system of accounts and reports for certificated air carriers; modernization of traffic and capacity data collection system; correction	14844
--	-------

Notices

Hearings, etc.:

Atlanta-Detroit/Cleveland/Cincinnati investigation	14859
Duncan Aviation Co.	14860
International Air Transport Association	14860

CIVIL SERVICE COMMISSION

Rules and Regulations

Excepted service:

Department of Health, Education, and Welfare	14821
Department of Housing and Urban Development	14821
Office of Emergency Preparedness	14821
Post Office Department	14821

Notices

Noncareer executive assignments:

Department of Agriculture	14861
Veterans Administration	14861

COAST GUARD

Rules and Regulations

Drawbridge operation:

Combahee River, S.C.	14849
Flint River, Ga.	14849

COMMERCE DEPARTMENT

See Maritime Administration.

CONSUMER AND MARKETING SERVICE

Rules and Regulations

Milk handling in certain marketing areas; orders amending orders:

Black Hills, S. Dak.	14823
Minnesota-North Dakota	14822

FEDERAL AVIATION ADMINISTRATION

Rules and Regulations

Standard instrument approach procedures; miscellaneous amendments	14825
---	-------

Proposed Rule Making

Jet routes; alteration	14852
VOR Federal airway segments; designation, alteration, and revocation	14850

FEDERAL HIGHWAY ADMINISTRATION

Proposed Rule Making

Motor carrier safety regulations:

Anchorage of seats, seat belts, and restraint of sleeper berth occupants; extension of time	14853
Emergency equipment on all power units; fire extinguishers and fuses	14853
Service brake, emergency brake, and parking brake systems, passenger cars; public meeting	14853

FEDERAL MARITIME COMMISSION

Notices

Agreements filed:

Nordisk Transport, Inc., and Florida International Forwarders	14861
North Atlantic Israel Eastbound Freight Conference	14861
Sea-Land Service, Inc., and Concordia Line	14861
Speed-Freight, Inc.; investigation and hearing	14862

FEDERAL POWER COMMISSION

Notices

Hearings, etc.:

Area rate proceeding et al.	14862
El Paso Natural Gas Co.	14862
Pacific Power & Light Co.	14863
Texaco, Inc., et al.	14863
Transcontinental Gas Pipe Line Corp.	14863

FISH AND WILDLIFE SERVICE

Rules and Regulations

Migratory game birds; open seasons, bag limits, and possession	14844
--	-------

FOOD AND DRUG ADMINISTRATION

Rules and Regulations

Drugs; erythromycin-polymyxin B combination products for otic administration	14821
--	-------

Proposed Rule Making

Peer group committee review of clinical investigations of new drugs in humans; extension of time	14850
Prescription drugs used in man; policy statement regarding labeling	14850

Notices

Drugs for human use; efficacy study implementation; anti-tuberculosis agents; aminosalicylates and isoniazid	14856
Food additive and pesticide chemical petitions:	
Amchem Products, Inc.	14855
CIBA Agrochemical Co.; withdrawal	14855
Merck Sharp & Dohme Research Laboratories	14856

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

See Food and Drug Administration.

INTERIOR DEPARTMENT

See Fish and Wildlife Service.

INTERNAL REVENUE SERVICE

Notices

Grants of relief regarding firearms acquisition, shipment, etc.:	
Degrosse, Nick, Jr.	14855
Triplett, Hillard	14855

INTERSTATE COMMERCE COMMISSION

Notices

Motor carriers:

Applications and certain other proceedings; correction	14865
Temporary authority applications	14865
Transfer proceedings	14869
Rerouting or diversion of traffic:	
Missouri-Kansas-Texas Railroad Co.	14869
New York, Susquehanna and Western Railroad Co.	14869

MARITIME ADMINISTRATION

Rules and Regulations

Values for war risk insurance	14844
-------------------------------	-------

(Continued on next page)

SECURITIES AND EXCHANGE
COMMISSION

Notices

Hearings, etc.:

Bucyrus-Erie Co. et al.....	14864
Chase Manhattan Corp.....	14864
Chase Manhattan Corp. and Lykes-Youngstown Corp. (Delaware).....	14864
International Telephone & Tele- graph Corp.....	14864
Lykes-Youngstown Corp. (Del- aware).....	14865
Wolverine World Wide, Inc.....	14865

SMALL BUSINESS
ADMINISTRATION

Notices

Third's Small Business Invest- ment Co.; approval of applica- tion for transfer of control of licensed small business invest- ment company.....	14865
---	-------

TRANSPORTATION DEPARTMENT

See Coast Guard; Federal Aviation
Administration; Federal High-
way Administration.

TREASURY DEPARTMENT

See Internal Revenue Service.

List of CFR Parts Affected

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

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

3 CFR

PROCLAMATIONS:

3935.....	14817
3936.....	14819

5 CFR

213 (4 documents).....	14821
------------------------	-------

7 CFR

701.....	14822
1060.....	14822
1075.....	14823

14 CFR

97.....	14825
241.....	14844

PROPOSED RULES:

71.....	14850
75.....	14852

21 CFR

148e.....	14821
-----------	-------

PROPOSED RULES:

3.....	14850
130.....	14850

33 CFR

117 (2 documents).....	14849
------------------------	-------

46 CFR

309.....	14844
----------	-------

49 CFR

PROPOSED RULES:

Ch. III.....	14853
392.....	14853
393 (2 documents).....	14853

50 CFR

10.....	14844
---------	-------

Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3935

AMERICAN EDUCATION WEEK, 1969

By the President of the United States of America

A Proclamation

There are times in the lives of men and in the lives of institutions when basic questions must be asked. Such a time has come for the institution of which many Americans have been most proud: our system of education.

We have reached a point at which we must take a close, long, hard look at what is good and what is bad about our schools, at what should be strengthened and what should be eliminated.

Yet even as we make such an examination we must all agree on one basic principle: we must not allow our schools to be captured by violence or dominated by ideological dogmatists. Our schools are not perfect, but this lack of perfection is no excuse for lawbreaking or a lack of civility and decency on the part of any critic, no matter how deeply he feels or how little he thinks.

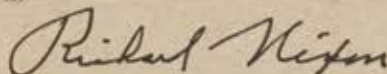
Those of us who have attended public, private and religiously affiliated schools and colleges realize that no single act can ever repay the institutions and the men and women who serve them for what they did for us. The overwhelming majority of students today feels the same way. A good education is a form of rebirth, a way toward economic and intellectual achievement, an affirmation that an individual human being's thoughts are important, that his emotions can find creative direction, that he is a man and not a thing.

This is what education can do at its best. This is what all Americans, young and old, black and white, must preserve, expand and protect.

Therefore, I, RICHARD NIXON, President of the United States of America, do hereby designate the period of November 9 through November 15, 1969, as American Education Week.

I urge all Americans to join with me during this week in a thoughtful examination of our education system and in formulating ways in which education in America can be improved where needed, by the traditional American way of reason and open discussion.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-fourth day of September, in the year of our Lord nineteen hundred sixty-nine and of the Independence of the United States of America the one hundred ninety-fourth.



[F.R. Doc. 69-11594; Filed, Sept. 25, 1969; 11:00 a.m.]

Proclamation 3936

VETERANS DAY, 1969

By the President of the United States of America

A Proclamation

From Valley Forge to Vietnam, American servicemen have responded to their nation's call to duty.

That call has often led to loneliness, hardship, danger—and, for some, death. In response to that call, American servicemen have acted with unsurpassed valor and devotion and have demonstrated to enemies of freedom all over the world that free men and women will defend the principles of a free society.

After each war or conflict, these dedicated Americans who performed so valiantly as servicemen have returned to build a stronger country. Today there are approximately 27 million American veterans. Their contribution to our nation, in war and peace, has been invaluable.

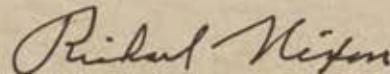
To acknowledge the respect and admiration we have for our veterans, the Congress has designated November 11 to be a legal holiday and to be known as Veterans Day, and has dedicated it to the cause of world peace (Act of May 13, 1938, 52 Stat. 351, as amended (5 U.S.C. 6103)).

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, urge the people of this nation to join in commemorating Tuesday, November 11, 1969, as Veterans Day with suitable observances.

I direct the appropriate officials of the government to arrange for the display of the flag of the United States on all public buildings on that day; and I request the officials of Federal, State, and local governments, and civic and patriotic organizations, to give their enthusiastic leadership and support to appropriate public ceremonies throughout the nation.

I urge all citizens of every age to participate in these observances in honor of those men who have preserved our Union and our freedom. I ask that special prayers for peace be offered for our men still involved in defending the inalienable right of liberty; and for those whose memory we honor with a star of gold, let us pause in silent tribute on this Veterans Day, praying that they did not die in vain and that their sacrifices will bring us peace.

IN WITNESS WHEREOF, I have hereunto set my hand this 24th day of September, in the year of our Lord nineteen hundred sixty-nine, and of the Independence of the United States of America the one hundred ninety-fourth.



[P.R. Doc. 69-11595; Filed, Sept. 25, 1969; 11:00 a.m.]

Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Health, Education, and Welfare

Section 213.3216 is amended to show that under prescribed conditions 25 positions in grades GS-9-15 in the Office of Child Development are excepted under Schedule B until September 30, 1971. Effective on publication in the FEDERAL REGISTER, paragraph (b) is added to § 213.3216 as set out below.

§ 213.3216 Department of Health, Education, and Welfare.

(b) Until September 30, 1971, not to exceed 25 positions in grades GS-9-15 in new, experimental programs or special projects of the Office of Child Development when it is determined that existing registers are not appropriate or do not permit appointment expeditiously.

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 69-11489; Filed, Sept. 25, 1969; 8:48 a.m.]

PART 213—EXCEPTED SERVICE

Post Office Department

Section 213.3311 is amended to show that the positions of one Private Secretary and one Executive Assistant to the Assistant Postmaster General, Bureau of Planning and Marketing, and one Private Secretary to the Assistant Postmaster General, Bureau of Research and Engineering, are excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, paragraphs (i) and (j) are added to § 213.3311 as set out below.

§ 213.3311 Post Office Department.

- (1) Bureau of Planning and Marketing.
(i) One Private Secretary to the Assistant Postmaster General.
(j) One Executive Assistant to the Assistant Postmaster General.
(k) Bureau of Research and Engineering. (1) One Private Secretary to the Assistant Postmaster General.

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 69-11491; Filed, Sept. 25, 1969; 8:48 a.m.]

PART 213—EXCEPTED SERVICE

Office of Emergency Preparedness

Section 213.3326 is amended to show that the position of Special Assistant to the Director, Office of the Director is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, subparagraph (3) of paragraph (a) of § 213.3326 is amended as set out below.

§ 213.3326 Office of Emergency Preparedness.

- (a) Office of the Director. * * *
(3) Three Special Assistants to the Director.

(5 U.S.C. 3301, 3302, E.O. 10577, 3 CFR 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 69-11488; Filed Sept. 25, 1969; 8:48 a.m.]

PART 213—EXCEPTED SERVICE

Department of Housing and Urban Development

Section 213.3384 is amended to show that one additional position of Special Assistant to the Assistant Secretary for Renewal and Housing Assistance is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, subparagraph (6) of paragraph (c) of § 213.3384 is amended as set out below.

§ 213.3384 Department of Housing and Urban Development.

- (c) Office of the Assistant Secretary for Renewal and Housing Assistance. * * *
(6) Two Special Assistants to the Assistant Secretary.

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 69-11490; Filed, Sept. 25, 1969; 8:48 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER C—DRUGS

[DESI 9-320]

PART 148e—ERYTHROMYCIN

Erythromycin-Polymyxin B Combination Products for Otic Administration

In the FEDERAL REGISTER of December 18, 1968 (33 F.R. 18715), the Commissioner of Food and Drugs announced the conclusions of the Food and Drug Administration following evaluation of a report received from the National Academy of Sciences-National Research Council, Drug Efficacy Study Group, on the following antibiotic combination offered for otic use: Ilotycin Gluceptate, Otic with Polymyxin B and Benzocaine; containing erythromycin gluceptate, polymyxin B sulfate, and benzocaine; Eli Lilly & Co., Box 618, Indianapolis, Ind. 46206.

The Academy found this preparation ineffective as a combination for its labeled indications for the treatment of external ear infections of the dry type with scaling and fissures, external ear infections of the wet "weeping" type, and furunculosis due to susceptible organisms. The Food and Drug Administration concluded that substantial evidence is lacking that the drug will have the effect it purports or is represented to have. All interested persons who might be adversely affected by removal of this drug from the market were invited to submit within 30 days any pertinent data bearing on the proposal to amend the antibiotic drug regulations to delete antibiotic drugs containing such combination from the list of drugs acceptable for certification.

The Commissioner has received no pertinent data in response to said announcement about this product or other similar products.

In addition to the above product for which the conditions of certification are described in § 148e.20, § 148e.21 describes conditions for certification of an otic dosage form which also contains erythromycin (as the sulfate), polymyxin B sulfate, and pramoxine hydrochloride. A new-drug application (NDA 10-896) for this preparation filed by Abbott Laboratories, North Chicago, Ill. 60064, became effective under section 505 of the Federal Food, Drug, and Cosmetic Act prior to enactment of the Drug Amendments of 1962. Although this product was not evaluated by the Academy, the Food and Drug Administration has reviewed available pertinent information and concludes that substantial evidence is lacking that

it will have the effect it purports or is represented to have.

Accordingly, the Commissioner concludes that substantial evidence is lacking that the fixed-combination drugs will have the effectiveness they are represented and purport to possess and that (1) the regulations for the certification of antibiotic drugs should be amended to delete combination preparations for otic use containing erythromycin and polymyxin B from the list of drugs acceptable for certification and (2) that all outstanding certificates issued for such combination drugs should be revoked.

Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 507, 52 Stat. 1050-51, as amended, 59 Stat. 463, as amended; 21 U.S.C. 352, 357) and under authority delegated to the Commissioner (21 CFR 2.120), Part 148e is amended by repealing § 148e.20 *Erythromycin gluceptate-polymyxin B sulfate-benzocaine for otic solution* and § 148e.21 *Erythromycin gluceptate-polymyxin B sulfate-pramoxine hydrochloride otic solution*, and all antibiotic certificates issued under those regulations are revoked.

Any person who will be adversely affected by the removal of any such drugs from the market may, within 30 days after publication hereof in the FEDERAL REGISTER, file objections to this order stating reasonable grounds and requesting a hearing on such objections. A statement of reasonable grounds for a hearing should identify the claimed errors in the NAS-NRC evaluation and the Administration's conclusions as to the effectiveness of the combination drugs and identify any adequate and well-controlled investigations on the basis of which it reasonably could be concluded that such drug would have the effectiveness claimed for its intended uses. Objections should be filed (preferably in quintuplicate) with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, and may be accompanied by a memorandum or brief in support thereof.

If objections accompanied by reasonable grounds are received, the Commissioner will promptly announce a hearing. If a hearing is scheduled, it will be held under the provisions of section 507(f) of the Act.

Effective date. This order shall become effective 40 days after its date of publication in the FEDERAL REGISTER, unless stayed by the filing of proper objections. The Commissioner will announce in the FEDERAL REGISTER whether or not requests for hearing with reasonable grounds have been received during the 30-day period. At that time the Commissioner will specify how the outstanding stocks of the affected drugs are to be handled.

(Secs. 502, 507, 52 Stat. 1050-51, as amended, 59 Stat. 463, as amended; 21 U.S.C. 352, 357)

Dated September 18, 1969.

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

[F.R. Doc. 69-11460; Filed, Sept. 25, 1969; 8:46 a.m.]

Title 7—AGRICULTURE

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER A—AGRICULTURAL CONSERVATION PROGRAMS

[Amdt. 6]

PART 701—NATIONAL AGRICULTURAL CONSERVATION

Subpart—1968 and Subsequent Years

STATE FUNDS

The regulations governing the National Agricultural Conservation Program, for 1968 and subsequent years, 32 F.R. 11117, as amended, are further amended, effective with the 1970 program year, as follows:

Section 701.2 is amended by adding the following new paragraph (e):

§ 701.2 State funds.

(e) The allocation of funds among the States for 1970 is as follows:

Alabama	\$4,769,000
Alaska	58,000
Arizona	1,492,000
Arkansas	4,016,000
California	4,574,000
Colorado	3,568,000
Connecticut	374,000
Delaware	252,000
Florida	3,139,000
Georgia	5,730,000
Hawaii	150,000
Idaho	1,861,000
Illinois	6,870,000
Indiana	4,569,000
Iowa	7,524,000
Kansas	6,037,000
Kentucky	5,560,000
Louisiana	3,722,000
Maine	945,000
Maryland	1,096,000
Massachusetts	436,000
Michigan	4,024,000
Minnesota	5,473,000
Mississippi	5,139,000
Missouri	7,061,000
Montana	4,655,000
Nebraska	5,008,000
Nevada	626,000
New Hampshire	419,000
New Jersey	600,000
New Mexico	2,157,000
New York	4,167,000
North Carolina	5,127,000
North Dakota	4,822,000
Ohio	4,741,000
Oklahoma	5,697,000
Oregon	2,249,000
Pennsylvania	3,860,000
Puerto Rico	674,000
Rhode Island	62,000
South Carolina	2,915,000
South Dakota	3,689,000
Tennessee	4,426,000
Texas	16,756,000
Utah	1,158,000
Vermont	865,000
Virginia	3,552,000
Virgin Islands	11,000
Washington	2,398,000
West Virginia	1,367,000
Wisconsin	4,751,000
Wyoming	1,809,000
Total	177,000,000

(Sec. 4, 49 Stat. 164; 16 U.S.C. 590d)

Effective date: Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on September 18, 1969.

CARROLL G. BRUNTHAVER,
Acting Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 69-11500; Filed, Sept. 25, 1969; 8:49 a.m.]

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

[Milk Order 60]

PART 1060—MILK IN MINNESOTA-NORTH DAKOTA MARKETING AREA

Order Amending Order

Findings and determinations. The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) **Findings upon the basis of the hearing record.** Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Minnesota-North Dakota marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest;

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to

persons in the respective classes of industrial or commercial activity specified in a marketing agreement upon which a hearing has been held.

(b) *Additional findings.* (1) It is necessary in the public interest to make this order amending the order effective not later than October 1, 1969. Any delay beyond that date would tend to disrupt the orderly marketing of milk in the marketing area.

(2) The provisions of the said order are known to handlers. The recommended decision of the Deputy Administrator, Regulatory Programs, was issued August 26, 1969, and the decision of the Assistant Secretary containing all amendment provisions of this order was issued September 15, 1969. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective October 1, 1969, and that it would be contrary to the public interest to delay the effective date of this order for 30 days after its publication in the FEDERAL REGISTER. (Sec. 553(d), Administrative Procedure Act, 5 U.S.C. 551-559.)

(c) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in section 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as herein amended; and

(3) The issuance of the order amending the order is approved or favored by at least two-thirds of the producers who during the determined representative period were engaged in the production of milk for sale in the marketing area.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Minnesota-North Dakota marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended and as further amended, as follows:

1. In § 1060.51, paragraph (a) is revised to read as follows:

§ 1060.51 Class prices.

(a) *Class 1 price.* The price for Class 1 milk shall be the basic formula price for the preceding month plus \$1.10, and plus 20 cents.

2. Section 1060.61 is revised to read as follows:

§ 1060.61 Plants subject to other Federal orders.

The provisions of this order shall not apply with respect to a plant of a han-

dler specified in paragraph (a), (b), or (c) of this section except that such handler shall, with respect to his total receipts and disposition of skim milk and butterfat, make reports to the market administrator at such time and in such manner as the market administrator may require and shall allow verification of such reports by the market administrator:

(a) A distributing plant from which the Secretary determines a greater portion of fluid milk products is disposed of on routes in another marketing area regulated by another order issued pursuant to the Act and such plant is fully subject to regulation of such other order: *Provided*, That a distributing plant which was a pool plant under this order in the immediately preceding month shall continue to be subject to all of the provisions of this part until the third consecutive month in which a greater proportion of its Class I disposition on routes is made in such other marketing area unless, notwithstanding the provisions of this paragraph, it is regulated by such other order;

(b) A distributing plant which meets the requirements set forth in § 1060.23 (a) which also meets the requirements of another marketing order on the basis of its distribution in such other marketing area and from which the Secretary determines a greater quantity of milk is disposed of during the month on routes in this marketing area than is so disposed of in such other marketing area but which plant is nevertheless fully regulated under such other marketing order; and

(c) A supply plant from which the Secretary determines a greater portion of its Grade A receipts is shipped during the month to plants which are regulated by another order issued pursuant to the Act if such shipments qualify it as a pool plant under such other order.

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

Effective date: October 1, 1969.

Signed at Washington, D.C., on September 23, 1969.

ELVIN A. ADAMSON,
Deputy Assistant Secretary.

[F.R. Doc. 69-11501; Filed, Sept. 25, 1969; 8:49 a.m.]

[Milk Order 75]

PART 1075—MILK IN BLACK HILLS, S. DAK., MARKETING AREA

Order Amending Order

Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in con-

flict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Black Hills, S. Dak., marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest;

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

(b) *Additional findings.* (1) It is necessary in the public interest to make this order amending the order effective not later than October 1, 1969. Any delay beyond that date would tend to disrupt the orderly marketing of milk in the marketing area.

(2) The provisions of the said order are known to handlers. The recommended decision of the Deputy Administrator, Regulatory Programs, was issued August 26, 1969, and the decision of the Assistant Secretary containing all amendment provisions of this order was issued September 18, 1969. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective October 1, 1969, and that it would be contrary to the public interest to delay the effective date of this order for 30 days after its publication in the FEDERAL REGISTER. (Sec. 553(d), Administrative Procedure Act, 5 U.S.C. 551-559.)

(c) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in section 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement,

tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as herein amended; and

(3) The issuance of the order amending the order is approved or favored by at least two-thirds of the producers who during the determined representative period were engaged in the production of milk for sale in the marketing area.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Black Hills, S. Dak., marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended and as further amended, as follows:

1. Section 1075.9 is revised to read as follows:

§ 1075.9 Distributing plant.

"Distributing plant" means a plant in which milk approved by a duly constituted health authority for fluid consumption is processed or packaged and which has route disposition in the marketing area during the month.

2. In § 1075.12, paragraph (a) is revised to read as follows:

§ 1075.12 Pool plant.

(a) A distributing plant that has route disposition during the month of not less than 35 percent of the Grade A milk received at such plant from dairy farmers and from other plants, and that has route disposition in the marketing area during the month of not less than 20 percent of such receipts.

3. Section 1075.20 is revoked and a new section is provided to read as follows:

§ 1075.20 Route disposition.

"Route disposition" means a delivery to a retail or wholesale outlet (except to a plant) either direct or through any distribution facility (including disposition from a plant store, vendor or vending machine) of a fluid milk product classified as Class I pursuant to § 1075.41 (a).

§ 1075.21 [Revoked]

4. Section 1075.21 is revoked and reserved for future assignment.

5. In § 1075.27, paragraph (j)(2) is revised to read as follows:

§ 1075.27 Duties.

(j)

(2) The 10th day after the end of the month, the uniform price pursuant to § 1075.72 and the producer butterfat differential pursuant to § 1075.81.

§ 1075.27 [Amended]

6. Section 1075.27(j)(3) is revoked.

7. In § 1075.30, paragraph (a) is revised as follows:

§ 1075.30 Reports of receipts and utilization.

(a) The quantities of skim milk and butterfat contained in or represented by receipts of milk from approved dairy farmers;

8. In § 1075.31(b), subparagraph (2) is revised to read as follows:

§ 1075.31 Other reports.

(2) The total pounds of milk received from such producer,

9. In § 1075.51, paragraphs (a) and (b) are revised to read as follows:

§ 1075.51 Class prices.

(a) **Class I milk price.** The Class I milk price shall be the basic formula price for the preceding month plus \$1.75, and plus 20 cents.

(b) **Class II milk price.** The Class II milk price shall be the basic formula price for the month, but in no event shall the Class II price exceed an amount computed as follows:

(1) Multiply by 4.2 the Chicago butter price;

(2) Multiply by 8.2 the weighted average of carlot prices per pound of spray process nonfat dry milk for human consumption, f.o.b. manufacturing plants in the Chicago area, as published for the period from the 26th day of the immediately preceding month through the 25th day of the current month by the Department; and

(3) From the sum of the results arrived at under subparagraphs (1) and (2) of this paragraph subtract 48 cents, and round to the nearest cent.

10. In § 1075.52, paragraphs (a) and (b) are revised to read as follows:

§ 1075.52 Butterfat differentials to handlers.

(a) **Class I price.** Multiply the Chicago butter price for the preceding month by 0.12.

(b) **Class II price.** Multiply the Chicago butter price for the month by 0.11.

11. Section 1075.60 is revised to read as follows:

§ 1075.60 Producer-handler.

Sections 1075.40 through 1075.46, 1075.50 through 1075.53, 1075.70 through 1075.74, and 1075.80 through 1075.83 shall not apply to a producer-handler.

§ 1075.71 [Amended]

12. In the introductory text of § 1075.71, change the word "prices" to "price".

13. Section 1075.72(b) is revised to read as follows:

§ 1075.72 Computation of the weighted average price and uniform price.

(b) Subtract not less than 4 cents nor more than 5 cents from the price computed pursuant to paragraph (a) of this section. The result shall be the "weighted average price" or the "uniform price" for producer milk.

§ 1075.73 [Revoked]

14. Section 1075.73 is revoked and reserved for future assignment.

15. In § 1075.74, paragraph (b) is revised to read as follows:

§ 1075.74 Notification of handlers.

(b) The uniform price computed pursuant to § 1075.72;

§§ 1075.75, 1075.76, 1075.77 [Revoked]

16. The subheading "Determination of Base" and §§ 1075.75, 1075.76, and 1075.77 are revoked.

17. In § 1075.80, paragraph (a) is revised to read as follows:

§ 1075.80 Time and method of payment.

(a) To each producer for milk received from him at a pool plant and for whom payment is not made to a cooperative association pursuant to paragraph (b) of this section, at not less than the uniform price computed pursuant to § 1075.72 subject to the butterfat differentials and location differentials pursuant to §§ 1075.81 and 1075.82; and

18. Section 1075.81 is revised to read as follows:

§ 1075.81 Butterfat differentials to producers.

The uniform price to be paid to each producer shall be increased or decreased for each one-tenth of 1 percent that the butterfat content of his milk is above or below 3.5 percent, respectively, at the rate determined by multiplying the pounds of butterfat in producer milk allocated to each class pursuant to § 1075.46 by the respective butterfat differential for each class, dividing the sum of such values by the total pounds of such butterfat and rounding the resultant figure to the nearest one-tenth cent.

19. In § 1075.82, paragraph (a) is revised to read as follows:

§ 1075.82 Location differentials to producers and on nonpool milk.

(a) The uniform price for producer milk received at a pool plant shall be reduced according to the location of the pool plant, at the rates set forth in § 1075.53; and

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

Effective date: October 1, 1969.

Signed at Washington, D.C. on September 23, 1969.

ELVIN A. ADAMSON,
Deputy Assistant Secretary.

[F.R. Doc. 69-11479; Filed, Sept. 25, 1969; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 9847; Amdt. 668]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

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

Albert Lea, Minn.—Albert Lea Municipal, NDB (ADF) Runway 16, Orig., 2 Mar. 1969 (established under Subpart C).
Bradford, Pa.—Bradford Regional, ADF 1, Amdt. 7, 30 July 1966 (established under Subpart C).
Rochester, N.Y.—Rochester-Monroe County, NDB (ADF) Runway 28, Amdt. 13, 22 July 1967 (established under Subpart C).
Bradford, Pa.—Bradford Regional, VOR Runway 32, Amdt. 4, 18 Feb. 1967 (established under Subpart C).
Madison (Jackson), Miss.—Bruce Campbell Field, VOR 1, Amdt. 4, 7 Jan. 1967 (established under Subpart C).

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

Rochester, N.Y.—Rochester-Monroe County, TerVOR-1, Amdt. 10, 16 July 1966 (established under Subpart C).
Rochester, N.Y.—Rochester-Monroe County, TerVOR-4, Amdt. 2, 16 July 1966 (established under Subpart C).
Rochester, N.Y.—Rochester-Monroe County, TerVOR-10, Amdt. 5, 16 July 1966 (established under Subpart C).
Rochester, N.Y.—Rochester-Monroe County, TerVOR-22, Amdt. 3, 16 July 1966 (established under Subpart C).

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

Bradford, Pa.—Bradford Regional, VOR/DME (Runway 14, Amdt. 2, 26 Aug. 1967 (established under Subpart C).

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

Madison (Jackson), Miss.—Bruce Campbell Field, VOR/DME-1, Amdt. 2, effective 7 Jan. 1967, canceled, effective 16 Oct. 1969.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Transition		Ceiling and visibility minimums					
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		
					65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
Wheeler Int.	LOM	Direct	2200	T-dn#	300-1	300-1	200-1½
Fosters Int.	LOM	Direct	2200	C-dn	400-1	500-1	500-1½
R 108°, MBS VOR Clockwise	MBS VOR, R 231°	Via 12-mile VME Arc.	2000	S-dn-5°#	200-1½	200-1½	200-1½
MBS VOR	LOM	Direct	2200	A-dn	600-2	600-2	600-2
R 330°, MBS VOR Counterclockwise	MBS VOR, R 231°	Via 12-mile DME Arc.	2200				
12-mile DME Fix MBS, R 231°	LOM (final)	Via LOC crs	2200				
Ashley Int.	LOM (final)	300 mc and LOC crs.	2200				
Ithaca Int.	LOM (final)	110 mc and LOC crs.	2200				

Procedure turn S side of crs, 229° Outbnd, 040° Inbnd, 2200' within 10 miles.

Minimum altitude over facility on final approach crs, 2200'.

Minimum altitude at glide slope interception Inbnd, 2200'.

Altitude of glide slope and distance to approach end of runway at OM, 2192'—5.6 miles; at MM, 864'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing the LOM, climb to 2000' and proceed to Reese Int via MBS VOR R 108° or, when directed by ATC, make left-climbing turn to 2200' and proceed to Wheeler Int.

*400-1½ required when glide slope not utilized and 400-1½ authorized with operative ALS, except for 4-engine turbojets.

When control tower inoperative, 300-1½ required—400-1 when glide slope not utilized.

SRVR, 2400'.

SRVR, 2400' authorized Runway 5.

MSA within 25 miles of LOM: 060°—270°—2000'; 270°—360°—2400'.

City, Saginaw, State, Mich.; Airport name, Tri-City; Elev., 667'; Fac. Class., ILS; Ident., I-MBS; Procedure No. ILS Runway 5, Amdt. 2; Eff. date, 16 Oct. 69; Sup.

Amdt. No. 1; Dated, 29 Dec. 67

RULES AND REGULATIONS

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

Rochester, N.Y.—Rochester-Monroe County, ILS Runway 4, Amdt. 1, 4 Feb. 1967 (established under Subpart C).

Rochester, N.Y.—Rochester-Monroe County, ILS Runway 28, Amdt. 17, 16 Sept. 1967 (established under Subpart C).

7. By amending § 97.19 of Subpart B to amend radar procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport 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. 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 3 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Radar terminal area maneuvering sectors and altitudes												Ceiling and visibility minimums		
From—	To—	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less 65 knots or less	More than 2-engine, more than 65 knots
As established by Albuquerque ASR minimum altitude vectoring chart.												Surveillance approach		
												T-dn	300-1	300-1
												C-dn	400-1	**500-1
												S-dn-35, 17#	400-1	400-1
												S-dn-8, 3**	400-1	400-1
												A-dn	800-2	800-2

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

Runways 35, 8, and 3—Turn left and climb to 8000' direct to ABQ-VOR.

Runway 17—Climb straight ahead to AB-LOM and climb in a holding pattern S to 7000' (Inbound Bearing 350°), left turns, or when directed by ATC, make right-climbing turn to 8000' direct to ABQ VOR.

NOTES: No approach lights.

CAUTION: Terrain exceeding 8000' in E quadrants.

**500-1½ required for civil jet aircraft.

#Runway 17—400-3½ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

#Runway 35—400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Albuquerque; State, N. Mex.; Airport name, Albuquerque Support/Kirkland AAF; Elev., 5382'; Facility, Kirkland Radar; Procedure No. Radar-1, Amdt. 15; Eff. date, 16 Oct. 69; Sup. Amdt. No. Radar 1, Amdt. 14; Dated, 10 Apr. 65

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

Rochester, N.Y.—Rochester-Monroe County, Radar 1, Amdt. 3, 27 Aug. 1966 (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 RVH.

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: IJX VOR.	
Virginia Int.	IJX VOR	Direct	2400	Climbing left turn to 2200' within 10 miles, return to IJX VOR. 2400 Supplementary charting information: Final approach ers intercepts runway centerline extended 3000' from threshold.	
Concord Int.	IJX VOR	Direct	2400		
Lowder Int.	IJX VOR	Direct	2400		
UIN VORTAC	IJX VOR	Direct	3200		
STL VORTAC	IJX VOR	Direct	2500		

Procedure turn N side of crs, 307° Outbnd, 127° Inbnd, 2200' within 10 miles of IJX VOR.

Final approach crs, 127°.

MSA: 000°-180°-2200'; 180°-360°-3200'.

NOTE: Use Springfield, Ill., altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
8-13	1080	1	457	1080	1	457	1080	1	457	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	1100	1	477	1100	1	477	1100	1½	477	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Jacksonville; State, Ill.; Airport name, Municipal; Elev., 623'; Facility, IJX; Procedure No. VOR Runway 13, Amdt. Orig.; Eff. date, 16 Oct. 69.

RULES AND REGULATIONS

14827

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.2 miles after passing JAN VORTAC.
R 223° JAN VORTAC CW	R 317° (NOPT)	10-mile DME Arc	1900	Climb to 2000' R 129° JAN VORTAC
R 049° JAN VORTAC CCW	R 317° (NOPT)	10-mile DME Arc	1900	within 15 miles.
10-mile DME Arc	JAN VORTAC	R 317°		Supplementary charting information:
				Final approach crs to center of airport.

Procedure turn W side of crs, 317° Outbnd, 137° Inbnd, 1900' within 10 miles of JAN VORTAC.
FAF, JAN VORTAC. Final approach crs, 137°. Distance FAF to MAP, 5.2 miles.
Minimum altitude over JAN VORTAC, 1900'.
MSA: 000°-090°-1800'; 090°-180°-2300'; 180°-270°-3500'; 270°-360°-1800'.

NOTES: (1) Use Jackson, Miss., approach control altimeter setting. (2) Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1040	1	717	1040	1	717	1040	1½	717	1040	2	717
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Madison (Jackson); State, Miss.; Airport name, Bruce Campbell Field; Elev., 323'; Facility, JAN; Procedure No. VOR-1, Amdt. 5; Eff. date, 16 Oct. 69; Sup. Amdt. No. VOR 1, Amdt. 4; Dated, 7 Jan. 67

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.3 miles after passing Ector Int.
				Turn right, climbing to 5000' on MAP VORTAC R 235° within 20 miles.
				Supplementary charting information:
				Depict MAP at 1 mile from airport due circling restriction.

Procedure turn N side of crs, 050° Outbnd, 230° Inbnd, 4600' within 10 miles of MAF VORTAC.
FAF Ector Int. Final approach crs, 231°. Distance FAF to MAP, 5.3 miles.
Minimum altitude over MAF VORTAC, 4600'; over Ector Int, 3500'.
MSA: 000°-180°-4300'; 180°-360°-5100'.

NOTE: Use Midland approach control altimeter setting.

*Night minimums authorized Runways 16-34 only. Circling not authorized SW of airport defined by Runway 16 and Runway 20 centerline extended.

%400-1 required Runway 20 and Runway 16.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS		
C*.....	3300	1	381	3440	1	461	3440	1½	461	NA		
A.....	Not authorized.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Odessa; State, Tex.; Airport name, Ector County; Elev., 2979'; Facility MAF; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 16 Oct. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: OJC VOR.
De Soto Int.	OJC VOR	Direct	2600	Climbing left turn to 2600' on R 315° OJC
Pomona Int.	OJC VOR	Direct	2600	VOR proceed to De Soto Int and hold.
BUM VORTAC	OJC VOR	Direct	2600	Supplementary Charting information:
MKC VORTAC	OJC VOR	Direct	3000	Hold SW R 223° De Soto Int, 1 minute, left
BSP VORTAC	OJC VOR	Direct	2600	turns, 043° Inbnd.
				Final approach crs crosses threshold Runway 35.

Procedure turn W side of crs, 180° Outbnd, 360° Inbnd, 2600' within 10 miles of OJC VOR.
Final approach crs, 360°.
MSA within 25 miles of facility: 000°-090°-3100'; 090°-180°-2500'; 180°-360°-2700'.

NOTES: (1) Use Olathe, Kans., NAS altimeter setting. (2) Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS		
S-35.....	1400	1	360	1400	1	360	1400	1	360	NA		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA			
C.....	1400	1	360	1500	1	460	1500	1½	460	NA		
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Olathe; State, Kans.; Airport name, Johnson County; Elev., 1100'; Facility OJC; Procedure No. VOR Runway 35, Amdt. Orig.; Eff. date, 16 Oct. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ROC VORTAC.	
Genesee VORTAC.....	Rush Int.	Direct	2700	Climb to 3000', left turn to R 298° ROC VORTAC to Spencerport Int and hold. Supplementary charting information: Hold W, 1 minute, left turns, 118° Inbnd. Steel towers 9500' out from end runway 1,657'. Steel towers 3.6 miles E, 1035' and 2.6 miles SW, 940'. Stacks 7500' out, 778', and steel tower 14,750' out, 938' from end Runway 19. Final approach crs intercepts runway centerline 2800' from threshold. Runway 1 TDZ elevation, 556'.	
Rush Int.....	4-mile DME Fix, R 177° (NOPT)	Direct	1140		
R 294°, ROC VORTAC CCW.....	R 177°, ROC VORTAC	11-mile Arc, R 188° lead radial.	2700		
R 090°, ROC VORTAC CW.....	R 177°, ROC VORTAC	11-mile Arc, R 168° lead radial.	2700		
11-mile DME Arc, R 177°.....	Rush Int (NOPT)	Direct	2700		

Procedure turn E side of crs, 177° Outbnd, 357° Inbnd, 2400' within 10 miles of ROC VORTAC.

Final approach crs, 357°.

Minimum altitude over Rush Int, 2700'; over 4-mile DME Fix R 177°, 1140'.

MSA: 000°-090°-2100'; 090°-180°-3300'; 180°-270°-2900'; 270°-360°-2200'.

NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-1.....	1140	1	584	1140	1	584	1140	1	584	1140	1½	584
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1140	1	580	1140	1	580	1140	1½	580	1140	2	580
	VOR/DME:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-1.....	980	1	424	980	1	424	980	1	424	980	1	424
A.....	Standard.			T 2-eng. or less—RVR 24', Runways 28 and 4; Standard all other runways.			T over 2-eng.—RVR 24', Runways 28 and 4; Standard all other runways.					

City, Rochester; State, N.Y.; Airport name, Rochester-Monroe County; Elev., 560'; Facility, ROC; Procedure No. VOR Runway 1, Amdt. 11; Eff. date, 16 Oct. 69; Sup. Amdt. No. TerVOR-1, Amdt. 10; Dated, 16 July 66

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ROC VORTAC.	
Genesee VORTAC.....	Scottsville Int.	Direct	2700	Climb to 3000', left turn, to R 293° ROC VORTAC to Spencerport Int and hold. Supplementary charting information: Hold W, 1 minute, left turns, 118° Inbnd. Steel towers 3.6 miles E, 1035' and 2.6 miles SW, 940'. Final approach crs intercepts runway centerline 5000' from runway threshold. Stacks 8500' N Runway 4 end, 778'. Runway 4 TDZ elevation, 535'.	
Lynwood Int.....	Scottsville Int.	Direct	2700		
Scottsville Int.....	4-mile DME Fix (NOPT)	Direct	1250		
R 090°, ROC VORTAC CW.....	R 223°, ROC VORTAC	11-mile DME Arc, R 213° lead radial.	2700		
R 298, ROC VORTAC CCW.....	R 223°, ROC VORTAC	11-mile DME Arc, R 233° lead radial.	2700		
11-mile DME Arc.....	Scottsville Int (NOPT)	Direct	2700		

Procedure turn E side of crs, 223° Outbnd, 043° Inbnd, 2400' within 10 miles of ROC VORTAC.

Final approach crs, 043°.

Minimum altitude over Scottsville Int, 2700'; over 4-mile DME Fix, 1250'.

MSA: 000°-090°-2100'; 090°-180°-3300'; 180°-270°-2900'; 270°-360°-2200'.

NOTES: (1) ASR. (2) Inoperative table does not apply to HIRL Runways 4-22.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4.....	1250	1	725	1250	1	725	1250	1½	725	1250	1½	725
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1250	1	700	1250	1	700	1250	1½	700	1250	2	700
	VOR/DME:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4.....	1200	1	665	1200	1	665	1200	1½	665	1200	1½	665
A.....	Standard.			T 2-eng. or less—RVR 24', Runways 28 and 4; Standard all other runways.			T over 2-eng.—RVR 24', Runways 28 and 4; Standard all other runways.					

City, Rochester; State, N.Y.; Airport name, Rochester-Monroe County; Elev., 560'; Facility, ROC; Procedure No. VOR Runway 4, Amdt. 3; Eff. date, 16 Oct. 69; Sup. Amdt. No. TerVOR-4, Amdt. 2; Dated, 16 July 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
R 315°, ROC VORTAC CCW.....	R 289°, ROC VORTAC.....	11-mile DME Arc, R 289° lead radial.	2700	MAP: ROC VORTAC. Climb to 3000', right turn, to R 134° ROC VORTAC to Fishers Int and hold. Supplementary Charting Information: Hold SE, 1 minute, left turns, 314° Inbnd. Steel towers, 3.6 miles E, 1035' and 2.6 miles SW, 946' of airport. Stacks 7000' E of runway end, 755'. Final approach crs intercepts runway centerline 3008' out from threshold. Runway 10, TDZ elevation, 550'. *Fix altitude NOPT.
R 195°, ROC VORTAC CW.....	R 289°, ROC VORTAC.....	11-mile DME Arc, R 279° lead radial.	2700	
11-mile DME Arc, R 289°.....	4-mile DME Fix, R 289° (NOPT).....	Direct.....	*1300	

Procedure turn S side of crs, 289° Outbnd, 109° Inbnd, 2400' within 10 miles of ROC VORTAC.
Final approach crs, 109°.
Minimum altitude over 4-mile DME Fix, 1100'.
MSA: 000°-090°-2100'; 090°-180°-3300'; 180°-270°-2900'; 270°-360°-2200'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-10.....	1100	3/4	544	1100	3/4	544	1100	3/4	544	1100	1 1/4	544
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1100	1	540	1100	1	540	1100	1 1/4	540	1120	2	560
	VOR/DME:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-16.....	900	3/4	404	60	3/4	404	900	3/4	404	900	1	404
A.....	Standard.			T 2-eng. or less—RVR 24', Runways 28 and 4; Standard all other runways.			T over 2-eng.—RVR 24', Runways 28 and 4; Standard all other runways.					

City, Rochester; State, N.Y.; Airport name, Rochester-Monroe County; Elev., 660'; Facility, ROC; Procedure No. VOR Runway 10, Amdt. 5; Eff. date, 16 Oct. 69; Sup. Amdt. No. Ter VOR-10, Amdt. 5; Dated, 16 July 66

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
R 205°, ROC VORTAC CW.....	R 035°, ROC VORTAC.....	11-mile DME Arc, R 025° lead radial.	2700	MAP: ROC VORTAC. Climb to 3000', right turn to R 298 ROC VORTAC to Spencerport Int and hold. Supplementary charting information: Hold W, 1 minute, left turns, 118° Inbnd. Steel towers 3.6 miles E, 1035', 2.6 miles SW, 946' and 902', 2.9 miles N of airport. Bldg. 1.7 miles E of runway centerline, 2.7 miles out from threshold, 950'. Runway 22 centerline lighting and touch-down zone lighting. Final approach crs intercepts runway centerline 4700' from runway threshold. Runway 22 TDZ elevation, 550'.
R 005°, ROC VORTAC CCW.....	R 035°, ROC VORTAC.....	11-mile DME Arc, R 045° lead radial.	2700	
11-mile Arc.....	2.6-mile DME Fix (NOPT).....	Direct.....	1400	

Procedure turn W side of crs, 035° Outbnd, 215° Inbnd, 2400' within 10 miles of ROC VORTAC.
Final approach crs, 215°.
Minimum altitude over 2.6-mile DME Fix, 1400'.
MSA: 000°-090°-2100'; 090°-180°-3300'; 180°-270°-2900'; 270°-360°-2200'.
NOTES: (1) ASR. (2) Inoperative table does not apply to HIRL, Rwy 4-22.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-22.....	1400'	1	841	1400	1 1/4	841	1400	1 1/4	841	1400	1 1/4	841
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1400	1	840	1400	1 1/4	840	1400	1 1/4	840	1400	2	840
	VOR/DME Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-22.....	1040	1	481	1040	1	481	1040	1	481	1040	1	481
A.....	900-2.			T 2-eng. or less—RVR 24', Runways 28 and 4; Standard all other runways.			T over 2-eng.—RVR 24', Runways 28 and 4; Standard all other runways.					

City, Rochester; State, N.Y.; Airport name, Rochester-Monroe County; Elev., 660'; Facility, ROC; Procedure No. VOR Runway 22, Amdt. 4; Eff. date, 16 Oct. 69; Sup. Amdt. No. Ter VOR-22, Amdt. 3; Dated, 16 July 66

RULES AND REGULATIONS

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: BFD R 323°, 1.9-mile DME Fix.	
BFD VORTAC	6-mile DME Fix, R 323°	Direct	3900	Climb to 3900' on R 143°, BFD VORTAC within 10 miles, return to BFD VORTAC, and hold. Supplementary charting information: Hold NW, 1 minute, left turns, 144° Inbound. 2261' light beacon, 1500' down Runway 32 from threshold and 1375' left of centerline. Steel tower 6.5 miles NE BFD NDB, 2663'. Runway 14, TDZ elevation, 2119'.	
R 270°, BFD VORTAC CW	R 323°, BFD VORTAC	12-mile DME Arc, R 313°, lead radial.	3900		
R 006°, BFD VORTAC CCW	R 323°, BFD VORTAC	12-mile DME Arc, R 332°, lead radial.	3900		
12-mile DME Arc, R 323°	6-mile DME Fix, R 323° (NOPT)	Direct	3400		

Procedure turn W side of crs, 323° Outbound, 143° Inbound, 3900' within 10 miles of between 6- and 16-mile DME Fix, R 323°.

FAF, 6-mile DME Fix, R 323°. Final approach crs, 143°. Distance FAF to MAP, 4.1 miles.

Minimum altitude over 6-mile DME Fix, R 323°, 3400'.

MSA: 000°-360°-3800'.

Notes: (1) Sliding scale not authorized. (2) Air carrier will not reduce landing visibility due to local conditions.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-14	2020	¾	501	2020	¾	501	2020	¾	501	2020	1¼	501
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	2020	1	477	2020	1	477	2020	1¼	477	2700	2	557
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Bradford; State, Pa.; Airport name, Bradford Regional; Elev., 2143'; Facility, BFD; Procedure No. VOR/DME Runway 14, Amdt. 3; Eff. date, 16 Oct. 69; Sup. Amdt. No. 2; Dated, 26 Aug. 67

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.8 miles after passing BFD VORTAC R 146°, 2.9-mile DME Fix.	
R 232°, BFD VORTAC CCW	R 146°, BFD VORTAC	10-mile DME Arc, R 156° lead radial.	3900	Climb to 3900' on R 326° within 10 miles. Return to BFD VORTAC and hold. Supplementary charting information: Hold SE, 1 minute, left turns, 326° Inbound. BFD VORTAC 0.9 mile from end Runway 23. 2261' light beacon 1500' down Runway 32 from threshold and 1375' left of centerline. Steel tower 6.5 miles NE BFD NDB, 2663'. Runway 32, TDZ elevation, 2120'.	
R 064°, BFD VORTAC CW	R 146°, BFD VORTAC	10-mile DME Arc, R 136° lead radial.	3900		
10-mile DME Arc	BFD R 146°, 2.9-mile DME Fix	Direct	2900		

Procedure turn W side of crs, 146° Outbound, 326° Inbound, 3900' within 10 miles of BFD VORTAC.

FAF, 2.9-mile DME Fix, R 146°. Final approach crs, 326°. Distance FAF to MAP, 3.8 miles.

Minimum altitude over BFD R 146°, 2.9-mile DME Fix, 2900'.

MSA: 000°-360°-3800'.

Notes: (1) Sliding scale not authorized. (2) Air carrier will not reduce landing visibility due to local conditions. (3) Inoperative table does not apply to HIRL Runway 32.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-32	2540	1	420	2540	1	420	2540	1	420	2540	1	420
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	2580	1	437	2600	1	457	2600	1¼	457	2700	2	557
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Bradford; State, Pa.; Airport name, Bradford Regional; Elev., 2143'; Facility, BFD; Procedure No. VOR/DME Runway 32, Amdt. 5; Eff. date, 16 Oct. 69; Sup. Amdt. No. VOR Runway 32, Amdt. 4; Dated, 18 Feb. 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 20-mile DME from GRW VORTAC.
				Climbing right turn to 2000' to Baird Int. and hold. Supplementary charting information: Hold E, 1 minute, 4 miles, right turns, 267° Inbnd.

Procedure turn not authorized. Approach crs (profile) starts at GRW VORTAC.
Final approach crs, 269°.
Minimum altitude over GRW VORTAC, 2000'; over Baird Int., 1700'; over 18-mile DME Fix, 1000'.
MSA: 000°-180°-1800'; 180°-270°-2200'; 270°-360°-1000'.
NOTE: Use GRW FSS altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	620	1	494	620	1½	494	620	1½	494	680	2	554
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Indianola; State, Miss.; Airport name, Indianola-Legion Field; Elev., 126'; Facility, GRW; Procedure No. VOR/DME-1, Amdt. Orig.; Eff. date, 16 Oct. 1969

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: CIM R 037°, 22.7-mile DME Fix.
CIM VOR.....	12-mile DME Fix.....	R 037°.....	8000	Climb to 7800' on R 037°, climbing right turn to 9000', direct to Coke DME Fix and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 037° Inbnd. ABQ Center—134.5, 353.8. LRCO—122.1. Runway 2, TDZ elevation, 6340'.
12-mile DME Fix.....	Coke DME Fix (NOPT).....	R 037°.....	7000	
Int of PUB R 163° and CIM R 037°.....	Coke DME Fix.....	R 037°.....	10700	

Procedure turn E side of crs, 217° Outbnd, 037° Inbnd, 8700' within 10 miles of Coke DME Fix.
Final approach crs, 037°.
Minimum altitude over CIM R 037°, 12-mile DME Fix, 8000'; over Coke DME Int., 7000'.
MSA: 000°-150°-8400'; 150°-240°-12,100'; 240°-330°-14,200'; 330°-060°-0200'.
NOTE: Use Trinidad, Colo., altimeter setting.
*Night straight-in approach not authorized. Lights on Runways 7-23.
*Takeoff Runway 2 and 7, climb NE on CIM R 037° to 7800', climbing right turn to 9000', direct to Coke DME Fix, climb in holding pattern to 11,000'.
Takeoff Runway 20 and 25, climb SW on CIM R 037° to Coke DME Fix, climb in holding pattern to 11,000'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
B-2°.....	6840	1	500	6840	1½	500	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	6880	1	528	7040	1½	688	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.½			T over 2-eng.—Standard.½	

City, Raton; State, N. Mex.; Airport name, Crews Field; Elev., 6352'; Facility, CIM; Procedure No. VOR/DME Runway 2, Amdt. Orig.; Eff. date, 16 Oct. 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: 9.6 miles after passing OCN VOR (9.6 DME).	
Kelp Int.	OCN VOR (NOPT)	Direct	2500	Climbing right turn to 3000' heading 260° to intercept OCN R 145 direct SAN VOR; or, when directed by ATC, climbing right turn to 2800' direct OCN VORTAC. Supplementary charting information: LKCO, 122.1R.	

Procedure turn S side of crs. 264° Outbnd, 084° Inbnd, 2500' within 10 miles of OCN VORTAC.

FAF, OCN VORTAC. Final approach crs, 119°. Distance FAF to MAP, 9.6 miles.

Minimum altitude over OCN VORTAC, 2500'.

MSA: 000°-090°-0800'; 090°-180°-4000'; 180°-270°-2100'; 270°-360°-6700'.

NOTE: Use Miramar (NKKX) altimeter setting.

% IFR departure procedures: Runway 6, left turn after takeoff. Westbound, northbound, and eastbound (280° CW through 120°) departures require a minimum climb rate of 200' per mile to 2000' MSL.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
O	1020	1	692	1020	1	692	1020	1½	692	NA
A	Not authorized.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %			

City, Carlsbad; State, Calif.; Airport name, Palomar; Elev., 328'; Facility, OCN; Procedure No. VOR-1, Amdt. 4; Eff. date, 16 Oct. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: MKL VOR.	
Stanton Int.	MKL VOR	Direct	2100	Climbing left turn to 2100' to Martin Int. via MKL VOR R 204 and hold. Supplementary charting information: Hold S, 1 minute right turns, 024° Inbnd. TDZ elevation, 433'.	
Martin Int.	MKL VOR (NOPT)	MKL R 204°	900		

Procedure turn E side of crs. 204° Outbnd, 024° Inbnd, 2100' within 10 miles of MKL VOR.

Final approach crs, 024°.

Minimum altitude over Martin Int., 2100'; over Mercer FM, 900'.

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

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-2	900	1	467	900	1	467	900	1	467	900	1	467
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
O	900	1	467	900	1	467	900	1½	467	1000	2	567
FM Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-2	760	1	327	760	1	327	760	1	327	760	1	327
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
O	800	1	367	900	1	467	900	1½	467	1000	2	567
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Jackson; State, Tenn.; Airport name, McKellar Field; Elev., 433'; Facility, MKL; Procedure No. VOR Runway 2, Amdt. 4; Eff. date, 16 Oct. 69; Sup. Amdt. No. 2; Dated, 28 Nov. 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: 3.6 miles after OCN VOR.
From—	To—	Via			
Kelp Int.	OCN VOR (NOPT)	Direct		2100	Climbing right turn to 2500' direct to OCN VORTAC and hold.* Supplementary charting information: *Hold 8, 1 minute, right turn, 325° Inbnd. Final approach crs to center of airport. Chart unlighted high-tension lines 2900' E of airport, 170'. LRCO, 122.1R.
Pacific Int.	OCN VOR (NOPT)	Direct		2100	

Procedure turn S side of crs, 204° Outbnd, 084° Inbnd, 2100' within 10 miles of OCN VOR.
FAF, OCN VOR. Final approach crs, 097°. Distance FAF to MAP, 3.6 miles.
Minimum altitude over OCN VOR, 2100'.
MSA: 000°-090°-0800'; 090°-180°-4000'; 180°-270°-2100'; 270°-360°-6700'.
NOTE: Use NAS Miramar altimeter setting.
%IFR departure procedures: Runway 6, right turn after takeoff; climb direct to OCN VOR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA		
C	720	1	692	720	1	692	NA	NA
A	Not authorized.			T 2-eng. or less—Runway 6, 400-1; Runway 24, 300-1.5%			T over 2-eng.—Runway 6, 400-1; Runway 24, 300-1.5%	

City, Oceanside; State, Calif.; Airport name, Oceanside Municipal; Elev., 28'; Facility, OCN; Procedure No. VOR-1, Amdt. 1; Eff. date, 16 Oct. 69; Sup. Amdt. No. Orig. Dated, 14 Aug. 69

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: RDU VORTAC.
From—	To—	Via			
R 284°, RDU VORTAC CCW	R 235°, RDU VORTAC	10-mile DME Arc		2000	Climb to 2000' on R 055° within 15 miles; or, when directed by ATC, left turn climb to 2500' on R 309° within 15 miles. Supplementary charting information: Final approach crs intercepts runway centerline extended 4100' from threshold. TDZ elevation, 420'.
R 189°, RDU VORTAC CW	R 235°, RDU VORTAC	10-mile DME Arc		2000	
10-mile DME Arc	RDU VORTAC (NOPT)	RDU R 235°		800	

Procedure turn N side of crs, 235° Outbnd, 055° Inbnd, 2000' within 10 miles of RDU VORTAC.
Final approach crs, 055°.
Minimum altitude over RDU VORTAC, 800'.
MSA: 000°-090°-1900'; 090°-180°-2800'; 180°-360°-2500'.
NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4	800	RVR 24	380	800	RVR 24	380	800	RVR 24	380	800	RVR 30	380
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	840	1	465	900	1	465	900	1½	465	1000	2	565
A	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Raleigh; State, N.C.; Airport name, Raleigh-Durham; Elev., 435'; Facility, RDU; Procedure No. VOR Runway 5, Amdt. 7; Eff. date, 16 Oct. 69; Sup. Amdt. No. 6; Dated, 13 Feb. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: RDU VORTAC.
R 330°, RDU VORTAC CW	R 038° RDU VORTAC	10-mile DME Arc	2000	Climb to 2000' on R 218° within 15 miles; or, when directed by ATC, right turn climb to 2500' on R 309° within 15 miles. Supplementary charting information: Final approach crs intercepts runway centerline extended 2000' from threshold. TDZ elevation, 435'.
R 120°, RDU VORTAC CCW	R 038°, RDU VORTAC	10-mile DME Arc	2000	
10-mile DME Arc	2.5-mile DME Fix (NOPT)	R 038°, RDU VORTAC	960	

Procedure turn W side of crs, 038° Outbnd, 218° Inbnd, 2000' within 10 miles of RDU VORTAC.

Final approach crs, 218°.

Minimum altitude over 2.5-mile DME Fix, 960'.

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

NOTE: Radar vectoring.

*Inoperative table does not apply to HIRL Runway 23.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23*	960	1	525	960	1	525	960	1	525	960	1¼	525
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	960	1	525	960	1	525	960	1¼	525	1000	2	565
VOR/DME Minimums:												
S-23*	840	1	405	840	1	405	840	1	405	840	1	405
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	900	1	465	900	1	465	900	1¼	465	1000	2	565
A	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.					T over 2-eng.—RVR 24', Runway 5; Standard all other runways.			

City, Raleigh; State, N.C.; Airport name, Raleigh-Durham; Elev., 435'; Facility, RDU; Procedure No. VOR Runway 23, Amdt. 8; Eff. date, 16 Oct. 69; Sup. Amdt. No. 7; Dated, 13 Feb. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5 miles after passing Antenna Int.
SJU NDB	SJU VORTAC	Direct	1800	Turn right and climb to 1500' on R 094° to Isla Verde Int. Supplementary charting information: Final approach crs intercepts runway centerline 6010' from threshold, 240' laterally at 3000'. Runway 7, TDZ elevation, 9'.
SJU R 350°, CCW	R 258°, SJU VORTAC	11-mile Arc, R 270° lead radial.	1800	
11-mile DME Fix	Antenna Int (NOPT)	R 258°	1500	

Procedure turn N side of crs, 258° Outbnd, 078° Inbnd, 1800' within 10 miles of SJU VORTAC.

FAF, Antenna Int. Final approach crs, 078°. Distance FAF to MAP, 4.5 miles.

MSA: 000°-090°-1200'; 090°-180°-4000'; 180°-270°-5100'; 270°-360°-1900'.

NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-7	520	¾	511	520	¾	511	520	¾	511	520	1¼	511
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	520	1	511	520	1	511	520	1¼	511	560	2	551
A	Standard.			T 2-eng. or less—Standard.					T over 2-eng.—Standard.			

City, San Juan; State, P.R.; Airport name, Puerto Rico International; Elev., 9'; Facility, SJU; Procedure No. VOR Runway 7, Amdt. 8; Eff. date, 16 Oct. 69; Sup. Amdt. No. 7; Dated, 17 Feb. 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.3 miles after passing TUP VOR.
Guntown Int.	TUP VOR	Direct	2200	Climbing left turn to 2200' to TUP VOR and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 090° Inbnd. TDZ elevation, 360'.

Procedure turn W side of crs, 210° Outbnd, 090° Inbnd, 2200' within 10 miles of TUP VOR.
FAF, TUP VOR. Final approach crs, 090°. Distance FAF to MAP, 2.3 miles.
Minimum altitude over TUP VOR, 1200'.
MSA: 000°-090°-1900'; 090°-180°-1700'; 180°-270°-1900'; 270°-360°-2000'.
NOTE: Use Columbus, Miss., APC altimeter setting.
*Air carrier with approved weather service authorized standard alternate minimums and decrease straight-in MDA 180'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-4	840	1	480	840	1	480	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C	940	1	579	940	1	579	NA	NA
A	Not authorized.*			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.	

City, Tupelo; State, Miss.; Airport name, C.D. Lemons Municipal; Elev., 361'; Facility, TUP; Procedure No. VOR Runway 4, Amdt. 2; Eff. date, 16 Oct. 69; Sup. Amdt. No. 1; Dated, 17 Apr. 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: 13-mile DME Fix LEU VORTAC.
LEU VORTAC	9-mile DME Fix (NOPT)	Direct	2200	Make left-climbing turn to 2500' and return to LEU VORTAC. Supplementary charting information: Tower 1549', 6 miles SW LEU VORTAC.

Procedure turn not authorized. Approach crs (profile) starts at LEU VORTAC.
Final approach crs, 222°.
Minimum altitude over LEU VORTAC, 2200'; over 9-mile DME Fix, 2200'.
MSA: 000°-090°-2100'; 090°-180°-1800'; 180°-360°-2600'.
NOTE: Use Terre Haute altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C	1020	1	479	1020	1	479	NA	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.	

City, Sullivan; State, Ind.; Airport name, Sullivan County; Elev., 541'; Facility, LEU; Procedure No. VOR/DME-1, Amdt. 1; Eff. date, 16 Oct. 69; Sup. Amdt. No. Orig.; Dated, 21 Aug. 69

RULES AND REGULATIONS

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing LEI NDB.	
RD LOM	LEI NDB	Direct	3000	Climb to 3000' on SW crs of localizer (229°) within 15 miles; or, when directed by ATC, right turn climb to 3500' on R 300° of RDU VORTAC within 15 miles. Supplementary charting information: TDZ elevation, 435'.	
RDU VORTAC	LEI NDB	Direct	3000		
Wendell Int.	LEI NDB	Direct	3000		
Chapel Hill Int.	LEI NDB	Direct	3000		
Durham Int.	LEI NDB	Direct	3000		
Franklin Int.	LEI NDB	Direct	3000		
Zebulon Int.	LEI NDB	Direct	3000		

Procedure turn N side of crs, 049° Outbd, 229° Inbd, 3000' within 10 miles of LEI NDB.

FAF, LEI NDB. Final approach crs, 229°. Distance FAF to MAP, 4 miles.

Minimum altitude over LEI NDB, 1500'.

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

NOTE: Radar vectoring.

*Inoperative table does not apply to HIRL Runway 23.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23°	840	1	405	840	1	405	840	1	405	840	1	405
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	840	1	405	900	1	465	900	1½	465	1000	2	565
A	Standard.		T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.						T over 2-eng.—RVR 24', Runway 5; Standard all other runways.			

City, Raleigh; State, N.C.; Airport name, Raleigh-Durham; Elev., 435'; Facility, I-RDU; Procedure No. LOC (BC) Runway 23, Amdt. 14; Eff. date, 16 Oct. 69; Sup. Amdt. No. 13; Dated, 13 Feb. 69.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: AEL NDB.	
Freeborn Int.	AEL NDB	Direct	3000	Climb to 3000' on 157° bearing from AEL NDB within 10 miles, return to NDB. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from threshold. 1600' tower 2 miles S of airport at 43°38'00"/93°26'15". Runway 16, TDZ elevation, 1256'.	
Hollandale Int.	AEL NDB	Direct	3000		
Gordonsville Int.	AEL NDB	Direct	3000		
Mason City VORTAC	AEL NDB	Direct	3000		

Procedure turn W side of crs, 337° Outbd, 157° Inbd, 3000' within 10 miles of AEL NDB.

Final approach crs, 157°.

Minimum altitude over Manchester Int, 2100'.

MSA: 000°-180°-3300'; 180°-270°-2700'; 270°-360°-2600'.

NOTE: Use Mason City altimeter setting.

CAUTION: Turf Runways 4/22 unlighted.

%IFR departure procedures: When weather is less than 400-1, aircraft departing Runway 16 make left-climbing turn to 2100' on 150° bearing from NDB before proceeding southbound or westbound; aircraft departing Runway 22 climb to 2100' on runway heading before proceeding southbound or eastbound. Restrictions due to 1600' tower 2 miles S of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-16	2100	1	844	2100	1½	844	2100	1½	844		NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	2100	1	844	2100	1½	844	2100	1½	844		NA	
ADF/VOR Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-16	1860	1	604	1860	1	604	1860	1	604		NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1860	1	604	1860	1	604	1860	1½	604		NA	
A	Not authorized.		T 2-eng. or less—Standard.%						T over 2-eng.—Standard.%			

City, Albert Lea; State, Minn.; Airport name, Albert Lea Municipal; Elev., 1256'; Facility, AEL; Procedure No. NDB (ADF) Runway 16, Amdt. 1; Eff. date, 16 Oct. 69; Sup. Amdt. No. Orig.; Dated, 2 Mar. 69.

RULES AND REGULATIONS

14837

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.8 miles after passing BFD NDB.	
BFD VORTAC.....	BFD NDB.....	Direct.....	3600	Climb to 3600' on crs 322° within 10 miles. Return to BFD NDB and hold. Supplementary charting information: Hold SE, 1 minute, left turns, 322° crs Inbd. 2261' light beacon 1500' down Runway 32 from threshold and 137½' left of centerline. Steel tower 6.5 miles NE BFD NDB, 2963'. Runway 32, TDZ elevation, 2120'.	

Procedure turn W side of crs, 142° Outbd, 322° Inbd, 3600' within 10 miles of BFD NDB.
FAF, BFD NDB. Final approach crs, 322°. Distance FAF to MAP, 3.8 miles.
Minimum altitude over BFD NDB, 3400'.
MSA: 000°-360°, 3800'.
NOTES: (1) Sliding scale not authorized. (2) Air carrier will not reduce landing visibility due to local conditions.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-21.....	2580	1	460	2580	1	460	2580	1	460	2580	1	460
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	2580	1	437	2600	1	457	2600	1½	457	2700	2	557
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Bradford; State, Pa.; Airport name, Bradford Regional; Elev., 2143'; Facility, BFD; Procedure No. NDB (ADF) Runway 32, Amdt. 8; Eff. date, 16 Oct. 69; Sup. Amdt. No. ADF 1, Amdt. 7; Dated, 30 July 66

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ERV NDB.	
Comfort Int.....	ERV NDB.....	Direct.....	4000	Climb to 3700' right turn to ERV NDB and hold. Supplementary charting information: Hold SE, 1 minute, right turns, 305° Inbd. Unicom, 122.8. MRL Runways 12/30 only.	
Doss Int.....	ERV NDB.....	Direct.....	4000		
Fredericksburg Int.....	ERV NDB.....	Direct.....	4000		

Procedure turn E side of crs, 125° Outbd, 305° Inbd, 3700' within 10 miles of ERV NDB.
Final approach crs, 305°. Minimum altitude over ERV NDB, 2460'.
MSA: 000°-360°-3600'.
NOTES: (1) Use San Antonio altimeter setting when Louis Schreiner Field altimeter setting not received. (2) ERV NDB monitored sunrise to sunset only.
*MDA increased 180' when Louis Schreiner Field altimeter setting not received.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS	
C*.....	2460	1	844	2460	1	844	2460	1½	844	NA	
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.				

City, Kerrville; State, Tex.; Airport name, Louis Schreiner Field, Kerrville Municipal; Elev., 1616'; Facility, ERV; Procedure No. NDB (ADF)-1, Amdt. Orig.; Eff. date, 16 Oct. 69

RULES AND REGULATIONS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: PQN NDB.	
Hatfield Int.	PQN NDB	Direct	3300	Climb to 3300' on 005° bearing from NDB within 10 miles, return to NDB. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from threshold. 2000' unmarked tower 1.4 miles SE of airport at 43°57'25"/06°15'45". Runway 36, TDZ elevation, 1731'.	

Procedure turn E side of crs, 185° Outbd, 005° Inbd, 3300' within 10 miles of PQN NDB.

Final approach crs, 005°.

MSA: 045°-225°-3000'; 225°-315°-3800'; 315°-045°-3400'.

CAUTION: Turf Runways 9/27 unlighted.

NOTES: (1) Use FSD altimeter setting except for operators with approved weather reporting service. (2) Operators with approved weather reporting service may reduce all MDA's by 120'.

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

% IFR departure procedures: When weather is below 300-1 aircraft departing Runway 18 climb to 2500' on runway heading 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-36	2480	1	749	2480	1	749		NA			NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	2480	1	744	2480	1	744		NA			NA	
A	Not authorized.*			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Pipestone; State, Minn.; Airport name, Pipestone Municipal; Elev., 1739'; Facility, PQN; Procedure No. NDB (ADF) Runway 36, Amdt. Orig.; Eff. date, 16 Oct. 69

Terminal routes				Missed approach	
From—	To—	Via—	Minimum altitudes (feet)	MAP: 4.5 miles after passing Brighton LOM.	
Marion Int.	Brighton LOM	Direct	2200	Climb to 3000', right turn to R 208° ROC VORTAC to Spencerport Int and hold,* or when directed by ATC, climb to 2000' on 277° bearing from Brighton LOM, left turn to Brighton LOM. Hold E, 1 minute, right turns, 277° Inbd. Supplementary charting information: *Hold W, 1 minute, left turns, 118° Inbd. Pole 335' out from runway end and 500' right of centerline, 562'. Steel towers: 3.6 miles E of airport, 1635' and 2.6 miles SW of airport, 946'. Runway 28, TDZ elevation, 549'.	
Rochester VORTAC	Brighton LOM	Direct	2200		
Fishers Int.	Brighton LOM	Direct	2700		

Procedure turn N side of crs, 097° Outbd, 277° Inbd, 2000' within 10 miles of Brighton LOM.

FAF, Brighton LOM. Final approach crs, 277°. Distance FAF to MAP, 4.5 miles.

Minimum altitude over Brighton LOM, 2000'.

MSA: 010°-100°-2100'; 100°-190°-3300'; 19°-280°-2600'; 280°-010°-2100'.

NOTES: (1) ASR. (2) Multiple unshielded lights in final approach area. (3) Component inoperative table does not apply for HIRL or ALS Runway 28.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28	1340	RVR 50	791	1340	RVR 60	791	1340	1½	791	1340	1½	791
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1340	1	780	1340	1½	780	1340	1½	780	1340	2	780
A	Standard.			T 2-eng. or less—RVR 24', Runways 28 and 4; Standard all other runways.			T over 2-eng.—RVR 24', Runways 28 and 4; Standard all other runways.					

City, Rochester; State, N.Y.; Airport name, Rochester-Monroe County; Elev., 560'; Facility, RO(Brighton); Procedure No. NDB(ADF) Runway 28, Amdt. 14; Eff. date 16 Oct. 69; Sup. Amdt. No. 13; Dated, 22 July 67

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. 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
From—	To—	Via		
FOI VOR.....	CIN NDB.....	Direct.....	3000	MAP: CIN NDB. Climb to 2800' on 316° Bearing from NDB within 10 miles; return to NDB. Supplementary charting information: Final approach crs intercepts runway centerline 3700' from threshold, Runway 31, TDZ elevation, 1196'.
Manning Int.....	CIN NDB.....	Direct.....	3000	
Menlo Int.....	CIN NDB.....	Direct.....	3000	

Procedure turn E side of crs, 136° Outbound, 316° Inbound, 3000' within 10 miles of CIN NDB.

Final approach crs, 316°.

Minimum altitude over CIN NDB, 1840' * (1920' when using Des Moines altimeter setting).

MSA: 000°-300°-2800'.

CAUTION: Runways 3/21 unlighted.

NOTE: (1) Use Fort Dodge, Iowa, altimeter setting; when not available use Des Moines, Iowa, altimeter setting and increase all MDA's 100'. (2) Operators with approved weather reporting service may reduce all MDA's by 180'.

*Standard alternate minimums 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-31.....	1840	1	644	1840	1	644	1840	1½	644	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	1840	1	638	1840	1	638	1840	1½	638	NA	
A.....	Not authorized.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.				

City, Carroll; State, Iowa; Airport name, Arthur N. Neu; Elev., 1202'; Facility CIN; Procedure No. NDB (ADF) Runway 31, Amdt. 1; Eff. date, 16 Oct. 69; Sup. Amdt. No. Orig.; Dated, 19 Sept. 67

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
Chili Int.....	MFI NDB.....	Direct.....	3000	MAP: MFI NDB. Climb to 2800' on 033° bearing from NDB within 10 miles; return to NDB. Supplementary charting information: Final approach crs intercepts runway centerline 3700' from threshold, 1378' stack ½ mile N of airport, Runway 4, TDZ elevation, 1361'.
Junction City Int.....	MFI NDB.....	Direct.....	3000	

Procedure turn E side of crs, 213° Outbound, 033° Inbound, 2800' within 10 miles of MFI NDB.

Final approach crs, 033°.

MSA: 000°-090°-3000'; 090°-270°-2000'; 270°-360°-2000'.

NOTE: Use Wausau altimeter setting.

% IFR departure procedures: Aircraft departing Runways 4 and 34, climb to 1900' on runway heading before turning northbound.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4.....	1780	1	519	1780	1	519	1780	1	519	1780	1½	519
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1860	1	599	1860	1	599	1940	1½	679	1940	2	679
A.....	Not authorized.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Marshfield; State, Wis.; Airport name, Marshfield Municipal; Elev., 1261'; Facility, MFI; Procedure No. NDB (ADF) Runway 4, Amdt. 3; Eff. date, 16 Oct. 69; Sup. Amdt. No. 2; Dated, 21 Aug. 67

RULES AND REGULATIONS

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing LEI NDB.
RDU LOM.....	LEI NDB.....	Direct.....	2000	Climb to 3000' on 229° crs from LEI NDB within 15 miles; or, when directed by ATC, right turn climb to 2500' on R 322° of RDU VORTAC within 15 miles. Supplementary charting information: TDZ elevation, 435'.
RDU VORTAC.....	LEI NDB.....	Direct.....	2000	
Wendell Int.....	LEI NDB.....	Direct.....	2000	
Chapel Hill Int.....	LEI NDB.....	Direct.....	2000	
Durham Int.....	LEI NDB.....	Direct.....	2000	
Franklin Int.....	LEI NDB.....	Direct.....	2000	
Zebulon Int.....	LEI NDB.....	Direct.....	2000	

Procedure turn N side of crs, 040° Outbd, 229° Inbd, 2000' within 10 miles of LEI NDB.

FAF, LEI NDB. Final approach crs, 229°. Distance FAF to MAP, 4 miles.

Minimum altitude over LEI NDB, 1500'.

MSA: 000°-090°-1500'; 090°-180°-2500'; 180°-360°-2500'.

NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23.....	960	1	525	960	1	525	960	1	525	960	1 1/4	525
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	960	1	525	960	1	525	960	1 1/4	525	1000	2	565
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Raleigh; State, N.C.; Airport name, Raleigh-Durham; Elev., 435'; Facility, LEI; Procedure No. NDB (ADF) Runway 23, Amdt. 5; Eff. date, 16 Oct. 69; Sup. Amdt. No. 4; Dated, 13 Feb. 69.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 2370'; LOC 3.8 miles after passing BFD NDB.
BFD VORTAC.....	BFD NDB.....	Direct.....	3600	Climb to 3600' on crs 322° within 10 miles. Return to BFD NDB and hold. Supplementary charting information: Hold SE, 1 minute, left turn, 322° Inbd, 2261' light beacon 1500' down Runway 32 from threshold and 1373' left of centerline. Steel tower 6.5 miles NE BFD NDB, 2603'. Runway 32, TDZ elevation, 2120'.

Procedure turn W side of crs, 142° Outbd, 322° Inbd, 3600' within 10 miles of BFD NDB.

FAF, BFD NDB. Final approach crs, 322°. Distance FAF to MAP 3.8 miles.

Minimum glide slope interception altitude, 3600'. Glide slope altitude at OM, 3373'; at MM, 2330'.

Distance to runway threshold at OM, 3.8 miles; at MM, 0.5 mile.

MSA: 000°-360°-3800'.

NOTES: (1) Sliding scale not authorized. (2) Air carrier will not reduce landing visibility due to local conditions. (3) Inoperative table does not apply to HIRL Runway 32.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-32.....	2370	1	250	2370	1	250	2370	1	250	2370	1	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32.....	2420	1	300	2420	1	300	2420	1	300	2420	1	300
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	2580	1	457	2600	1	457	2600	1 1/4	457	2700	2	567
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Bradford; State, Pa.; Airport name, Bradford Regional; Elev., 2143'; Facility, I-BFD; Procedure No. ILS Runway 32, Amdt. Orig.; Eff. date, 16 Oct. 69.

RULES AND REGULATIONS

14841

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Minimum altitudes (feet)	Missed approach
From—	To—	Via			
Clifton Int.	AVN NDB	Direct	2700	MAP: ILS DH 785'; LOC 7 miles after passing AVN NDB.	Climb to 3000' left turn, to R 298° ROC VORTAC to Spencerport Int and hold,* or when directed by ATC, climb to 3000' on 041° crs, right turn to Brighton LOM, hold E, 1 minute, right turns, 377° Inbnd.
ROC VORTAC	AVN NDB	Direct	2700		
GEE VORTAC	AVN NDB (NOPT)	GEE R 340°, 8 miles SW LOC crs.	2700		
Linwood Int.	AVN NDB (NOPT)	Direct	2700		
Fishers Int.	AVN NDB	Direct	2700		Supplementary charting information: *Hold W, 1 minute, left turns, 118° Inbnd. Steel tower 3.6 miles E of airport 1035' and 2.6 miles SW of airport 940'. Chart centerline and touchdown lighting Runway 4 and centerline lighting Runway 22. Runway 4 TDZ elevation, 535'.

Procedure turn E side of crs, 221° Outbnd, 041° Inbnd, 2700' within 10 miles of Avon NDB.
FAF, AVN NDB. Final approach crs, 041°. Distance FAF to MAP, 7 miles.
Minimum altitude over OM without glide slope, 1623'.
Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 1623'; at MM, 735'.
Distance to runway threshold at OM, 4.1 miles; at MM, 0.5 mile.
MSA 25 miles of AVN NDB: 000°-090°-2100'; 090°-180°-3300'; 180°-270°-2900'; 270°-360°-2200'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-4	785	RVR 40	250	785	RVR 40	250	785	RVR 40	250	785	RVR 40	250
LOC	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4	1060	RVR 50	525	1060	RVR 50	525	1060	RVR 50	525	1060	RVR 60	525
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1080	1	520	1080	1	520	1080	1½	520	1120	2	560
A	Standard.			T 2-eng. or less—RVR 24', Runways 28 and 4; Standard all other runways.			T over 2-eng.—RVR 24', Runways 28 and 4; Standard all other runways.					

City, Rochester; State, N.Y.; Airport name, Rochester-Monroe County; Elev., 560'; Facility, I-MCU; Procedure No. ILS Runway 4, Amdt. 2; Eff. date, 16 Oct. 69; Sup. Amdt. No. 1; Dated, 4 Feb. 67

Terminal routes				Minimum altitudes (feet)	Missed approach
From—	To—	Via			
Marion Int.	Brighton LOM	Direct	2300	MAP: ILS DH, 799'. LOC, 4.5 miles after passing Brighton LOM.	Climb to 3000', right turn to R 298° ROC VORTAC to Spencerport Int and hold* or when directed by ATC, make left-climbing turn to 4000' to GEE VORTAC. Hold SE 1 minute, right turns, 333° Inbnd.
Rochester VORTAC	Brighton LOM	Direct	2300		
Fishers Int.	Brighton LOM	Direct	2700		
					Supplementary charting information: *Hold W, 1 minute, left turns, 118° Inbnd. Pole 335' out from runway end and 500' right of centerline, 562'. Steel towers: 3.6 miles E of airport, 1035' and 2.6 miles SW of airport, 940'. Runway 28, TDZ elevation, 549'.

Procedure turn N side of crs, 097° Outbnd, 277° Inbnd, 2100' within 10 miles of Brighton LOM.
FAF, Brighton LOM. Final approach crs, 277°. Distance FAF to MAP, 4.5 miles.
Minimum glide slope interception altitude, 2100'. Glide slope altitude at OM, 2018'; at MM, 778'.
Distance to runway threshold at OM, 4.5 miles; at MM, 0.6 mile.
MSA: 010°-100°-2100'; 100°-190°-3300'; 190°-280°-2600'; 280°-010°-2100'.
NOTES: (1) ASR. (2) Multiple unshielded lights in final approach area. (3) Glide slope unusable below 760'.
*Inoperative components table does not apply to ALS or HIRL.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-28*	799	RVR 50	250	799	RVR 50	250	799	RVR 50	250	799	RVR 50	250
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1080	1	520	1080	1	520	1080	1½	520	1120	2	560
LOC*	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28	1300	RVR 50	751	1300	RVR 60	751	1300	1½	751	1300	1½	751
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1300	1	740	1300	1½	740	1300	1½	740	1300	2	740
A	Standard.			T 2-eng. or less—RVR 24', Runways 28 and 4; Standard all other runways.			T over 2-eng.—RVR 24', Runways 28 and 4; Standard all other runways.					

City, Rochester; State, N.Y.; Airport name, Rochester-Monroe County; Elev., 560'; Facility, I-ROC; Procedure No. ILS Runway 28, Amdt. 18; Eff. date, 16 Oct. 69; Sup. Amdt. No. 17; Dated, 16 Sept. 67

15. 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	
240°	310°	10	2000							MTI must be operating for all surveillance approaches. Inoperative table does not apply to ALS Runway 28 nor HIRL's Runways 4-22 and Runway 28. Descend aircraft after passing final approach fix. 1. ASR Runway 19. FAF 5 miles from threshold. Minimum altitude over fix, 1160'. 902' tower 2.5 miles N of threshold. Runway 19, TDZ elevation, 560'. 2. ASR Runway 22. FAF 5 miles from threshold. Minimum altitude over fix, 1200'. 950' building 3 miles out from threshold, 1.5 miles E of centerline. Runway 22, TDZ elevation, 550'. 3. ASR Runway 28. FAF 5 miles from threshold. Minimum altitude over 3-mile fix, 1300'. Runway 28, TDZ elevation, 540'. 4. ASR Runway 1. FAF 5 miles from threshold. Runway 1, TDZ elevation, 550'. 5. ASR Runway 4. FAF 5 miles from threshold. Runway 4, TDZ elevation, 530'. 6. ASR Runway 10. FAF 5 miles from threshold. Runway 10, TDZ elevation, 550'.
310°	140°	15	2000	15-20	2300					
140°	160°	10	2000							
160°	240°	8	2000	8-10	2300					
260°	310°	10-20	2300							
140°	260°	10-15	2500	15-20	2800					

Missed approach: Runways 1-4 climb to 3000', left turn, Runways 19-22-28 climb to 3000'; right turn to R 208°, ROC VORTAC to Spencerport Int and hold W, 1 minute left turn, 115° Inbnd.
Runway 10 climb to 3000' right turn to R 134°, ROC VORTAC to Fishers Int and hold SE, 1 minute, left turn, 314° Inbnd.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-19	1160	1	600	1160	1	600	1160	1	600	1160	1½	600
22	1200	1	641	1200	1	641	1200	1½	641	1200	1½	641
28	1040	RVR 50	491	1040	RVR 50	491	1040	RVR 50	491	1040	RVR 50	491
1	980	1	424	980	1	424	980	1	424	980	1	424
4	1200	1	665	1200	1	665	1200	1½	665	1200	1½	665
10	940	¾	384	940	¾	384	940	¾	384	940	1	384
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C-1, 10, 28-4 19, 22	1200	1	640	1200	1	640	1200	1½	640	1200	2	640
A	Standard.			T 2-eng. or less—RVR 24', Runways 28 and 4; Standard all other runways.			T over 2-eng.—RVR 24', Runways 28 and 4; Standard all other runways.					

City, Rochester; State, N.Y.; Airport name, Rochester-Monroe County; Elev., 560'; Facility, Rochester Radar; Procedure No. Radar-1, Amdt. 4; Eff. date, 16 Oct. 69; Sup. Amdt. No. Radar 1, Amdt. 3; Dated, 27 Aug 66

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

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

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)										Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
040°	185°	0-20	1900							Descend aircraft after passing FAF 5 miles from runway threshold. Minimum altitude over 2 mile fix, all runways, 900'.
185°	040°	0-20	1800							
000°	112°	20-40	1900							
112°	135°	20-40	2000							
135°	185°	20-40	1900							
185°	000°	20-40	1800							TCZ elevation (feet)
										Runway number
										9..... 259
										17..... 288
										21..... 253
										27..... 291
										35..... 331
										3..... 260
										HIRLS Runways 9/27, 17/35.
										VASI Runway 27.
										TDZL Runway 35.

Radar azimuths are clockwise with distance and altitudes based on antenna located on Memphis International Airport. Radar will provide 1000' vertical clearance within 3-mile radius of following towers: 1340', 9.7 miles NE; 1340' 8 miles NE; 975' 9.2 miles NE; 1333' 8.7 miles NE.

Missed approach: Runways 17, 21, 27—Climbing left turn to 1900' direct to MEM VORTAC and hold S, 1 minute, right turns, 346° Inbnd. Runways 3, 9, 35—Climbing right turn to 1900' direct to MEM VORTAC and hold S, 1 minute, right turns, 346° Inbnd.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-0.....	580	RVR 40	321	580	RVR 40	321	580	RVR 40	321	580	RVR 50	321
S-17.....	640	3/4	352	640	3/4	352	640	3/4	352	640	1	352
S-21.....	640	1	387	640	1	387	640	1	387	640	1	387
S-27.....	660	1	369	660	1	369	660	1	369	660	1	369
S-35.....	680	RVR 40	349	680	RVR 40	349	680	RVR 40	349	680	RVR 50	349
S-3.....	680	1	420	680	1	420	680	1	420	680	1	420
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	740	1	409	800	1	469	800	1 1/2	469	900	2	569
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, Memphis Radar; Procedure No. Radar-1, Amdt. 16; Eff. date, 16 Oct. 69; Sup. Amdt. No. 18; Dated, 29 May 69

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)										Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
As established by San Juan ASR minimum altitude vectoring chart dated Apr. 15, 1969.										Descend aircraft to MDA after FAF. ASR Runway 25, FAF 5 miles from threshold. Supplementary charting information; Runway 25, TDZ elevation, 7'.

Missed approach: Missed approach point—5 miles after passing FAF. Climb to 1600', right turn to R 350°, within 10 miles of SJU VORTAC.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25.....	400	1	393	400	1	393	400	1	393	400	1	393
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	500	1	491	500	1	491	500	1 1/2	491	500	2	551
A.....	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, San Juan; State, P.R.; Airport name, Puerto Rico International; Elev., 9'; Facility, San Juan Radar; Procedure No. Radar-1, Amdt. 5; Eff. date, 16 Oct. 69; Sup. Amdt. No. 4; Dated, 30 May 68

These procedures shall become effective on the dates specified therein.

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

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

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

[F.R. Doc. 69-11049; Filed, Sept. 25, 1969; 8:45 a.m.]

Chapter II—Civil Aeronautics Board

SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. ER-586]

PART 241—UNIFORM SYSTEM OF ACCOUNTS AND REPORTS FOR CERTIFICATED AIR CARRIERS

Modernization of Traffic and Capacity Data Collection System; Correction

F.R. Doc. 69-11226 published at page 14584 in the issue dated Friday, September 19, 1969, is corrected as follows:

Following the adoption date, in the fourth paragraph of the preamble, add the following to the sentence "The principal modifications to the proposal are:

(6) There will be restricted access by the public to service segment data for a period of 12 months following the close of the calendar year to which such data pertain."

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 69-11483; Filed, Sept. 25, 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

SUBCHAPTER B—HUNTING AND POSSESSION OF WILDLIFE

PART 10—MIGRATORY BIRDS

Open Seasons, Bag Limits, and Possession of Certain Migratory Game Birds

F.R. Doc. 69-10471 appearing at page 14028 in the issue of Thursday, September 4, 1969, is amended as follows:

1. In § 10.53, paragraph (f), the first sentence of footnote 6 is revised by deleting the date "December 21" and inserting the date "January 11." As amended § 10.53(f), the first sentence of footnote 6 reads as follows:

* Illinois: In the Illinois counties of Alexander, Jackson, Union, and Williamson, the season for geese is November 17-January 11.

2. In § 10.53, paragraph (f), footnote 12 is revised by deleting the date "December 28" and inserting the date "November 18." As amended § 10.53(f), footnote 12 reads as follows:

12 In the Squaw Creek area consisting of Atchison and Holt Counties, and those portions of Andrew and Nodaway Counties lying west of U.S. Highway 71, Canada geese may be taken only during the period from October 20-November 18; and in this area the daily bag limit is 1 Canada goose and the possession limit is 2 Canada geese.

3. In § 10.53, paragraph (h), footnote 3 is amended to read:

* Geese: Except that in all States in the Flyway, the daily bag limit may not include

more than 3 geese of the dark species; and the daily bag and possession limit may not exceed more than 1 Ross' goose.

(40 Stat. 755; 16 U.S.C. 703 et seq.)

Effective date. Notice and public procedure thereon having been found to be impracticable, these amendments shall become effective upon publication in the FEDERAL REGISTER.

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

SEPTEMBER 22, 1969.

[F.R. Doc. 69-11467; Filed, Sept. 25, 1969;
8:46 a.m.]

Title 46—SHIPPING

Chapter II—Maritime Administration, Department of Commerce

SUBCHAPTER G—EMERGENCY OPERATIONS

[General Order 82, 21st Rev.]

PART 309—VALUES FOR WAR RISK INSURANCE

Sections 309.1-309.101 of this part are hereby revised to read as follows:

FINDINGS AND SCOPE

Sec.	Findings.
309.1	Findings.
309.2	Scope.

BASIC VALUES

309.3	Vessels built during or after 1939.
309.4	Vessels built prior to 1939.

GENERAL PROVISIONS

309.5	Adjustments for condition, equipment and other considerations.
309.6	Definitions.
309.7	Modifications.
309.8	Vessel data forms.

VALUES FOR INDIVIDUAL VESSELS

309.101	Values effective July 1, 1969.
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AUTHORITY: Sections 309.1 through 309.101 issued under sec. 304, 49 Stat. 1987, as amended, sec. 1209, 64 Stat. 775, as amended, 70 Stat. 984; 46 U.S.C. 1114, 1289.

FINDINGS AND SCOPE

§ 309.1 Findings.

The Ship Valuation Committee, Maritime Administration, has found that the values provided in this part constitute just compensation for the vessels to which they apply, computed in accordance with subsection 902(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1242), pursuant to section 1209(a), Merchant Marine Act, 1936, as amended (46 U.S.C. 1289(a)), and the authority delegated to the Maritime Administrator by the Secretary of Commerce in section 3 of Department Order No. 117-A, effective May 20, 1966 (31 F.R. 8087), and redelegated to the Ship Valuation Committee.

§ 309.2 Scope.

(a) *Vessels included.* (1) This part establishes values for self-propelled oceangoing iron and steel vessels (other than vessels excluded pursuant to paragraph (b) of this section) for which war risk insurance is provided by the Maritime Administration pursuant to title

XII, Merchant Marine Act, 1936, as amended (46 U.S.C. 1281-1294). The values established by §§ 309.1-309.101 represent the maximum amounts for which the Maritime Administration will provide war risk hull insurance for damage to or actual or constructive total loss of the vessel and for which claims for damage to or actual or constructive total loss of such insured vessels may be adjusted, compromised, settled, adjudged, or paid by the Maritime Administration with respect to insurance attaching during the period July 1, 1969, to December 31, 1969, inclusive, under the standard forms of war risk hull insurance interim binder or policy prescribed by §§ 308.106 and 308.107 of this chapter (General Order 75, 2d Rev., as amended): *Provided, however,* That if there is a substantial change in market values during said period, the Maritime Administration reserves the right to revise the values provided for herein or determined pursuant hereto at any time during said period.

(2) It is contemplated that the next revised values will be published as soon as practicable after January 1, 1970, to be effective with respect to insurance attaching during the period January 1, 1970, to June 30, 1970, inclusive.

(b) *Vessels excluded.* The values established pursuant to §§ 309.3 through 309.5 do not apply to passenger vessels, lumber schooners, car ferries, seatrains, cable ships, bulk cement and ore carriers, vessels operated on the Great Lakes and inland waterways, fully refrigerated vessels, vessels of less than 1,500 gross tons, or any other vessels or class of vessels to which the Maritime Administration finds that the provisions of said sections would not be appropriate. Values for vessels excluded by this paragraph (b) shall be specifically determined by the Maritime Administration and set forth in § 309.101, revised, as provided therein.

(c) *Fuel, stores, and supplies.* Values for fuel, stores, and supplies shall be determined in accordance with §§ 309.201 through 309.204 (General Order 100, 29 F.R. 2944, Mar. 4, 1964; 29 F.R. 3706, Mar. 25, 1964).

BASIC VALUES

§ 309.3 Vessels built during or after 1939.

(a) *Basic values.* The values of vessels built during or after 1939 shall be determined in accordance with this section, subject to the applicable adjustments provided in § 309.5.

(b) *War-built vessels.* (1) The values of the standard types of war-built vessels under U.S. flag listed in this subparagraph (1) which have the lawful right to engage in the coastwise trade of the United States (which are the current domestic market values of such vessels as determined by the Ship Valuation Committee) are as follows:

Standard-type vessel:	Value
EC2-S-C1	\$150,000
EC2-S-AW1	150,000
VC2-S-AP2	330,000
C1-M-AV1	130,000
C1-A and B (Steam)	200,000
C1-A and B (Diesel)	185,000

C2-S-B1	350,000
C3-S-A2	700,000
C4-S-B5	1,350,000
T1-M-BT	160,000
T2-SE-A1	640,000
T3-S-BZ1	930,000
T3-S-A1	590,000

(2) The values of the standard types of war-built vessels under U.S. flag listed in this subparagraph (2) which do not have the lawful right to engage in the coastwise trade of the United States (which are the current domestic market values of such vessels as determined by the Ship Valuation Committee) are as follows:

Standard-type vessel:	Value
VC2-S-AP2	\$300,000
T2-SE-A1	350,000

(3) The values of the standard types of war-built vessels under foreign flag listed in this subparagraph (3) (which are the lower of (i) the restricted world market values, or (ii) the domestic market values of comparable U.S.-flag vessels which do not have the lawful right to engage in the coastwise trade of the United States, as determined by the Ship Valuation Committee) are as follows:

Standard-type vessel:	Value
T2-SE-A1	\$290,000
T3-S-A1	260,000

(4) The values of the standard subtypes of war-built vessels listed in this subparagraph (4) shall be determined as follows:

(i) If the subtype vessel is under U.S. flag and has the lawful right to engage in the coastwise trade of the United States, by multiplying the basic value of the standard-type vessel listed in subparagraph (1) of this paragraph by the factor shown opposite the subtype in the table set forth in this subparagraph (4), or

(ii) If the subtype vessel is under the U.S. flag but does not have the lawful right to engage in the coastwise trade of the United States, by multiplying the basic value of the standard-type vessel listed in subparagraph (2) of this paragraph by the factor shown opposite the subtype in the table set forth in this subparagraph (4), or

(iii) If the subtype vessel is under foreign flag, by multiplying the basic value of the standard type vessel listed in subparagraph (3) of this paragraph by the factor shown opposite the subtype in the table set forth in this subparagraph (4).

Subtype:	Factor
VC2-S-AP3	106%—VC2-S-AP2
C2-S-A1	80%—C2-S-B1
C2-S-AJ1	100%—C2-S-B1
C2-S-AJ2	100%—C2-S-B1
C2-S-AJ3	100%—C2-S-B1
C2-S-AJ5	100%—C2-S-B1
C2	88%—C2-S-B1
C2-S-E1	102%—C2-S-B1
C2-F	100%—C2-S-B1
C2-S	92%—C2-S-B1
C3	90%—C3-S-A2
C3-S-A1	100%—C3-S-A2
C3-S-A3	76%—C3-S-A2
C3-S-A4	106%—C3-S-A2
C3-S-A5	106%—C3-S-A2
C3-E	71%—C3-S-A2

C3-M	100%—C3-S-A2
C3-S-BH1	100%—C3-S-A2
C3-S-BH2	100%—C3-S-A2
C4-S-A4	100%—C4-S-B5
T1-M-BT1	100%—T1-M-BT
T1-M-BT2	100%—T1-M-BT
T2-SE-A2	108%—T2-SE-A1

(c) *Other vessels.* The value of a vessel built during or after 1939 which is not included in paragraph (b) of this section shall be the current domestic market value as determined by the Maritime Administration.

§ 309.4 Vessels built prior to 1939.

The values of vessels built prior to 1939 shall be specifically determined by the Maritime Administration and set forth in § 309.101.

GENERAL PROVISIONS

§ 309.5 Adjustments for condition, equipment and other considerations.

The basic values provided in § 309.3 shall be adjusted for individual vessels to the extent provided in paragraphs (a) to (c) of this section.

(a) *Adjustment for a vessel of substandard condition.* If the Maritime Administration determined that a vessel is not in class or is in substandard condition for a vessel of her type or subtype and age, there will be subtracted from the basic value of such vessel, as determined pursuant to § 309.3, the amount estimated by the Maritime Administration as the cost of putting the vessel in class or the amount estimated by the Maritime Administration as the difference in value of the substandard vessel and a vessel in standard condition.

(b) *Special equipment.* For any special equipment of material utility in the handling of cargo or utilization of the vessel, not otherwise included in determining the basic value pursuant to § 309.3, if the depreciated reproduction cost less construction subsidy, if any, of all such special equipment is in excess of \$50,000, an allowance in such amount as the Maritime Administration shall determine to be the fair and reasonable value of such equipment, shall be added to the basic value.

(c) *Government installations.* The values provided by §§ 309.1–309.101 shall not include any allowance for any special installations or equipment to the extent that their cost was borne by the United States.

§ 309.6 Definitions.

(a) *Date vessel is built.* The date a vessel is built is the date upon which the vessel is delivered by the shipbuilder.

(b) *Deadweight tonnage.* The deadweight tonnage of a vessel means her deadweight capacity established in accordance with normal Summer Freeboard as assigned pursuant to the International Load Line Convention, 1966, and shall be her capacity (in tons of 2,240 pounds) for cargo, fuel, fresh water, spare parts, and stores, but exclusive of permanent ballast.

(c) *Speed of vessel.* The speed of a vessel means the speed determined in

accordance with the formulae provided in Part 246 of this chapter (General Order 43, 3d Rev.).

(d) *Passenger vessel.* A passenger vessel is a ship which carries more than 12 passengers.

(e) *Vessel.* The stated valuation of a vessel in this part applies to a vessel in Class A-1 American Bureau of Shipping or equivalent, with all required certificates, including but not limited to marine inspection certificates of the U.S. Coast Guard, Department of Transportation, with all outstanding requirements and recommendations necessary for retention of class accomplished, without regard to any grace period; and so far as due diligence can make her so, tight, staunch, strong, and well and sufficiently tacked, appareled, furnished, and equipped, and in every respect seaworthy and in good running condition and repair, with clean swept holds and in all respects fit for service. A vessel in substandard condition is subject to § 309.5(a). The stated valuation of a vessel provided in this part does not include vessel stores and supplies, which consist of (1) Consumable Stores, (2) Subsistence Stores, (3) Slop Chest, (4) Bar Stock, and (5) Fuel, as defined in Maritime Administration Inventory Manual, Vessel Inventories, Part I, and Maritime Administration Inventory Books Forms MA-4736, A through K, which will be valued separately.

§ 309.7 Modifications.

The Maritime Administration reserves the right to exempt specific vessels from the scope of this part, or to amend, modify, or terminate the provisions hereof.

§ 309.8 Vessel data forms.

(a) *To accompany application for insurance.* Each application for war risk hull insurance submitted in accordance with § 308.101 of this chapter (General Order 75, 2d Revision, as amended) shall be accompanied by information relating to the vessel for use by the Maritime Administration in determining the value pursuant to this part. The information shall be submitted in duplicate on the applicable form prescribed in this section, copies of which may be obtained from the American War Risk Agency, 99 John Street, New York, N.Y. 10038, or the Chief, Division of Insurance, Maritime Administration, Washington, D.C. 20235.

(b) *Vessels of 1,500 gross tons or more.* Vessel data for all vessels of 1,500 gross tons or more shall be submitted on Form MA-510.

(c) *Vessels under 1,500 gross tons.* Vessel data for all vessels under 1,500 gross tons shall be submitted on Form MA-511.

(d) *Modification to vessels.* Revised vessel data shall be submitted on the appropriate form prescribed above whenever a vessel undergoes a physical change which increases or decreases its value by 5 percent or more.

VALUES FOR INDIVIDUAL VESSELS

§ 309.101 Values effective July 1, 1969.

(a) *Vessels covered by §§ 309.3 through 309.5.* (1) The Maritime Administration has found that the values established in

accordance with §§ 309.3-309.5 constitute just compensation for the vessel to which they apply, computed as provided in sections 902(a) and 1209(a), Merchant Marine Act, 1936, as amended; and pursuant thereto has determined the values of the vessels covered by interim binders for war risk hull insurance, Form MA-184, prescribed by Part 308 of this chapter.

(2) The interim binders listed below shall be deemed to have been amended as of July 1, 1969, by inserting in the space provided therefor or in substitution for any value now appearing in such space the stated valuation of the vessels set forth below for the binders and vessels as designated. Such stated valuation shall apply with respect to insurance attaching during the period July 1, 1969, to December 31, 1969, inclusive: *Provided, however*, That if there is a substantial change in market values during said period, the Maritime Administration reserves the right to revise the values provided for herein or determined pursuant hereto at any time during said period: *And provided further*, That the Assured shall have the right within 60 days after date of publication of these §§ 309.1-309.101 or within 60 days after the attachment of the insurance under said binder, whichever is later, to reject such valuation and proceed as authorized by section 1209 (a) (2), Merchant Marine Act, 1936, as amended.

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
870	Achilles	281702	\$7,750
1660	Adabelle Lykes	291609	3,490
2144	Alouandra	244018	1,750
1426	African Comet	289281	4,330
720	African Crescent	250661	700
1683	African Dawn	291781	4,405
722	African Glade	245335	350
723	African Glen	247294	350
725	African Lightning	251451	700
1558	African Mercury	290143	4,425
1508	African Meteor	289792	4,365
720	African Moon	251175	700
1607	African Neptune	280485	4,425
730	African Planet	248660	700
731	African Rainbow	250116	700
732	African Star	249351	700
1656	African Sun	291026	4,495
1751	Almee Lykes	292614	3,490
1269	Alaska Bear	246004	350
2501	Alaskan Mail	517120	8,050
2452	Albany	509597	1,465
1790	Alcoa Commander	248327	350
1793	Alcoa Explorer	248335	350
1620	Alcoa Mariner	247772	350
1745	Alcoa Marketer	245320	350
1711	Alcoa Master	253572	350
1802	Alcoa Trader	248144	350
1749	Alcoa Voyager	253289	350
1828	Alison Lykes	293817	3,490
1652	Alma Victory	248201	350
370	Almeria Lykes	248696	700
352	Aloha State	243297	700
2583	American Astronaut	520694	8,870
1493	American Challenger	289699	4,425
1618	American Champion	290624	4,425
1557	American Charger	290089	4,425
1652	American Chieftain	291620	4,425
531	American Clipper	240106	350
1972	American Concor	252347	700
1670	American Corsair	291629	4,425
1605	American Courier	290225	4,425
831	American Eagle	278327	5,950
1769	American Falcon	252324	700
534	American Forester	248074	350
1791	American Hawk	248969	700
2446	American Lancer	514261	8,870
2550	American Lark	518444	8,870
2466	American Legion	515155	8,870
2485	American Liberty	516464	8,870

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
2518	American Lynx	517430	8,870
545	American Miller	243873	350
1688	American Oriole	252304	700
2236	American Pride	247252	350
1924	American Racer	297001	5,350
1989	American Ranger	298270	5,350
2039	American Reliance	299371	5,350
1679	American Robin	242411	700
1902	American Trader	244855	4,620
500	American Traveler	249123	350
2285	Amerigo	246798	350
272	Ames Victory	247252	350
1485	Amoco Connecticut	242881	1,615
1488	Amoco Delaware	245028	1,630
1798	Amoco Louisiana	244329	1,745
1484	Amoco New York	244801	640
1486	Amoco Virginia	243518	1,745
641	Amstank	247098	930
1914	Anchorage	246736	2,875
2211	Andrew Jackson	247303	357
19	Angelo Petri	243882	3,300
1040	A. N. Kemp	149	740
2212	Antinous	245979	357
678	Arizona	296534	2,630
2115	Arizpa	251507	1,750
1444	Arizona Standard	248736	640
716	Ashley Lykes	292191	3,400
1039	Atboll McBean	141	735
232	Atlantic Communicator	298196	3,650
253	Atlantic Endeavor	277623	5,320
234	Atlantic Engineer	261167	3,130
1004	Atlantic Enterprise	276911	5,200
1848	Atlantic Heritage	293299	11,585
1006	Atlantic Navigator	261423	3,165
1500	Atlantic Prestige	299972	7,350
2209	Atlantic Trader	248007	1,730
418	Attleboro Victory	247475	3,300
1435	Austin	247455	2,280
2083	Australian Galaxy	248813	350
2093	Australian Gem	248815	350
2094	Australian Gulf	248812	350
2099	Australian Isle	256787	366
2040	Australian Reef	244620	366
210	Avila	267181	1,240
2586	Azalea City	245436	1,750
707	Badger State	245136	350
2067	Baltimore Trader	245965	640
980	Barbara	248079	2,200
347	Barbara Jane	278103	5,320
708	Bay State	254012	350
1915	Bay State	254130	350
2482	Beauregard	251508	1,750
607	Bethford	242406	640
608	Bethel	250634	1,675
419	Biddeford Victory	248433	300
2587	Bienville	243438	1,750
710	Blue Grass State	253866	350
2107	Bolse Victory	248786	350
1986	Bowling Green	244750	350
1816	Bradford Island	247640	640
1490	Brazos	247583	3,575
1563	Brighton	4445-59	2,415
1414	Brinton Lykes	288699	3,490
2558	Buckeye Atlantic	250271	700
2559	Buckeye Pacific	251767	700
353	Buckeye State	244577	700
2567	Buckeye Victory	243244	350
1348	California	257232	4,650
425	California Bear	296977	2,630
297	Californian	249239	2,255
963	California Standard	392403	225
1949	Calmar	247756	3,875
426	Canada Bear	247385	350
1974	Canada Mail	297570	5,045
2390	Canterbury Falcon	247590	350
1370	Cantrany	247452	2,250
07	Carbide Seadrift	241851	1,875
08	Carbide Texas City	242532	1,875
596	Carawba Ford	245620	965
1690	C. E. Dant	290262	4,650
2455	Centerville	244881	350
1031	Chancellorsville	244460	2,130
373	Charles Lykes	248487	350
1753	Charlotte Lykes	252782	3,490
2436	Chatham	247366	330
2574	Chatham	252493	350
243	Chena	242704	162
597	Cherry Valley	242531	640
964	Chevron	250641	160
1582	Chevron Antwerp	279632	920
1579	Chevron Genoa	224848	605
1584	Chevron Liege	272082	920
1041	Chevron Transporter	132	725
1586	Chevron Venice	207647	610
610	Chilore	253219	1,675
1408	China Bear	286604	5,350
2575	Choctaw	242785	350
1788	Christopher Lykes	293220	3,490
1637	Cibao	251966	465
1813	Cities Service Baltimore	271866	5,105
1814	Cities Service Miami	272077	5,130
1815	Cities Service Norfolk	272839	5,230
1050	Cities Service Valley Forge	401	1,335

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
2569	Citrus Packer	247321	700
2214	City of Alma	247562	357
2410	Claborn	242378	350
1967	Cleveland	243450	640
186	Colina	242775	640
2237	Colorado	245104	640
2478	Colorado	515976	7,000
2540	Columbia	247519	2,300
2377	Columbia Banker	248842	330
2479	Columbia Baron	245377	350
2561	Columbia Beaver	252443	350
2414	Columbia Eagle	247080	350
2474	Columbia Tiger	252445	350
2582	Columbia Trader	247765	330
1628	Comayagua	249650	530
1997	Commander	245309	2,255
2227	Connecticut	277291	6,300
1673	Conoco Arrow	1712	830
1588	Conoco Dubal	1650	865
1587	Conoco Seca	1635	815
1589	Conoco Sopl	1095	865
2372	Container Despatcher	249749	5,680
2373	Container Forwarder	250117	5,680
712	Cooper State	244137	700
2426	Corco El Tigre	2609	1,585
2302	Cortez	253116	350
2468	Cortland	244878	330
713	Cotton State	248440	330
2541	Cottonwood Creek	246864	1,230
1305	Council Grove	247896	2,175
1051	Cradle of Liberty	467	1,365
2549	C. V. Lighting	518083	6,170
2490	C. V. Sea Witch	680944	6,170
137	Cynthia Olson	253441	94
1343	David D. Irwin	242534	2,325
212	David E. Day	248880	1,900
2449	DaGama	249174	350
318	Del Alba	244963	350
221	Delaware Getty	267997	3,200
165	Delaware Sun	264853	3,185
319	Del Campo	241923	185
320	Del Mar	251452	485
321	Del Mundo	245376	350
322	Del Norte	250933	485
1225	Del Oro	266185	4,020
324	Del Rio	249480	4,020
327	Del Sol	265171	4,020
328	Del Sud	261453	485
2500	Delta Argentina	512953	4,835
2497	Delta Brasil	514758	4,835
2532	Delta Mexico	517540	4,835
2498	Delta Paraguay	519101	4,835
2499	Delta Uruguay	516900	4,835
329	Del Valle	245372	350
2215	De Soto	245398	357
375	Dick Lykes	248488	350
376	Doctor Lykes	249083	700
377	Dolly Turman	249747	350
2390	Dolly Turman	546641	5,200
1681	Daval	246561	200
700	Eagle Courier	277710	5,600
699	Eagle Transporter	277710	5,490
697	Eagle Traveler	276442	6,350
698	Eagle Voyager	278234	6,380
2320	Eastern Star	247865	330
167	Eastern Sun	270025	3,625
157	Edipen	267144	2,900
2420	Eldorado	252857	350
378	Elizabeth Lykes	247822	350
2086	Elizabeth Lykes	290702	4,985
1917	Elizabethport	297001	3,945
1623	Elwell	245837	350
705	Empire State	248212	350
2451	Ericson	249283	350
830	Erna Elizabeth	280193	6,185
1629	Esparita	248253	330
2048	Esso Australia	3877 NY	650
1812	Esso Biopots		650
1378	Esso Colon		650
1813	Esso Montevideo		650
1315	Esso Santos		650
1898	Esso Seattle	277935	5,870
2117	Esso Spain		5,005
379	Eugene Lykes	248051	350
2079	Evanthine	240203	650
354	Evergreen State	257827	700
842	Exbrook	249173	532
846	Excelsior	243801	532
848	Exchequer	244129	532
849	Exchequer	248120	532
850	Executor	248747	532
853	Exford	249454	532
855	Exilona	252303	532
858	Expedito	251071	532
860	Export Adventurer	284024	3,350
861	Export Agent	283636	3,350
862	Export Aide	284516	3,350
863	Export Ambassador	283150	3,350
1296	Export Banner	286124	4,270
1354	Export Bay	280965	4,270
1372	Export Builder	287381	4,270
1401	Export Buyer	288076	4,270
1726	Export Challenger	292227	4,455
1771	Export Champion	292669	4,430
1712	Export Commerce	291731	4,470

RULES AND REGULATIONS

14847

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)	Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)	Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
1001	Export Courier	289947	\$4,380	2306	Howell Lykes	507344	\$5,200	1890	Mormacargo	296216	\$5,030
804	Exporter	249062	532	2542	Hudson	244463	1,230	29	Mormacargo	283541	4,000
805	Express	252376	532	2472	Hurricane	257262	700	30	Mormacargo	284185	4,075
1538	Express Virginia	249230	350	2578	Iberville	248489	357	1353	Mormacargo	286749	4,100
2073	Fairlie	243627	350	679	Idaho	252271	700	31	Mormacargo	250160	742
2588	Fairland	243073	1,750	2534	Idaho	518434	7,000	2031	Mormacargo	299008	5,030
2516	Fairport	249072	357	968	Idaho Standard	245461	640	33	Mormacargo	248393	350
2491	Fairview	247570	350	249	Ilamma	246848	163	34	Mormacargo	248650	350
2457	Falmouth	246897	350	677	Illinois	249057	2,630	1241	Mormacargo	285283	4,075
2576	Fanwood	252355	350	432	India Bear	252598	350	37	Mormacargo	249099	742
133	Floridan	282733	1,005	2526	Indian Mail	517717	8,050	39	Mormacargo	249812	742
1810	Flower Hill	252445	350	1787	Inger	248011	3,045	40	Mormacargo	294802	4,075
1499	Flying Clipper	252991	350	387	James Lykes	280594	3,210	41	Mormacargo	250161	742
1480	Flying Cloud	247000	350	414	James McKay	247997	350	1937	Mormacargo	290947	5,030
1470	Flying Endeavor	241036	322	433	Japan Bear	270296	2,920	42	Mormacargo	290539	742
1479	Flying Enterprise II	245734	322	1418	Japan Mail	287976	4,560	44	Mormacargo	245955	350
1474	Flying Fish	241089	322	945	Jawa Mail	252478	700	46	Mormacargo	250541	742
2305	Flying Foam	230905	700	1364	Jean Lykes	287103	3,355	47	Mormacargo	247477	350
1471	Flying Hawk	240632	322	1285	J. E. Dyer	274440	5,430	48	Mormacargo	282295	3,955
584	Port Fetterman	244935	1,735	2516	Jeff Davis	246742	700	1963	Mormacargo	297384	5,030
1211	Port Hoskins	248735	2,300	274	Jefferson City Victory	247345	350	50	Mormacargo	248745	700
347	Fortuna	245880	150	388	Jesse Lykes	247992	350	51	Mormacargo	250540	742
180	Fort Worth	247276	4,115	970	J. H. MacFarrell	248806	640	1242	Mormacargo	288860	4,075
408	Four Lakes	244971	1,830	973	J. H. Tuttle	242955	635	1384	Mormacargo	287909	4,265
1630	Fra Berlanga	247162	530	967	J. L. Hannan	248531	640	1904	Mormacargo	296632	5,030
380	Frank Lykes	245540	350	2579	John B. Waterman	249234	357	2546	Mormacargo	240590	700
2300	Frederick Lykes	406812	5,200	1017	John F. Shen	247095	750	281	Mormacargo	291478	8,870
962	F. S. Bryant	250827	585	389	John Lykes	282772	3,210	1772	Mount Washington	293097	11,380
1035	Gage Land	217	790	290	Joseph Lykes	281326	3,210	2430	Mystic Mariner	248143	350
585	Gaines Mill	244464	1,640	586	Julburg	243523	1,840	250	Nadina	245864	158
1839	Garden City	252444	350	1632	Junior	248767	630	588	Nadine	244063	1,225
948	Garden State	248057	350	413	Kendall Fish	248490	350	1243	Nancy Lykes	247307	3,355
2389	Gateway City	251506	1,750	416	Kenneth McKay	247581	350	648	Nashbulk	279688	680
2421	Genevieve Lykes	513140	5,415	598	Keystone	296730	1,295	1758	National Defender	244235	10,815
384	Gibbes Lykes	245182	350	356	Keystone State	247763	1,350	2034	Neches	244235	640
1885	Glory of the Seas	245169	350	599	Keytaker	255944	1,275	251	Neuma	247015	130
428	Golden Bear	290028	2,920	600	Keytrader	297003	1,325	1441	Neunda Standard	247738	640
714	Golden State	246544	330	1996	Kings Point	230334	630	421	Newberry Victory	248400	330
355	Gopher State	244979	700	434	Korea Bear	299968	2,920	169	New Jersey Sun	295748	3,255
2073	Green Bay	288912	1,465	2265	Korean Mail	518517	8,050	2038	New York	283630	1,005
885	Green Cove	247268	350	2223	Kyska	248654	357	2278	New York Getty	297198	3,295
2408	Green Forest	508061	1,500	2515	Lafayette	253476	700	2527	Noonday	248844	700
886	Green Harbour	247760	750	2470	La Salle	287331	700	399	Norman Lykes	249018	700
887	Green Island	247079	750	13	Leland I. Doan	284217	8,450	2522	Northern Star	247872	330
2036	Green Lake	248700	1,465	1352	Leslie Lykes	287416	3,355	2119	Northfield	243253	2,045
960	Green Mountain State	247158	330	2403	Letitia Lykes	512187	5,415	2383	North Hills	245040	350
1901	Green Ridge	247322	700	1052	Liberty Bell	519	1,375	268	Northwestern Victory	247492	350
2409	Green Port	510015	1,500	1633	Limon	247552	530	1466	Norwalk	245848	200
2406	Green Springs	248701	1,500	392	Lipcomb Lykes	248897	700	2356	Observer	505883	2,795
889	Green Valley	247950	750	2374	Lompoc	248653	640	2458	Oceanic Online	244012	350
2407	Green Wave	508060	1,500	715	Lonestar State	242765	700	2460	Oceanic Tide	244612	350
2280	Gretche	243375	350	267	Longview Victory	247077	350	2461	Oceanic Victory	247440	330
1983	Gulf Banker	293249	3,630	1918	Los Angeles	241153	3,945	170	Ohio Sun	244089	640
790	Gulfbearer	247309	1,500	393	Louis Lykes	247582	350	2381	Old Westbury	245338	350
791	Gulfbearer	243657	1,570	2062	Louis Lykes	299688	4,995	1375	Oregon	287875	4,650
792	Gulfbearer	270334	5,575	2023	Louisiana Brimstone	247757	5,500	435	Oregon Bear	294497	2,630
793	Gulfbearer	245727	1,440	226	Louisiana Getty	3,740	3,740	1947	Oregon Mail	296779	4,975
1840	Gulf Farmer	294625	3,630	367	Louisiana Sulphur	242964	1,300	971	Oregon Standard	246773	640
794	Gulfharbor	246972	1,440	179	Lyons Creek	245450	895	1806	Oswego Defender	1589	2,600
795	Gulflink	275193	5,835	2224	Madaket	246992	357	1807	Oswego Freedom	1448	2,390
796	Gulflink	277183	6,100	716	Magnolia State	247144	330	2385	Oswego Glory	2809	7,990
797	Gulflink	246990	1,675	2089	Malden Creek	248698	357	2402	Oswego Guardian	2869	8,180
806	Gulflink	254406	625	2233	Mallory Lykes	504677	4,995	2088	Oswego Independence	2945	3,780
1932	Gulf Merchant	297329	3,795	275	Mankato Victory	248730	350	2071	Oswego Liberty	2304	3,780
798	Gulfoil	283424	5,670	2105	Marathon Victory	248568	350	1808	Oswego Reliance	1522	2,500
799	Gulfoil	246543	1,625	1899	Margaret Lykes	293555	3,490	2235	Oswego Venture	2545	3,940
800	Gulfoil	279769	5,335	2284	Marine Chemical	244942	880	2465	Oversens Allee	514028	11,125
801	Gulfoil	276034	5,970	2067	Marine Clipper	248465	520	1827	Oversens Anna	296619	3,220
802	Gulfoil	275583	5,895	15	Marine Dow Chem	267378	5,560	2506	Oversens Audrey	517186	11,335
803	Gulfoil	247524	1,740	2133	Marine Floridian	246836	5,365	2344	Oversens Carrier	243563	2,175
804	Gulfoil	246424	1,150	1812	Marine Texan	247563	5,325	2112	Oversens Dinny	244215	350
1903	Gulfoil	296880	3,795	1810	Marine Electric	245675	2,610	2443	Oversens Edgar	243882	1,350
805	Gulfoil	282848	5,400	92	Marine Transport	247991	1,150	931	Oversens Evelyn	249217	1,350
1356	Gulfoil	287186	6,460	93	Marine Victory	247680	1,270	1764	Oversens Explorer	297748	2,280
804	Gulfoil	247767	1,680	1813	Marlorie Lykes	286873	3,490	01	Oversens Joyce	284049	8,870
1888	Gulf Trader	296040	8,795	614	Marore	246314	1,815	2427	Oversens Lena	244049	700
1659	Haleyon Panther	245022	350	168	Maryland Sun	246101	640	2411	Oversens Natalie	245044	700
2335	Haleyon Tiger	245474	350	664	Maryland Trader	247178	1,830	2332	Oversens Progress	244888	2,270
646	Hampton Roads	248748	930	1940	Marymar	294730	3,875	1905	Oversens Rebecca	281777	8,995
2423	Hans Isbrandtsen	277703	6,185	2280	Mason Lykes	505406	5,200	785	Oversens Rose	249023	700
412	Harry Culbreath	247824	350	2448	Maurry	246027	350	2444	Oversens Suzanne	248884	1,350
2377	Hastings	246617	357	1789	Mayo Lykes	293224	3,490	2343	Oversens Traveler	289436	2,475
1421	Hawaii	289119	4,650	1512	Mendowbrook	286879	2,300	932	Oversens Ulla	280004	6,830
208	Hawaiian	246933	2,255	909	M. E. Lombardi	240228	310	2837	Oversens Vivian	518125	11,485
300	Hawaiian Builder	247386	700	2543	Merrimac	245673	2,465	1932	Pacific Bear	242315	350
985	Hawaiian Citizen	252149	3,040	1634	Metapan	252158	560	717	Palmetto State	247823	330
303	Hawaiian Farmer	245860	700	1286	Meteor	247331	200	1635	Parishina	251313	560
304	Hawaiian Merchant	248485	700	887	Mill Spring	244468	1,795	181	Passadena	248894	2,625
306	Hawaiian Rancher	246204	700	2033	Missouri	248885	1,670	1037	Paul Pigott	730	163
309	Hawaiian Refiner	245094	700	1530	M. M. Dant	288547	4,650	1272	P. C. Spencer	264903	2,745
1445	Hawaii Standard	248802	640	188	Mobil Aero	278471	5,580	1658	Peary	257498	2,475
953	H. D. Collier	248737	640	189	Mobil Fuel	274588	5,080	2121	Pecos	243929	700
873	Helen H.	245029	2,175	190	Mobilgas	271449	4,460	718	Pellenn State	245354	350
1821	Hereda	251777	560	2483	Mobilman	246388	700	1592	Penn Carrier	249098	640
634	Hess Bunker	243804	2,130	191	Mobil Lube	275651	4,900	330	Penn Challenger	280318	6,545
628	Hess Petrol	244735	2,130	2442	Mobil Meridian	280479	9,160	1342	Penn Exporter	247099	1,230
1273	Hess Refiner	248244	2,160	192	Mobil Oil	279064	5,655	1954	Pennmar	295108	3,875
629	Hess Trader	246104	2,110	193	Mobil Power	274966	5,095	1860	Penn Sailor	275391	1,640
1913	Hess Voyager	296863	11,140	2405	Mohawk	248013	1,425	171	Pennsylvania Sun	280202	9,050
1638	Hibiscus	254829	465	2095	Mona Pass	2389	290	1008	Penn Transporter	248437	1,230
961	Hibiscus Brown	296233	1,250	2495	Montana	517617	7,000	341	Penn Vanguard	242780	200
431	Hong Kong Bear	264428	2,630	1265	Montello Victory	296819	9,055	581	Perryville	244644	2,075
706	Hoodier State	247762	1,350	1447	Montpelier Victory	286745	9,115	1367	Phillipine Bear	287683	5,350
176	Houston	242636	2,375	2024	Morazan	256703	4,060	1419	Phillipine Mail	288908	4,569
2387	Houston	245242	4,050	1985	Mormacaltair	298120	5,030	2289	Phillips Kansas	1813	5,505

RULES AND REGULATIONS

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)	Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)	Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
2288	Phillips Louisiana	2026	\$5,670	893	Santa Victoria	245130	\$200	2147	Thalia	248127	\$2,075
2276	Phillips Oklahoma	1931	6,255	1641	Santo Cerro	252829	465	497	The Cabotia	246143	1,870
2277	Phillips Oregon	2123	6,255	619	Santore	254624	1,675	925	Thetis	279627	7,500
2262	Phillips Texas	1596	2,730	2355	Seafarer	509676	2,745	2096	Thomas A.	200954	3,100
2379	Pine Tree State	252346	700	1970	Seamar	254729	3,875	2412	Thomas M.	266338	2,820
1653	Pioneer Commander	260905	4,425	2304	Seamair Carolina	246066	5,700	405	Thompson Lykes	283413	3,210
1750	Pioneer Contender	202572	4,425	2291	Seatrains Delaware	245682	2,440	2517	Thunderbird	247092	330
1715	Pioneer Contractor	201968	4,425	2309	Seatrains Florida	503326	5,700	602	Ticonderoga	242244	680
1774	Pioneer Crusader	262930	4,425	65	Seatrains Georgia	262558	950	406	Tillie Lykos	248461	700
502	Pioneer Cove	240748	350	66	Seatrains Louisiana	262835	950	1707	Timbo	1778	700
506	Pioneer Main	266181	2,630	2346	Seatrains Maine	504714	5,700	256	Tonina	252547	150
567	Pioneer Mart	267275	2,630	2329	Seatrains Maryland	245283	5,700	2322	Topa Topa	247906	357
568	Pioneer Mill	266552	2,630	67	Seatrains New Jersey	239688	485	881	Transborinquen	246540	200
569	Pioneer Ming	268243	2,630	68	Seatrains New York	231905	280	1722	Transcaribbean	248749	330
570	Pioneer Mix	260256	2,630	2305	Seatrains Puerto Rico	246095	5,700	231	Transatlantic	279438	8,200
571	Pioneer Mist	267444	2,630	2279	Seatrains San Juan	245622	3,925	2391	Transerie	245059	1,635
1432	Pioneer Moon	260263	4,425	69	Seatrains Savannah	231916	280	2253	Transharford	241962	500
572	Pioneer Moor	265143	2,630	70	Seatrains Texas	239549	485	1456	Transhatteras	242942	640
574	Pioneer Myth	267033	2,630	2357	Seatrains Washington	245460	5,700	2252	Transhudson	248910	640
2122	Platte	248133	2,470	1921	Seattle	247275	2,875	2201	Transhuron	506349	1,600
1987	Plymouth Victory	245625	330	1610	Sheldon Lykes	260508	3,400	2462	Transmalaya	201949	2,335
1991	Point Permin	241327	575	1428	Shirley Lykes	260283	3,400	1455	Transoreans	242323	2,820
1953	Point Sur	243263	640	336	Sierra	247831	3,400	2463	Transpanama	257381	2,335
1999	Portmar	247331	3,875	2464	Silver Falcon	248065	300	2519	Transpenn	241939	415
1505	Potomac	248890	2,175	1714	Sinclair Texas	201990	10,835	2338	Transsuperior	508404	1,640
1390	Prairie Grove	240660	2,375	1296	Sister Katingo	277360	5,865	1598	Trinidad	4336-58	5,345
499	President Adams	266007	2,920	1642	Sixola	254211	465	1402	Trinity	247177	2,700
500	President Arthur	264704	2,920	202	Socony Vacuum	268801	3,400	22	Trojan	246062	2,080
501	President Buchanan	226017	2,920	982	Solon Turman	268889	3,355	590	Tullahoma	248066	350
503	President Coolidge	267753	2,920	337	Sonoma	252413	700	407	Tyson Lykes	255135	465
2447	President Fillmore	513860	6,210	357	Sooner State	247139	350	1644	ULUA	247220	350
505	President Garfield	266092	2,920	2521	Southern Star	251664	350	2432	U.S. Adventurer	247121	350
2880	President Grant	511226	6,210	2489	Spirit of Liberty	516521	11,285	2435	U.S. Builder	247194	350
521	President Harding	248278	742	1049	Statue of Liberty	420	1,350	2434	U.S. Caper	248013	350
2148	President Harrison	502569	5,070	1016	Steel Admiral	252403	700	2435	U.S. Defender	248565	350
509	President Hayes	264446	2,920	439	Steel Advocate	245731	700	2436	U.S. Explorer	252492	350
506	President Hoover	248424	742	440	Steel Age	244161	700	2437	U.S. Mate	248751	350
511	President Jackson	266060	2,920	441	Steel Apprentice	252498	700	2438	U.S. Navigator	245016	350
512	President Jefferson	250262	742	442	Steel Architect	247168	700	2439	U.S. Pilot	248171	350
516	President Johnson	249953	742	443	Steel Artisan	247833	700	2440	U.S. Tourist	245754	350
514	President Lincoln	285311	5,675	444	Steel Chemist	252037	700	966	Utah Standard	251140	585
517	President Madison	249683	742	445	Steel Designer	247832	700	2270	Valley Forge	505786	10,200
2416	President McKinley	512563	6,210	446	Steel Director	244978	700	2340	Vantage Progress	245623	355
2113	President Monroe	501712	5,070	447	Steel Executive	248843	700	2339	Vantage Venture	242676	500
519	President Pierce	248619	742	448	Steel Fabricator	251781	700	408	Velma Lykes	247584	350
2084	President Polk	500484	4,975	449	Steel Flyer	244531	700	2354	Velma Lykes	505952	5,200
2398	President Taft	511653	6,210	450	Steel King	252499	700	2477	Venetia V.	245835	350
522	President Taylor	266827	2,920	451	Steel Maker	247221	700	621	Venore	248225	1,615
1208	President Tyler	286232	5,675	452	Steel Navigator	248846	700	338	Ventura	252633	700
2359	President Van Buren	509581	6,210	453	Steel Recorder	251847	700	666	Virginia Trader	244789	717
919	Producer	245888	2,175	454	Steel Rover	252500	700	719	Volunteer State	247792	330
228	Providence Getty	254689	160	455	Steel Scientist	245730	700	1946	Volusia	245415	200
2210	Prudential Oceanjet	504015	5,175	456	Steel Seafarer	248738	700	1786	Walter Rice	248203	3,045
2139	Prudential Seajet	502726	5,175	457	Steel Surveyor	244968	700	1398	Washington	288603	4,650
2094	Pure Oil	248837	500	458	Steel Traveler	247198	700	437	Washington Bear	264262	2,680
1273	P. W. Thirtle	270179	3,200	459	Steel Vendor	252501	700	2097	Washington Getty	2371	4,310
1640	Quisqueya	252391	465	460	Steel Voyager	247834	700	1349	Washington Mail	287238	4,500
2341	Rachel V.	248785	350	461	Steel Worker	247504	350	974	Washington Standard	246203	640
1301	Rainbow	247026	200	462	Stella Lykes	504982	5,200	667	Washington Trader	245566	717
2450	Raleigh	246291	350	2248	Stella Lykes	247316	350	1713	Wellfleet Victory	247564	350
1869	Ranger	244598	350	2261	St. Joan	248145	350	1779	Western Clipper	268288	3,345
2090	Raphael Semmes	242074	1,750	403	Sue Lykes	248334	350	1780	Western Comet	269365	3,200
2164	Rappahannock	252326	350	2431	Susquehanna	247841	350	1302	Western Hunter	287186	11,600
417	Reuben Tipton	247830	350	404	Sylvia Lykes	247458	500	1781	Western Planet	268798	3,350
9	R. E. Wilson	244090	700	1415	Symposium	246344	2,375	175	Western Sun	268798	3,350
1038	Robert Watt Miller	172	745	255	Talaluna	247995	130	1900	Whitehall	250604	350
155	Robin Goodfellow	247254	700	1071	Texas Arizona	4043-56	890	2225	Wild Ranger	249518	350
156	Robin Gray	252626	700	1430	Texas Bristol	3481-G E	605	410	William Lykes	247998	3,755
157	Robin Hood	247265	700	403	Texas California	266010	1,615	224	Wilmington Getty	246557	350
158	Robin Kirk	252472	700	464	Texas Colorado	241758	530	1009	Windsor Victory	247843	330
159	Robin Locksley	240853	322	465	Texas Connecticut	266051	1,635	1511	Wingless Victory	247243	1,350
160	Robin Mowbray	255316	700	466	Texas Florida	271820	1,785	358	Wolverine State	248740	7,000
161	Robin Sherwood	240805	322	1867	Texas Georgia	256819	5,080	2568	Wyoming	519637	357
162	Robin Trent	254641	700	469	Texas Illinois	240693	2,110	2226	Yaka	246335	465
400	Ruth Lykes	247303	350	471	Texas Kansas	244230	2,000	1643	Yaque	251684	1,670
2162	Ruth Lykes	502928	4,995	1077	Texas Kentucky	2439-50	600	2098	Yellowstone	248883	3,875
172	Sabine Sun	241558	605	1218	Texas London	1166	605	2030	Yorkmar	260261	2,400
2544	Sacramento	245497	2,280	473	Texas Louisiana	245053	640	2545	Yukon	257115	2,400
2256	Sagamore Hill	252351	350	1596	Texas Maine	4500-59	2,340	411	Zoella Lykes	282126	3,210
2459	Salisbury	245435	350	1823	Texas Maryland	262735	5,845				
177	San Antonio	248716	3,865	1824	Texas Massachusetts	260306	5,640				
1919	San Francisco	241220	3,945	475	Texas Minnesota	243202	2,350				
1636	San Jose	247634	530	476	Texas Mississippi	245082	2,350				
1920	San Juan	243633	3,945	1079	Texas Missouri	414357	900				
891	Santa Adela	242343	350	2028	Texas Montana	268918	6,365				
2293	Santa Alicia	252747	700	478	Texas Nebraska	242845	2,055				
2299	Santa Ana	252746	700	479	Texas Nevada	245175	1,820				
2297	Santa Anita	252748	700	480	Texas New Jersey	245831	1,875				
2370	Santa Barbara	506286	5,340	1080	Texas New Mexico	438258	1,005				
2296	Santa Clara	504081	5,340	481	Texas New York	265981	1,735				
2257	Santa Cruz	507696	5,340	483	Texas North Dakota	265906	1,575				
2314	Santa Elena	251812	700	1081	Texas Ohio	2447-50	605				
2287	Santa Ellana	246602	200	1873	Texas Oklahoma	275882	5,970				
899	Santa Fe	242762	350	1083	Texas Pennsylvania	2438-30	650				
900	Santa Flavia	510570	5,340	1899	Texas Rhode Island	260380	6,160				
2373	Santa Isabel	242111	350	1085	Texas Texas	2448-50	660				
903	Santa Juana	502774	5,340	1087	Texas Vermont	404456	910				
2185	Santa Lucia	260270	7,330	1270	Texas Wisconsin	277895	5,845				
1574	Santa Magdalena	245459	350	489	Texas Wyoming	243048	2,130				
906	Santa Maria	263781	1,135	209	Texas	243352	1,180				
1750	Santa Maria	262838	7,330	685	Texas	246541	700				
1678	Santa Marianna	291811	7,330	2140	Texas Getty	2443	4,185				
1530	Santa Mercedes	263943	7,330	174	Texas Sun	283897	9,500				
2286	Santa Regina	240348	630	2422	Thialand Bear	257213	700				

(b) Vessels of less than 1,500 gross tons—As of July 1, 1969. (1) The Maritime Administration has determined for certain vessels of less than 1,500 gross tons the values which constitute just compensation for the vessels to which they apply, computed as provided in sections 902(a) and 1209(a), Merchant Marine Act, 1936, as amended; and pursuant thereto has determined the values of vessels covered by interim binders for war risk hull insurance, Form MA-184, prescribed in Part 308 of this chapter.

(2) The interim binders listed below shall be deemed to have been amended as of July 1, 1969, by inserting in the

space provided therefor or in substitution for any value now appearing in such space the stated valuation of the vessels set forth below for the binders and vessels as designated. Such stated valuation shall apply with respect to insurance attaching during the period July 1, 1969, to December 31, 1969, inclusive; *Provided, however*, That if there is a substantial change in market values during said period, the Maritime Administration reserves the right to revise the values provided for herein or determined pursuant hereto at any time during said period; and *Provided further*, That the Assured shall have the right within 60 days after date of publication of this section or within 60 days after the attachment of the insurance under said binder, whichever is later, to reject such valuation and proceed as authorized by section 1209(a) (2), Merchant Marine Act, 1936, as amended.

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
752	A. H. Dumont	236224	882
1906	Ahi	251250	210
1986	Atlantic	263007	130
1198	Barge 133		21.5
1256	Blue Line 107	263055	171
1133	Britton	119	18
1562	Challenger	263882	345
1564	Everglades	270577	343
24	George S.	282296	87
764	George Whitlock II	241260	93
1150	Habib	112	14
1942	H. J. Sheridan	233802	50
1565	Hollywood		88
1161	Horne	115	15
765	Hygrade No. 2	270706	185
767	Hygrade No. 8	176732	165
768	Hygrade No. 14	256807	165
769	Hygrade No. 18	272741	185
771	Hygrade No. 26	252977	165
772	Hygrade No. 28	253996	165
773	Hygrade No. 30	264104	167
774	Hygrade No. 32	267113	176
1908	Isleways No. 1	251436	42
1909	Isleways No. 2	251519	42
1910	Isleways No. 3	251682	42
1911	Isleways No. 4	251773	42
1912	Isleways No. 5	251859	42
1554	Lewis No. 8	244276	65
1702	Mohawk	254469	450
741	Ocean King	248021	90
742	Ocean Prince	276461	365
1607	One	252117	210
1502	Perth Amboy No. 1	171776	165
1503	Perth Amboy No. 2	171686	165
759	Phillip Lemier	251360	46
1719	Ponce de Leon	244296	65
744	Port Jefferson	274512	365
1176	Qatit 7		58
1148	Sandy	114	15
1278	Saratoga	254128	75
1263	Spartan	273515	403
1162	Swigart	118	16
18	Virginia Phillips	239771	53
763	W. A. Weber	251392	65

NOTE: The reporting requirements contained herein have been approved by the

Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Dated: September 17, 1969.

L. C. HOFFMANN,
Chairman,
Ship Valuation Committee.

[F.R. Doc. 69-11355; Filed, Sept. 25, 1969; 8:45 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of Transportation

SUBCHAPTER J—BRIDGES

[CFR 69-90]

PART 117—DRAWBRIDGE OPERATION REGULATIONS

Combahee River, S.C.

1. The purpose of this document is to re-establish the requirements in 33 CFR 117.245(h) (6) incorrectly revoked in the FEDERAL REGISTER of July 1, 1969 (34 F.R. 11095), as they relate to the South Carolina State Highway Department drawbridge near Sheldon, S.C. This bridge has not been removed and the 12 hour advance notice requirement is still valid.

2. F.R. Doc. 69-7745 published on page 11095 in the issue dated Tuesday, July 1, 1969, is corrected by changing the revocation of § 117.245(h) (6) to a revision. Accordingly, 33 CFR 117.245(h) (6) is revised to read as follows:

§ 117.245 Navigable waters discharging into the Atlantic Ocean south of and including Chesapeake Bay and into the Gulf of Mexico, except the Mississippi River and its tributaries and outlets; bridges where constant attendance of draw tenders is not required.

(h) * * *

(6) Combahee River, S.C.; South Carolina State Highway Department bridge near Sheldon. At least 12 hours' advance notice required.

(Sec. 5, 28 Stat. 362, as amended, sec. 6(g) (2), 80 Stat. 937; 33 U.S.C. 499, 49 U.S.C. 1655(g) (2); 49 CFR 1.4(a) (3) (v))

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

Dated: September 19, 1969.

P. E. TRIMBLE,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

[F.R. Doc. 69-11499; Filed, Sept. 25, 1969; 8:49 a.m.]

[CFR 69-97]

PART 117—DRAWBRIDGE OPERATION REGULATIONS

Flint River, Ga.

1. The Seaboard Coast Line Railroad Co. by letter dated May 14, 1969, requested the Commander, 8th Coast Guard District to revise the operation regulations for its two drawbridges across the Flint River at Bainbridge, Ga., from the present 24 hours' advance notice requirement to 15 days advance notice requirement. A public notice dated June 5, 1969, setting forth the proposed revision of the regulations governing these drawbridges was issued by the Commander, 8th Coast Guard District and was made available to all persons known to have an interest in this subject.

2. After consideration of all comments submitted in response to this proposal this revision is accepted. Accordingly, § 117.245(i) (7) is revised to read as follows:

§ 117.245 Navigable waters discharging into the Atlantic Ocean south of and including Chesapeake Bay and into the Gulf of Mexico, except the Mississippi River and its tributaries and outlets; bridges where constant attendance of draw tenders is not required.

(i) Waterways discharging into Gulf of Mexico east of Mississippi River. * * *

(7) Flint River, Ga.; Seaboard Coast Line Railroad bridges at Bainbridge. At least 15 days advance notice required.

(Sec. 5, 28 Stat. 362, as amended, sec. 6(g) (2), 80 Stat. 937; 33 U.S.C. 499, 49 U.S.C. 1655(g) (2); 49 CFR 1.4(a) (3) (v))

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

Dated: September 19, 1969.

P. E. TRIMBLE,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

[F.R. Doc. 69-11498; Filed, Sept. 25, 1969; 8:49 a.m.]

Proposed Rule Making

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 3]

PRESCRIPTION DRUGS USED IN MAN

Proposed Statement of Policy Regarding Labeling

Since the required information presented to practitioners in the labeling of prescription drugs for use in man is often complex and lengthy, uniformity is needed in format, kinds of information, and sequence. The Commissioner of Food and Drugs proposes the following statement of policy regarding the organization and headings of such labeling.

Accordingly, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 503, 701(a), 52 Stat. 1050-52, as amended, 1055; 21 U.S.C. 352, 353, 371(a)) and under authority delegated to the Commissioner (21 CFR 2.120), it is proposed that a new section be added to Part 3 as follows:

§ 3. Labeling for prescription drugs used in man.

(a) To be most useful to practitioners, labeling information for prescription drugs should be orderly and uniform in sequence and the kinds of information presented. For this reason, the Food and Drug Administration recommends that prescription drug labeling purporting to furnish adequate information for the safe and effective use of a drug, as required under § 1.106(b) of this chapter, should ordinarily contain information in substantially the format and order and with the section headings as follows:

DESCRIPTION

ACTIONS

INDICATIONS

CONTRAINDICATIONS

WARNINGS

PRECAUTIONS

ADVERSE REACTIONS

DOSAGE AND ADMINISTRATION

OVERDOSAGE (WHERE APPLICABLE)

HOW SUPPLIED

(b) The following sections are optional. If used, they should be placed after the information described above.

ANIMAL PHARMACOLOGY AND TOXICOLOGY

CLINICAL STUDIES

REFERENCES

(c) Although ordinarily prescription drug labeling should employ the format, order, and section headings described above, in the case of some drugs special warnings may be required to appear conspicuously in the beginning of the labeling for special attention by physicians for the safety of patients.

Any interested person may, within 30 days from the date of publication of this notice in the FEDERAL REGISTER, file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written comments (preferably in quintuplicate) regarding this proposal. Comments may be accompanied by a memorandum or brief in support thereof.

Dated: September 19, 1969.

HERBERT L. LEY, Jr.,

Commissioner of Food and Drugs.

[F.R. Doc. 69-11461; Filed, Sept. 25, 1969; 8:46 a.m.]

[21 CFR Part 130]

PEER GROUP COMMITTEE REVIEW OF CLINICAL INVESTIGATIONS OF NEW DRUGS IN HUMANS

Extension of Time for Filing Comments

The notice published in the FEDERAL REGISTER of August 22, 1969 (34 F.R. 13552), proposing that § 130.3 of the new drug regulations be amended regarding peer group committee review of clinical investigations of new drugs in humans, provided for the filing of comments within 30 days after publication.

The Commissioner of Food and Drugs has received a request for an extension of such time and, good reason therefor appearing, the time for filing comments on said proposal is extended to October 21, 1969.

This action is taken pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 505, 701(a), 52 Stat. 1052-53, as amended, 1055; 21 U.S.C. 355, 371(a)) and under authority delegated to the Commissioner (21 CFR 2.120).

Dated: September 19, 1969.

J. K. KIRK,

Associate Commissioner for Compliance.

[F.R. Doc. 69-11462; Filed, Sept. 25, 1969; 8:46 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 69-EA-30]

VOR FEDERAL AIRWAY SEGMENTS

Proposed Designation, Alteration, and Revocation

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations that would designate, alter, and revoke VOR Federal airway segments within the New York Air Route Traffic Control Center area.

As parts of these proposals relate to the navigable airspace outside the United States, this notice is submitted in consonance with the ICAO International Standards and Recommended Practices.

Applicability of International Standards and Recommended Practices, by the Air Traffic Service, FAA, in areas outside domestic airspace of the United States is governed by Article 12 and Annex 11 to the Convention on International Civil Aviation (ICAO), which pertains to the establishment of air navigation facilities and services necessary to promoting the safe, orderly, and expeditious flow of civil air traffic. Its purpose is to insure that civil flying on international air routes is carried out under uniform conditions designed to improve the safety and efficiency of air operations.

The International Standards and Recommended Practices in Annex 11 apply in those parts of the airspace under the jurisdiction of a contracting state, derived from ICAO, wherein air traffic services are provided and also whenever a contracting state accepts the responsibility of providing air traffic services over high seas or in airspace of undetermined sovereignty. A contracting state accepting such responsibility may apply the International Standards and Recommended Practices to civil aircraft in a manner consistent with that adopted for airspace under its domestic jurisdiction.

In accordance with Article 3 of the Convention on International Civil Aviation, Chicago, 1944, state aircraft are exempt from the provisions of Annex 11 and its Standards and Recommended Practices. As a contracting state, the United States agreed by Article 3(d) that its state aircraft will be operated in international airspace with due regard for the safety of civil aircraft.

Since this action involves, in part, the designation of navigable airspace outside the United States, the Administrator has consulted with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.

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, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y. 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 proposals 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 Federal Aviation Administration is considering the following airspace actions:

1. Realign VOR Federal airway No. 1 segment from Waterloo, Del., with a 1,200-foot AGL floor via the intersection of Waterloo 024° T (033° M) and Coyle N.J., 216° T (226° M) radials; to Coyle at which point it will terminate, excluding the portion which lies within Restricted Area R-5002.

2. Realign VOR Federal airway No. 6 segment from Selinsgrove, Pa., with a 1,200-foot AGL floor direct to Allentown, Pa., at which point it would terminate.

3. Realign VOR Federal airway No. 16 segment from Coyle with a 1,200-foot AGL floor direct Kennedy, N.Y.; direct Deer Park, N.Y.; direct Riverhead, N.Y.

4. Realign VOR Federal airway No. 29 segment from Pottstown, Pa., with a 1,200-foot AGL floor direct East Texas, Pa.; direct Wilkes-Barre, Pa.; direct Binghamton, N.Y.

5. Realign VOR Federal airway No. 30 segment from East Texas, with a 1,200-foot AGL floor via the intersection of East Texas 103° T (112° M) and Solberg, N.J., 255° T (265° M) radials; to Solberg, at which point it would terminate.

6. Realign VOR Federal airway No. 34 segment from Carmel, N.Y., with a 1,200-foot AGL floor to the intersection of Carmel 093° T (105° M) and Riverhead 048° T (058° M) radials (Saybrook INT), at which point it would terminate.

7. Realign VOR Federal airway No. 36 segment from Lake Henry, Pa., with a 1,200-foot AGL floor via the intersection of Lake Henry 136° T (146° M) and Sparta, N.J., 290° T (301° M) radials; Sparta; direct to Kennedy.

8. Realign VOR Federal airway No. 44 segment from Kenton, Del., with a 1,200-

foot AGL floor via the intersection of Kenton 086° T (095° M) and Atlantic City, N.J., 236° T (246° M) radials; Atlantic City; intersection of Atlantic City 048° T (058° M) and Deer Park 209° T (221° M) radials; to Deer Park, excluding the airspace below 2,000 feet MSL outside the United States.

9. Realign VOR Federal airway No. 46 segment from Deer Park with a 1,200-foot AGL floor direct Riverhead; direct to Hampton, N.Y., and revoke V-46 north alternate segment from Deer Park to the Beach Intersection.

10. Realign VOR Federal airway No. 91 segment from Riverhead with a 1,200-foot AGL floor via the intersection of Riverhead 344° T (356° M) and Pawling, N.Y., 139° T (151° M) radials, to Pawling.

11. Realign VOR Federal airway No. 93 segment from Lancaster, Pa., with a 1,200-foot AGL floor direct Wilkes-Barre; direct Lake Henry; direct Pawling.

12. Realign VOR Federal airway No. 116 segment from Lake Henry with a 1,200-foot AGL floor via the intersection of Lake Henry 110° T (120° M) and Deer Park 296° T (308° M) radials; to Deer Park.

13. Realign VOR Federal airway No. 123 segment from Robbinsville with a 1,200-foot AGL floor direct to La Guardia, N.Y.

14. Revoke VOR Federal airway No. 126 segment from Huguenot, N.Y., to the Saybrook, Conn., intersection.

15. Designate VOR Federal Airway No. 143 north alternate segment from Martinsburg, W.Va., with a 1,200-foot AGL floor to Lancaster via the intersection of Martinsburg 044° T (051° M) and Lancaster 256° T (265° M) radials.

16. Realign VOR Federal airway No. 147 from Wilkes-Barre with a 1,200-foot AGL floor direct East Texas; direct to Pottstown.

17. Realign VOR Federal airway No. 149 segment from the intersection of Allentown, Pa. 147° T (157° M) and Solberg 227° T (237° M) radials, with a 1,200-foot AGL floor direct Allentown; direct Lake Henry; direct to Binghamton.

18. Extend VOR Federal airway No. 157 from Colts Neck, with a 1,200-foot AGL floor direct to Kingston, N.Y., at which point it would terminate.

19. Revoke VOR Federal airway No. 167 segment from Coyle to Hartford, Conn. Extend V-167 segment from Hartford with a 1,200-foot AGL floor via the intersection of Hartford 268° T (281° M) and Kingston 100° T (112° M) radials; Kingston; intersection of Kingston 274° T (286° M) and Hancock, N.Y., 120° T (131° M) radials; to Hancock.

20. Revoke VOR Federal airway No. 188 segment from Wilkes-Barre to Tannersville, Pa.

21. Revoke VOR Federal airway No. 213 segment from Robbinsville to Kennedy.

22. Realign VOR Federal airway No. 232 segment from Milton, Pa., with a 1,200-foot AGL floor direct to Kennedy.

23. Realign VOR Federal airway No. 249 segment from De Lancey, N.Y., with a 1,200-foot AGL floor via the intersection of De Lancey 131° T (142° M) and

Sparta 023° T (034° M) radials; to Sparta.

24. Revoke VOR Federal airway No. 252 segment from Huguenot to the intersection of Sparta 144° T (155° M) and Solberg 051° T (061° M) radials.

25. Revoke VOR Federal airway No. 254.

26. Realign VOR Federal airway No. 273 segment from Hancock with a 1,200-foot AGL floor via intersection of Hancock 148° T (159° M) and Sparta 331° T (342° M) radials; Sparta; to the intersection of Sparta 133° T (144° M) and Solberg 051° T (061° M) radials.

27. Realign VOR Federal airway No. 276 segment from Robbinsville with a 1,200-foot AGL floor direct to the intersection of the Robbinsville 112° T (122° M) and Sea Isle, N.J., 050° T (059° M) radials, excluding the airspace below 2,000 feet MSL outside the United States.

28. Revoke VOR Federal airway No. 292 segment from Sparta to the Budd Lake, N.J., intersection.

29. Realign VOR Federal airway No. 312 segment from Coyle with a 1,200-foot AGL floor direct to the intersection of Coyle 090° T (100° M) and Sea Isle 050° T (059° M) radials, excluding the airspace below 2,000 feet MSL outside the United States, and the portion within R-5002.

30. Realign VOR Federal airway No. 433 segment from LaGuardia with a 1,200-foot AGL floor via the intersection of LaGuardia 049° T (060° M) and Bridgeport, Conn., 015° T (027° M) radials; to the intersection of Bridgeport 015° T (027° M) and Hartford 280° T (293° M) radials.

31. Redesignate VOR Federal airway No. 467 from the intersection of Kenton 217° T (226° M) and Sea Isle 256° T (265° M) radials via intersection of Millville, N.J., 216° T (226° M) and Sea Isle 256° T (265° M) radials; Millville; intersection of Millville 037° T (047° M) and LaGuardia 211° T (222° M) radials; LaGuardia; direct Hartford. The portion of the airway within Restricted Areas R-5001A and R-5001B would be used when the restricted areas are not being utilized for their designated purpose.

32. Realign VOR Federal airway No. 475 segment from LaGuardia with a 1,200-foot AGL floor via the intersection of LaGuardia 049° T (060° M) and Madison, Conn., 269° T (282° M) radials; to Madison.

33. Realign VOR Federal airway No. 483 from DeLancey with a 1,200-foot AGL floor direct to Carmel, N.Y.

34. Redesignate VOR Federal airway No. 489 segment from Kingston with a 1,200-foot AGL floor via intersection of Kingston 238° T (250° M) and Sparta 023° T (034° M) radials; to Sparta. Revoke V-489 segment from Sparta to the Budd Lake intersection.

35. Designate VOR Federal airway No. 205 from Sparta with a 1,200-foot AGL floor via intersection of Sparta 023° T (034° M) and Pawling 238° T (250° M) radials; Pawling; intersection of Pawling 076° T (088° M) and Boston, Mass., 251° T (266° M) radials.

36. Designate VOR Federal airway No. 229 from Kennedy with a 1,200-foot AGL floor via Madison to Hartford.

37. Designate VOR Federal airway No. 99 from Bridgeport with a 1,200-foot AGL floor direct to Hartford.

These proposed airspace actions are designed to provide improvements in the flow of air traffic into and out of the New York City and Philadelphia, Pa., terminal areas. The normal utilization of the proposed altered routes is as follows:

V-1 Serve as an arrival route for traffic landing McGuire AFB.

V-6 Serve as a departure route from the Allentown Airport.

V-16 Segment north of Beachwood, N.J., intersection realigned to provide lateral separation with Southgate intersection holding pattern.

V-29 Realignment would provide route conformity with the Philadelphia terminal traffic control procedures.

V-30 Serve Newark and LaGuardia departure traffic.

V-34 Serve as a replacement route for V-126 segment between Carmel and Saybrook intersection.

V-36 Serve as an arrival route for traffic landing Kennedy Airport.

V-44 Serve as an arrival route for traffic landing Kennedy Airport.

V-46 Serve as an arrival route for traffic landing Kennedy Airport.

V-91 Serve as a departure route from the New York Metropolitan Area.

V-93 Serve as a bypass route west of the New York terminal area.

V-99 Serve traffic operating between Bridgeport and Hartford.

V-116 Serve as a departure route for traffic from LaGuardia.

V-123 Serve as an arrival route for traffic landing LaGuardia.

V-143 Serve as an arrival route for traffic landing Philadelphia terminal area.

V-147 Serve as a departure route for traffic departing the Philadelphia terminal area.

V-149 Serve as an arrival route for traffic landing Philadelphia terminal area.

V-157 Serve as an arrival route for traffic landing Kennedy Airport.

V-167 Serve as an arrival route for traffic landing Bradley International Airport.

V-205 Serve as an arrival route for traffic landing Newark Airport.

V-229 Serve as a departure route for traffic departing Kennedy Airport.

V-232 Serve as an arrival route for traffic landing LaGuardia Airport.

V-249 Serve as an arrival route for traffic landing Newark Airport.

V-273 Serve as a departure route for traffic departing Newark Airport.

V-276 Serve as a departure route for traffic departing McGuire AFB.

V-312 Serve as an arrival route for traffic landing McGuire AFB.

V-433 Serve as an arrival route for traffic landing Bradley International Airport.

V-467 Serve as a departure route for traffic departing Newark and LaGuardia Airports.

V-475 Serve as a departure route for traffic departing Newark and LaGuardia Airports.

V-483 Serve as an arrival route for traffic landing at airports within the New York terminal area.

V-489 Serve as an arrival route for traffic landing Newark Airport.

These amendments are proposed under the authority of sections 307(a) and 1110 of the Federal Aviation Act of 1958 (49 U.S.C. 1348, 1510) and Executive Order 10854 (24 F.R. 9565) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on September 23, 1969.

H. B. HELSTROM,
Chief, Airspace and Air
Traffic Rules Division.

[P.R. Doc. 69-11481; Filed, Sept. 25, 1969;
8:47 a.m.]

[14 CFR Part 75]

[Airspace Docket No. 69-EA-22]

JET ROUTES

Proposed Alteration

The Federal Aviation Administration (FAA) is considering amendments to Part 75 of the Federal Aviation Regulations that would alter numerous jet routes in the Chicago, Ill., Cleveland, Ohio, and New York, N.Y., Air Route Traffic Control Center areas.

As parts of this proposal relate to the navigable airspace outside the United States, this notice is submitted in consonance with the ICAO International Standards and Recommended Practices.

Applicability of International Standards and Recommended Practices, by the Air Traffic Service, FAA, in areas outside domestic airspace of the United States is governed by Article 12 and Annex 11 to the Convention on International Civil Aviation (ICAO), which pertains to the establishment of air navigation facilities and services necessary to promoting the safe, orderly, and expeditious flow of civil air traffic. Its purpose is to ensure that civil flying on international air routes is carried out under uniform conditions designed to improve the safety and efficiency of air operations.

The International Standards and Recommended Practices in Annex 11 apply in those parts of the airspace under the jurisdiction of a contracting state, derived from ICAO, wherein air traffic services are provided and also whenever a contracting state accepts the responsibility of providing air traffic services over high seas or in airspace of undetermined sovereignty. A contracting state accepting such responsibility may apply the International Standards and Recommended Practices to civil aircraft in a manner consistent with that adopted for airspace under its domestic jurisdiction.

In accordance with Article 3 of the Convention of International Civil Aviation, Chicago, 1944, state aircraft are exempt from the provisions of Annex 11 and its Standards and Recommended Practices. As a contracting state, the United States agreed by Article 3(d) that its state aircraft will be operated in international airspace with due regard for the safety of civil aircraft.

Since this action involves, in part, the designation of navigable airspace outside the United States, the Administrator has consulted with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.

Interested persons may participate in the proposed rule making by submitting such written data, views, or argument 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, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y. 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 proposals 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 actions:

1. Revoke Jet Route No. 6 segment from Robbinsville, N.J., to Kennedy, N.Y.

2. Revoke Jet Route No. 8 segment from Robbinsville to Kennedy.

3. Realign and extend Jet Route No. 36 from Milwaukee, Wis., via the intersection of Milwaukee 086° T (084° M) and Flint, Mich., 278° T (281° M) radials; Flint; intersection of Flint 102° T (105° M) and Dunkirk, N.Y., 274° T (281° M) radials; Dunkirk; to Huguenot, N.Y.

4. Extend Jet Route No. 106 from Green Bay, Wis., via the intersection of Green Bay 106° T (105° M) and Flint 310° T (313° M) radials; Flint; intersection of Flint 127° T (130° M) and Salem, Mich., 092° T (095° M) radials; Jamestown, N.Y.; Sparta, N.J., to Kennedy.

5. Realign and extend Jet Route No. 42 segment from Robbinsville to Hampton, N.Y., via the intersection of Robbinsville 073° T (083° M) and Hampton 223° T (236° M) radials.

6. Realign Jet Route No. 48 segment from Westminster, Md., via Sparta, to Putnam, Conn.

7. Realign Jet Route No. 60 segment from Phillipsburg, Pa., via the intersection of Phillipsburg 100° T (107° M) and Robbinsville 293° T (303° M) radials; to Robbinsville.

8. Revoke Jet Route No. 64 segment from Robbinsville to Kennedy.

9. Realign and extend Jet Route No. 68 segment from Milwaukee via the intersection of Milwaukee 086° T (084° M) and Flint 278° T (281° M) radials; Flint; INT Flint 102° T (105° M) and Dunkirk 274° T (281° M) radials; Dunkirk; to Hancock, N.Y.

10. Realign Jet Route No. 70 segment from Jamestown via Sparta; to Kennedy.

11. Realign Jet Route No. 78 segment from Phillipsburg via the intersection of Phillipsburg 083° T (090° M) and Keating, Pa., 099° T (106° M) radials; to Kennedy.

12. Realign Jet Route No. 94 and Jet Route No. 547 segments from Pullman, Mich., via Flint, to Peck.

13. Extend Jet Route No. 146 from Joliet, Ill., via South Bend, Ind., intersection of South Bend 089° T (089° M) and Chardon, Ohio, 279° T (283° M)

radials; Chardon; Keating; to Kennedy.

14. Realign the eastern terminating segment of Jet Route No. 152 as proposed in Airspace Docket No. 69-EA-84 (34 F.R. 12597) to terminate at the intersection of the Harrisburg, Pa., 096° T (104° M) and Sparta 231° T (242° M) radials.

15. Realign and extend Jet Route No. 554 from the intersection of Joliet 108° T (106° M) and Fort Wayne, Ind., 279° T (279° M) radials; via Carleton, Mich., to Jamestown.

16. Extend Jet Route No. 575 from the intersection of Kennedy 247° T (258° M) and Robbinsville 280° T (290° M) radials; via Kennedy; intersection of Kennedy 042° T (053° M) and Putnam 247° T (261° M) radials; to Putnam.

17. Realign Jet Route No. 584 segment from Slate Run, Pa., via the intersection of Slate Run 101° T (109° M) and Kennedy 291° T (302° M) radials; to Kennedy.

18. Designate under § 71.161 the segment of J-42 between Robbinsville, N.J., and Hampton, N.Y., to provide control areas for the portion of the route outside the continental control area.

19. Designate the Chardon; Dunkirk; Flint; Keating; Peck; South Bend; and Sparta VORTACs as domestic high altitude reporting points.

These proposed jet route alternations are designed to improve the flow of high altitude traffic into and out of the New York City and Philadelphia terminal areas. The normal utilization of the proposed altered routes is as follows:

Jet Route 36—A departure route from the New York Metro terminals.

Jet Route 42—A Washington-Boston route.

Jet Route 48—A departure route from New York Metro terminals as well as a New York bypass route.

Jet Route 60—As a departure route from New York and Philadelphia Metro terminals.

Jet Route 68—For traffic to Dunkirk, New York, and for Bradley Airport and Westover AFB.

Jet Route 70—An arrival route to Kennedy Airport.

Jet Route 78—A route to LaGuardia Airport from the Pittsburgh, Cincinnati, Dayton, Columbus terminal areas.

Jet Route 80—A departure route from New York and Philadelphia Metro areas.

Jet Route 94—No change in present use. Will provide a route to the Chicago terminal area from over Flint.

Jet Route 106—An arrival route to Kennedy Airport.

Jet Route 146—An arrival route to LaGuardia Airport.

Jet Route 152—An arrival route to the Philadelphia Metro area.

Jet Route 554—An arrival route to New York Metro area airports.

Jet Route 575—Route from Boston to Washington.

Jet Route 584—An arrival route to Newark Airport.

These amendments are proposed under the authority of sections 307(a) and 1110 of the Federal Aviation Act of 1958 (49 U.S.C. 1348 and 1510) and Executive Order 10854 (24 F.R. 9565) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C. on September 23, 1969.

H. B. HELSTRÖM,
Chief, Airspace and Air
Traffic Rules Division.

[F.R. Doc. 69-11480; Filed, Sept. 25, 1969;
8:47 a.m.]

Federal Highway Administration [49 CFR Ch. III]

SERVICE BRAKE, EMERGENCY BRAKE, AND PARKING BRAKE SYSTEMS; PASSENGER CARS

Notice of Public Meeting

The National Highway Safety Bureau announces that a public meeting will be held in Washington, D.C. on October 3, 1969, on rule making now pending in Docket No. 1-1, proposing to amend Federal Motor Vehicle Safety Standard No. 105. Standard No. 105 sets performance requirements for service brakes, emergency brakes, and parking brake systems in passenger cars.

Interested persons are invited to attend the meeting, to make their views known to the Bureau and to hear the views of other interested persons. A paper setting forth possible brake system performance requirements has been mailed to all persons who have submitted comments to Docket No. 1-1, and will be discussed at the meeting. Copies of this discussion paper will be available at the meeting, or may be obtained in advance by writing the Office of Accident Avoidance, Motor Vehicle Safety Performance Service, National Highway Safety Bureau, Washington, D.C. 20591.

The place, date, and time of the meeting are as follows:

Place: Departmental Auditorium, 12th Street and Constitution Avenue NW., Washington, D.C.

Date: October 3, 1969.

Time: 9 a.m.-5 p.m.

(Secs. 103, 119, National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392, 1407); 49 CFR 353.27)

Issued on September 23, 1969.

ROBERT BRENNER,
Acting Director,
National Highway Safety Bureau.

[F.R. Doc. 69-11503; Filed, Sept. 25, 1969;
8:49 a.m.]

[49 CFR Parts 392, 393]

[Docket No. MC-11; Notice 69-15]

MOTOR CARRIER SAFETY REGULATIONS

Anchorage of Seats, Seat Belt Assemblies, Seat Belt Assembly Anchorages, and Restraint of Sleeper Berth Occupants; Extension of Time To File Comments

On June 20, 1969, the Federal Highway Administrator issued a notice of proposed rule making which proposed to amend the Motor Carrier Safety Regulations to

require the installation and use of seat belts and other related requirements on motor vehicles engaged in transportation in interstate and foreign commerce (34 F.R. 9999). The notice specified that interested persons should submit their comments on the proposed rule within 90 days of its publication in the FEDERAL REGISTER.

The Administrator has received a petition for extension of time for filing comments. Upon consideration thereof he has extended the time to file comments to the close of business on November 24, 1969.

F. C. TURNER,
Federal Highway Administrator.

SEPTEMBER 17, 1969.

[F.R. Doc. 69-11475; Filed, Sept. 25, 1969;
8:47 a.m.]

[49 CFR Part 393]

[Docket No. MC-14; Notice 69-16]

MOTOR CARRIER SAFETY REGULATIONS

Emergency Equipment on All Power Units; Fire Extinguishers and Fuses

The Federal Highway Administrator is considering amendments to § 393.95 of the Motor Carrier Safety Regulations in Part 393 of Title 49, CFR, to set more stringent requirements for the fire extinguishers carried on commercial motor vehicles and to update requirements for fuses carried on those vehicles.

The existing provisions of § 393.95(a) permit use of fire extinguishers that vary widely in their capability for extinguishing fires of the types experienced in the operation of commercial vehicles. The Administrator desires to insure that vehicles have fire extinguishers that are capable of extinguishing fires that may develop during loading or operation of the vehicles or as the result of accidents. In addition, he wishes to consider requiring vehicles that transport hazardous materials to have extinguishers with a greater capability than is required for extinguishers on other vehicles.

A number of organizations and individuals have asked the Administrator to prohibit the use of carbon tetrachloride type fire extinguishers. Because of the risk that carbon tetrachloride and chlorobromomethane type fire extinguishers can give off toxic vapors and because they may be relatively inefficient (in terms of the relationship between the volume of material they contain and their effectiveness against fires), the Administrator will consider changing the existing rule to prohibit extinguishers using vaporizing liquids that give off toxic vapors.

In order to avoid the inconvenience and expense of requiring carriers to discard some extinguishers which may now be carried under § 393.95(a), the proposed new rule would continue to permit

adding the capacities of two fire extinguishers to obtain the total capacity which each vehicle must carry.

The Administrator is also considering amending § 393.95(j) in order to bring the requirements of this section into agreement with best present-day practice. The proposed new rule would require fuses to conform to the February 1969 edition of the relevant Bureau of Explosives standards.

Interested persons are invited to submit written data, views, or arguments, pertaining to the proposed new rules. Comments must identify the docket (No. MC-14) and must be submitted in three copies to the Federal Highway Administration, Sixth and D Streets SW., Washington, D.C. 20591, Attention: Bureau of Motor Carrier Safety. All comments received before the close of business 120 days after the publication of this notice in the *FEDERAL REGISTER* will be considered before action is taken on the proposed rules. All comments will be available for examination in the docket at the Bureau of Motor Carrier Safety, Room 302A, 400 Sixth Street SW., Washington, D.C., both before and after the closing date for comments.

In consideration of the foregoing, it is proposed to amend § 393.95 of Part 393 in Title 49 CFR, effective June 1, 1970, by revising paragraphs (a) and (j) to read as follows:

§ 393.95 Emergency equipment on all power units.

On every bus, truck, truck-tractor, and every driven vehicle in driveaway-towaway operation, there shall be:

(a) *Fire extinguisher.* (1) Every power unit must be equipped with a fire extinguisher that is properly filled, securely mounted, and located so that it is readily accessible for use. The extinguisher must be designed, constructed, and maintained to permit visual determination of whether it is fully charged. The extinguisher must have an extinguishing agent that does not need protection from freezing. The extinguisher must not use a vaporizing liquid that gives off toxic vapors.

(2) Except as provided in subparagraph (3) of this paragraph, the fire extinguisher of a power unit that transports hazardous materials (as defined in Part 173 of this title), must have an Underwriters' Laboratory rating¹ of 16 B:C or more and be so labeled and marked, and a power unit that does not transport hazardous materials must have an Underwriters' Laboratory rating¹ of 8 B:C or more and be so labeled and marked.

¹ Underwriters' Laboratory ratings are given to fire extinguishers under the standards of Underwriters' Laboratories, Inc., 205 East Ohio Street, Chicago, Ill. 60611. Extinguishers must conform to the standards in effect on the date of manufacture or on Jan. 1, 1969, whichever is earlier.

(3) Two fire extinguishers may be carried and their capacities added to obtain the total capacity required by subparagraph (2) of this paragraph if each extinguisher meets the requirements of subparagraph (1) of this paragraph, qualifies for an Underwriters' Laboratory rating² and is marked and labeled with that rating;

(j) *Requirements for fuses.* Each fusee shall be adequate, reliable, capable of burning for at least 15 minutes, and shall comply with the specifications of the Bureau of Explosives, Two Pennsylvania Plaza, New York, N.Y. 10001, dated, February 1969, and be so marked.

The notice of proposed rule making is issued under the authority of section 204 of the Interstate Commerce Act, as amended (49 U.S.C. 304), 18 U.S.C. 834, section 6 of the Department of Transportation Act (49 U.S.C. 1655), and the delegation of authority at 49 CFR 1.4 (c).

Issued on September 17, 1969.

F. C. TURNER,
Federal Highway Administrator.

[P.R. Doc. 69-11476; Filed, Sept. 25, 1969; 8:47 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Internal Revenue Service

NICK DEGROSSE, JR.

Notice of Granting of Relief

Notice is hereby given that Nick Degrosse, Jr., 119 South West Second Street, Kelso, Wash. 98626, 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 May 7, 1938, by the Superior Court of the State of Washington in and for the county of Snohomish of a crime punishable by imprisonment for a term exceeding 1 year. Unless relief is granted, it will be unlawful for Nick Degrosse, Jr., because of such conviction, to ship, transport or receive in interstate or foreign commerce any firearm or ammunition, and he would be ineligible for a license under Chapter 44, title 18, United States Code 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, as amended (82 Stat. 236; 18 U.S.C., appendix), because of such conviction, it would be unlawful for Mr. Degrosse to receive, possess, or transport in commerce or affecting commerce, any firearm.

Notice is hereby given that I have considered Mr. Degrosse's application and have found:

- (1) The conviction was 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, and of the National Firearms Act; and
- (2) It has been established to my satisfaction that the circumstances regarding the conviction 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 relief would not be contrary to the public interest.

Therefore, pursuant to the authority vested in the Secretary of the Treasury by section 925(c), title 18, United States Code and delegated to me by 26 CFR 178.144: *It is ordered*, That Nick Degrosse, Jr., 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 and incurred by reason of the conviction hereinabove described.

Signed at Washington, D.C., this 18th day of September 1969.

[SEAL] RANDOLPH W. THROWER,
Commissioner of Internal Revenue.

[F.R. Doc. 69-11505; Filed, Sept. 25, 1969; 8:49 a.m.]

HILLARD TRIPLETT

Notice of Granting of Relief

Notice is hereby given that Hillard Triplett, 115 Oakwood Drive, Lenoir, N.C., 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 22, 1957, in the United States District Court for the Western District of North Carolina, of an offense punishable by imprisonment for a term exceeding 1 year, as defined in 18 U.S.C. 921(a) (20). Unless relief is granted, it will be unlawful for Hillard Triplett, because of such conviction, 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 U.S.C. appendix) it would be unlawful for Mr. Triplett to receive, possess, or transport in commerce or affecting commerce a firearm. Notice is hereby further given that I have considered Hillard Triplett's application and have found:

- (1) The conviction was 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 conviction, 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 Hillard Triplett from disabilities incurred by reason of his conviction would not be contrary to the public interest.

It is ordered, Pursuant to the authority vested in the Secretary of the Treasury by section 925(c), title 18, United States Code, and delegated to me by the regulations in Title 26, Part 178, Code of Federal Regulations, that Hillard Triplett 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 conviction hereinabove described.

Signed at Washington, D.C., this 19th day of September 1969.

[SEAL] RANDOLPH W. THROWER,
Commissioner of Internal Revenue.

[F.R. Doc. 69-11506; Filed, Sept. 25, 1969; 8:49 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

AMCHEM PRODUCTS, INC.

Notice of Filing of Petition Regarding Pesticide Chemical

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a(d)(1)), notice is given that a petition (PP OF0873) has been filed by Amchem Products, Inc., Ambler, Pa. 19002, proposing the establishment of a tolerance (21 CFR Part 120) of 0.1 part per million for negligible residues of the herbicide 2,3,6-trichlorophenylacetic acid in or on the raw agricultural commodity sugarcane, such residues resulting from application of its sodium salt.

The analytical method proposed in the petition for determining residues of the herbicide is a gas chromatographic technique. After extraction and hydrolysis, the methyl ester is prepared and determined by a gas chromatographic technique using a microcoulometric detection system.

Dated: September 15, 1969.

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

[F.R. Doc. 69-11463; Filed, Sept. 25, 1969; 8:46 a.m.]

CIBA AGROCHEMICAL CO.

Notice of Withdrawal of Petition Regarding Pesticide Chemicals

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a(d)(1)), the following notice is issued:

In accordance with § 120.8 *Withdrawal of petitions without prejudice* of the procedural pesticide regulations (21 CFR 120.8), CIBA Agrochemical Co., Post Office Box 1105, Vero Beach, Fla. 32960, has withdrawn its petition (PP 9F0790), notice of which was published in the FEDERAL REGISTER of January 25, 1969 (34 F.R. 1274), proposing the establishment of tolerances (21 CFR Part 120) for negligible residues of the herbicide p-nitrophenyl-2-nitro-4-(trifluoromethyl) phenylether and its metabolites in or on the raw agricultural commodities soybeans and soybean forage at 0.1 part per million.

Dated: September 18, 1969.

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

[F.R. Doc. 69-11464; Filed, Sept. 25, 1969; 8:46 a.m.]

MERCK SHARP & DOHME RESEARCH LABORATORIES
Notice of Filing of Petition Regarding Pesticide Chemical and Food Additive Thiabendazole

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 408(d)(1), 409(b)(5), 68 Stat. 512, 72 Stat. 1786; 21 U.S.C. 348a(d)(1), 348(b)(5)), notice is given that a pesticide petition (PP 0F0881) has been filed by Merck Sharp & Dohme Research Laboratories, Division of Merck & Co., Inc., Rahway, N.J. 07065, proposing the establishment of a tolerance (21 CFR 120.242) of 0.25 part per million for residues of the fungicide thiabendazole in or on the raw agricultural commodity sugar beet roots.

Notice is also given that the same firm has filed a related food additive petition (PAP OH2453) proposing the establishment of a food additive tolerance (21 CFR 121.260) of 3.5 parts per million for residues of the fungicide in or on dried or dehydrated sugar beet pulp for livestock feed, such residues resulting from application of the fungicide to the growing sugar beets.

The analytical method proposed in the pesticide petition for determining residues of the fungicide involves extraction of residues into ethyl acetate from a pH 4.5 buffered suspension of sugar beet roots. The extract is washed with sodium hydroxide, extracted into hydrochloric acid, and determined spectrophotofluorometrically.

Dated: September 18, 1969.

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

[P.R. Doc. 69-11465; Filed, Sept. 25, 1969;
8:46 a.m.]

[DESI 6811]

**ANTITUBERCULOSIS AGENTS:
AMINOSALICYLATES AND ISONIAZID
Drugs for Human Use; Drug Efficacy
Study Implementation**

The Food and Drug Administration has evaluated reports received from the National Academy of Sciences-National Research Council, Drug Efficacy Study Group, on the following antituberculosis agents containing (a) aminosalicylic acid or a salt or derivative of aminosalicylic acid or (b) isoniazid or (c) a combination of an aminosalicylate and isoniazid:

(a) Aminosalicylate preparations.
Aminosalicylic acid marketed as:

Aminosalicylic Acid Enseals by Eli Lilly and Co., 740 Alabama Street, Indianapolis, Ind. 46204 (NDA 7448).

Aminosalicylic Acid Powder by Merck and Co., Inc., West Point, Pa. 19486 (NDA 6946).

Pamisl Sodium Tablets 0.5 gram by Parke, Davis and Co., Joseph Campau at the River, Detroit, Mich. 48232 (NDA 6924).

Parasal Tablets 0.5 gram and 1.0 gram by Panray Division, Ormont Drug and Chemical Co., Inc., 223 South Dean Street, Englewood, N.J. 07631 (NDA 6811).

Resipar Resin 0.5 gram/gram by E. R. Squibb and Sons, 745 Fifth Avenue, New York, N.Y. 10022 (NDA 9052).

Sodium Aminosallylate marketed as:
Sodium Aminosallylate Powder by Merck and Co., Inc., West Point, Pa. 19486 (NDA 6946).

Pamisl Sodium Powder and Pamisl Sodium Tablets 0.5 gram and 0.69 gram by Parke, Davis and Co., Joseph Campau at the River, Detroit, Mich. 48232 (NDA 6924).

Pasna Granules 5.5 grams/packet by Barnes-Hind Pharmaceuticals, Inc., 895 Kifer Road, Sunnyvale, Calif. 94086 (NDA 7412).

Parasal Sodium Tablets 0.5 gram, 0.69 gram and 1.0 gram by Panray Division, Ormont Drug & Chemical Co., Inc., 223 South Dean Street, Englewood, N.J. 07631 (NDA 6811).

Potassium Aminosallylate marketed as:
Paskalium Tablets 0.5 gram, Capsules 0.5 gram, and Powder by Glenwood Laboratories, Inc., 83 Summit Street, Tenafly, N.J. 07670 (NDA 8395).

Parasal Potassium Tablets 0.5 gram by Panray Division, Ormont Drug and Chemical Co., Inc., 223 South Dean Street, Englewood, N.J. 07631 (NDA 10-353).

Calcium Aminosallylate marketed as:
Pasca Granules 4.25 gram/packet by Barnes-Hind Pharmaceuticals, Inc., 895 Kifer Road, Sunnyvale, Calif. 94086 (NDA 8462).

Pascara Calcium Tablets 0.5 gram, Capsules 0.5 gram, Powder, and Granulate 85 percent by Dorsey Laboratories, Division of The Wander Co., Lincoln, Nebr. 68501 (NDA 8108).

Calcium Benzoylpar marketed as:
Benzapas Tablets 0.5 gram and Powder by Dorsey Laboratories, Division of The Wander Co., Lincoln, Nebr. 68501 (NDA 10-413).
Therapas Powder by Barnes-Hind Pharmaceuticals, Inc., 895 Kifer Road, Sunnyvale, Calif. 94086 (NDA 12-310).

Phenylaminosalicylate marketed as Phenyl-PAS-Tebamin Powder and Tablets 0.5 gram by The Purdue Frederick Co., 99 Saw Mill River Road, Yonkers, N.Y. 10701 (NDA 11-695).

(b) Isoniazid preparations.

Niconyl (isoniazid) Tablets 50 mg. and 100 mg., by Parke, Davis and Co., Joseph Campau at the River, Detroit, Mich. 48232 (NDA 8486).

Isoniazid Tablets 100 mg. by Eli Lilly and Co., 740 South Alabama Street, Indianapolis, Ind. 46206 (NDA 8499).

Tyvid (isoniazid) Tablets 50 mg. and 100 mg. by William S. Merrell Co., Division Richardson-Merrell, Inc., Cincinnati, Ohio 45215 (NDA 8424).

Cotinazin (isoniazid) Tablets 50 mg. and 100 mg. by Charles Pfizer and Co., Inc., 235 East 42d Street, New York, N.Y. 10017 (NDA 8391).

Nicodrin (isoniazid) Tablets 50 mg. and 100 mg. by Gold Leaf Pharmacal Co., Inc., subsidiary of Ormont Drug & Chemical Co., Inc., Englewood, N.J. 07631 (NDA 8532).

Zonazide (isoniazid) Tablets 50 mg. and 100 mg. by Richlyn Laboratories, Inc., Castor and Kensington Avenues, Philadelphia, Pa. 19124 (NDA 8535).

Supercidin (isoniazid) Tablets 50 mg. and 100 mg. by Vitarine Co., Inc., 227-15 North Conduit Avenue, Springfield Gardens, N.Y. 11413 (NDA 8678).

Isoniazid Tablets 50 mg. and 100 mg. by Vitamix Pharmaceuticals, Inc., 2900 North 17th Street, Philadelphia, Pa. 19132 (NDA 9678).

Isoniazid Tablets 100 mg. by Barnes-Hind Pasna Products, Division of Barnes-Hind Pharmaceuticals, Inc., 895 Kifer Road, Sunnyvale, Calif. 94086 (NDA 8807).

Isoniazid Tablets 50 mg. and 100 mg. by Stanley Drug Products Inc., 232 Southeast Oak Street, Post Office Box 3108, Portland, Ore. 97208 (NDA 9153).

Nydrazid (isoniazid) Injection 100 mg./ml. Tablet 50 mg. and 100 mg., Syrup 50 mg./5 ml. by E. R. Squibb & Sons, 745 Fifth Avenue, New York, N.Y. 10022 (NDA 8662 and 8392).

Isoniazid Tablets 50 mg. and 100 mg. by American Pharmaceutical Co., 120 Bruckner Boulevard, New York, N.Y. 10454 (NDA 8500).

Isoniazid Tablets 50 mg. and 100 mg. by Panray Division, Ormont Drug and Chemical Co., Inc., 223 South Dean Street, Englewood, N.J. 07631 (NDA 8428).

Puran (isoniazid) Tablets 50 mg. & 100 mg. by Pure Laboratories, Inc., 50 Intervale Road, Parsippany, N.J. 07054 (NDA 8885).

(c) Combinations.

Sodium Para Aminosallylate 500 mg. with Isoniazid 20 mg. Tablets, Richlyn Laboratories, Inc., Castor & Kensington Avenues, Philadelphia, Pa. 19124 (NDA 9466).

Buffered Parasal-INH Tablets (aminosalicylic acid 0.5 gram and isoniazid 12.5 mg.), Panray Division, Ormont Drug and Chemical Co., Inc., 223 South Dean Street, Englewood, N.J. 07631 (NDA 8891).

Buffered Parasal-INH 20 Tablets (aminosalicylic acid 0.5 gram and isoniazid 20 mg.), Panray Division, Ormont Drug and Chemical Co., Inc., 223 South Dean Street, Englewood, N.J. 07631 (NDA 8891).

In addition to the above products considered by the Academy, these drugs are marketed by other firms. To the extent such drugs are intended for the same indication for use, the conclusions of the Administration apply to them as well. A partial list of other suppliers as indicated in readily available reference sources, is as follows:

AMINOSALICYLATES AND ISONIAZID

ABA Pharmaceutical Co., Division of A. Bergher Distributing Co.
Abbott Laboratories.
American Chemical & Drug Co.
American Drug Products.
American Pharmaceutical Co.
American Roland Corp.
American Quinine Co.
Approved Pharmaceutical Corp.
Arcum Pharmaceutical Corp.
Armour Laboratories, Division Armour Pharmaceutical Co.
Barry-Martin Pharmaceuticals, Inc.
Bell Pharmaceutical Co.
Bristol Labs, Inc., Division Bristol Myers Co.
Bruce Parenterals.
Bundy Co., C. M.
Burrough Brothers, Pharmaceuticals, Inc.
Carroll Chemical Co., The
Casimer Funk Labs, Inc.
Citadel Color & Chemical Corp.
City Chemical Corp.
Cole Laboratories, Inc.
Columbia Medical Co.
Consolidated Midland Corp.
Corvit Pharmaceuticals.
Cosmos Chemical Corp.
Cowley Pharmaceuticals, Inc.
Daniels, Robert, & Co., Inc.
DuMont Pharmacal Co.
Endo Products Co.
Evron Co., Inc.
Faraday Laboratories Inc.
Gotham Pharmaceutical Co., Inc.
Halsey Drug Co., Inc.
Hance Brothers & White Co.
Harvey Laboratories, Inc.
Hewitt, Inc.
Heun Co., E. W.
Hopkins & Hopkins Pharm. Co., Inc.
Horton & Converse.
Hyland Laboratories.
Intermedico Corp.
Italian Drug Importing Co., Inc.
Jan Laboratories.
Kay Pharmaceutical Co.

AMINOSALICYLATES AND ISONIAZID—Continued

Keith Victor Pharmacal Co.
Kirkman Laboratories, Inc.
Lannett Co., Inc., The
Lederle Laboratories, Division American Cyanamid Co.
Lustgarten Laboratories, Inc.
Mallinckrodt Pharmaceuticals, Division Mallinckrodt Chemical Works.
Massengill Co., S. E.
Medicure Pharmacal Co.
Merck, Sharp & Dohme, Division Merck & Co.
Merrell, Wm. S., Co.
Nysco Laboratories, Inc.
Organon Inc.
Pacific States Laboratories, Inc.
Paramino Corp.
Pasadena Research Laboratories, Inc.
Penhurst Pharmacal Co.
Pfaltz & Bauer, Inc.
Pharmex, Inc.
Philadelphia Laboratories, Inc.
Physicians Drug & Supply Co.
Premo Pharm. Laboratories, Inc.
Preston Franklin Pharmacal Co.
Purepac Pharmaceutical Co., Division Elizabeth Laboratories.
Raway Pharmacal Co.
Rexall Drug Co.
Richlyn Laboratories.
Robin Pharmacal Co.
Robinson Laboratories, Inc.
Rondex Laboratories, Inc.
Rowell Laboratories.
Schenley Laboratories, Inc.
Schering Corp.
Spartan Pharmaceutical Co., Division Supreme Pharmaceutical Co.
Spencer Mead, Inc.
Stanlabs, Inc.
Strong Cobb & Co., Inc.
Table Rock Laboratories, Inc.
Towne, Paulsen & Co., Inc.
Tracy Pharmaceutical Co.
United Laboratories, Ltd.
Upjohn Co.
Vanol Chemical Co.
Veltex Co.
Vitamin Research Corp.
Vitarine Co., Inc., The
Westward, Inc.
Winsdale Drug Co.
Winthrop Laboratories, Division Sterling Drug, Inc.

The Food and Drug Administration concludes that the above listed articles used in conjunction with other antituberculosis agents are effective for the treatment of all forms of active tuberculosis when the disease is due to the tubercle bacilli susceptible to the agent being used.

Isoniazid is regarded as possibly effective for treatment of leprosy and in the topical use of the injectable form for tuberculous empyema or effusion.

The drugs are regarded as new drugs. Any opinion expressed in the past that these drugs were no longer regarded as new drugs has been revoked as stated in the FEDERAL REGISTER May 28, 1968 (33 F.R. 7765). Supplemental new drug applications are required to revise the labeling in and to update previously approved applications providing for such drugs. A new drug application is required from any person marketing such drugs without approval.

The Food and Drug Administration is prepared to approve new drug applications and supplements to previously approved new drug applications under conditions described in this announcement.

I. AMINOSALICYLIC ACID; CALCIUM AMINOSALICYLATE; POTASSIUM AMINOSALICYLATE; SODIUM AMINOSALICYLATE; CALCIUM BENZOYLAS; AND PHENYL AMINOSALICYLATE.

A. Effectiveness classification. The Food and Drug Administration has considered the Academy reports as well as other available evidence, and concludes that aminosalicilic acid and the above-named salts and derivatives of aminosalicilic acid are effective in the treatment of all forms of active tuberculosis when it is due to susceptible strains of tubercle bacilli and when the drug is used in combination with streptomycin, isoniazid or both.

B. Form of drug. Aminosalicilic acid, calcium aminosalicilate, potassium aminosalicilate, sodium aminosalicilate, calcium benzoylas and phenyl aminosalicilate preparations are in tablet, capsule, granule, or powder form suitable for oral administration and contain per dosage unit an amount appropriate for administration in the dosage range described in the labeling conditions in this announcement.

C. Labeling conditions. 1. The label bears the statement "Caution: Federal law prohibits dispensing without prescription."

2. The drug is labeled to comply with all requirements of the Act and regulations and those parts of its labeling indicated below are substantially as follows: (Optional additional information, applicable to the drug, may be proposed under other appropriate paragraph headings and should follow the information set forth below.)

DESCRIPTION

(Descriptive information to be included by the manufacturer or distributor should be confined to an appropriate description of the chemical and physical properties of the drug and the formulation.) For salts and derivatives, the aminosalicilic acid equivalent should be stated, as well as the amount of sodium, potassium, or calcium present.

ACTIONS

Aminosalicilic acid is bacteriostatic against *Mycobacterium tuberculosis*. It inhibits the onset of bacterial resistance to streptomycin and isoniazid.

INDICATIONS

Treatment of tuberculosis, always in combination with streptomycin, isoniazid, or both, when due to susceptible strains of tubercle bacilli.

CONTRAINDICATIONS

Severe hypersensitivity to aminosalicilic acid and its congeners.

Add the following to the labeling of potassium aminosalicilate: Potassium salts should not be used in patients with severe impairment of renal function and/or hyperkalemia.

PRECAUTIONS

All drugs should be stopped at the first sign suggesting a hypersensitivity reaction. They may be restarted one at a time, in very small but gradually increasing doses to determine whether the manifestations are drug-induced and, if so, which drug is responsible. Oral hypersensitization to aminosalicilic acid products can only occasionally be accomplished.

Should be used with caution in patients with impaired renal or hepatic functions, and with gastric ulcer.

Patients receiving anticoagulants may require adjustments of their dosage.

Crystalluria may be prevented by the maintenance of urine at a neutral or an alkaline pH.

Add the following to the labeling of sodium aminosalicilate: The sodium salt should be used with caution in patients with known or impending congestive heart failure and in other situations in which excess sodium is potentially harmful, such as severe liver disease.

Add the following to the labeling of calcium aminosalicilate and calcium benzoylas: The calcium salt should be used with caution in patients in whom massive calcium intake is contraindicated, e.g. hypercalcemia, nephrocalcinosis.

Add the following to the labeling of potassium aminosalicilate: Caution should be exercised in patients receiving digitalis and/or diuretic therapy.

ADVERSE REACTIONS

The most common side effect is gastrointestinal intolerance manifested by nausea, vomiting, diarrhea, and abdominal pain.

Hypersensitivity reactions: Fever, skin eruptions of various types, infectious mononucleosis-like syndrome, leucopenia, agranulocytosis, thrombocytopenia, hemolytic anemia, jaundice, hepatitis, encephalopathy, Leofler's syndrome and vasculitis.

Endocrine reactions: Goiter with or without myxedema.

Homeostatic reactions: Hypokalemia, acidosis (for aminosalicilic acid only).

DOSAGE AND ADMINISTRATION

Aminosalicilic acid and its congeners should be administered with isoniazid, streptomycin, or both.

Adults: 10 to 12 Gm./day aminosalicilic acid or equivalent in two to three divided doses orally.

Children: 200 to 300 mg./Kg. day in 3 to 4 divided doses orally.

Caution: Aminosalicilic acid and its salts deteriorate rapidly in contact with water, heat, and sunlight. A brownish or purplish color of the powder or tablets, and especially of a solution made with them, is indicative of such deterioration. If deterioration is evident, the drug should be discarded.

D. Marketing status. Marketing of these drugs may continue under the conditions described in Items IV and V of this announcement.

II. ISONIAZID

A. Effectiveness classification. 1. The Food and Drug Administration has considered the Academy reports, as well as other available evidence and concludes that isoniazid is effective for the treatment of all forms of active tuberculosis in which organisms are susceptible and for preventive antituberculosis therapy.

2. The drug is regarded as possibly effective for treatment of leprosy and for topical use of the injectable form for tuberculous empyema or effusion.

B. Form of the drug. Isoniazid preparations are in injectable form suitable for parenteral administration, or in syrup or tablet form suitable for oral administration and contain per dosage unit an amount appropriate for administration in the dosage range described in the labeling conditions in this announcement.

C. Labeling conditions. 1. The label bears the statement "Caution: Federal law prohibits dispensing without prescription."

2. The drug is labeled to comply with all requirements of the Act and regulations and those parts of its labeling indicated below are substantially as follows: (Optional additional information applicable to the drug, may be proposed under other appropriate paragraph headings and should follow the information set forth below.)

DESCRIPTION

Isoniazid is the hydrazide of nicotinic acid. (Other descriptive information to be included by manufacturer or distributor should be confined to an appropriate description of the chemical and physical properties of the drug and the formulation.)

ACTIONS

The precise mechanism of action is unknown. Isoniazid is assimilated in bacterial metabolism in proportion to the drug susceptibility of the organisms. The drug affects only actively growing tubercle bacilli.

INDICATIONS

All forms of active tuberculosis in which organisms are susceptible.

Preventive antituberculous therapy:

1. A positive Mantoux (tuberculin reaction) in children through the age of school entrance.
2. Any person whose tuberculin reaction became positive within the previous year.
3. Children who have been in close contact with patients with sputum positive for tubercle bacilli.
4. Measles, or surgical procedures occurring in children with known inactive tuberculosis.
5. Prolonged corticosteroid therapy in tuberculin-positive individuals.
6. Debilitating diseases such as silicosis and unstable or severe diabetes in tuberculin-positive patients.

CONTRAINDICATIONS

Severe hypersensitivity to Isoniazid.

PRECAUTIONS

All drugs should be stopped at the first sign suggesting hypersensitivity reaction. Isoniazid may be restarted alone, in very small but gradually increasing doses, to determine whether the manifestations are drug induced. Use of Isoniazid should be carefully monitored in patients with convulsive disorders.

ADVERSE REACTIONS

Toxic effects are usually encountered only with higher doses of Isoniazid—

Nervous system reactions:

1. Peripheral neuritis occurs most often in the malnourished and is usually preceded by paresthesias in the feet and hands. This is dose-related toxicity.
2. Optic neuritis.
3. Toxic psychosis.
4. Encephalopathy.
5. Convulsion.

Hypersensitivity reactions:

Fever, skin eruptions (morbilliform, maculopapular, purpuric, or exfoliative), jaundice and/or hepatitis, lymphadenopathy, eosinophilia, blood dyscrasias (agranulocytosis, hemolytic, or aplastic anemia, thrombocytopenia, and pancytopenia) and vasculitis.

Local reactions: (For Isoniazid Injection). Slight local irritation.

DOSEAGE AND ADMINISTRATION

In the treatment of active tuberculosis, Isoniazid is used in conjunction with aminosalicylic acid, streptomycin, or both. Once the bacilli become resistant, therapy must be changed to agents to which the bacilli are sensitive.

Usual oral and parenteral dosages are:

Adult: 5 mg./Kg./day in 2-3 doses.

Pediatric: 5-20 mg./Kg./day (up to 500-600 mg.) in 2-3 doses.

Concomitant administration of pyridoxine is recommended, particularly in pediatric cases.

D. Claims permitted during extended period for obtaining substantial evidence.

Those claims for which the drug is described in paragraph A, above, as possible effective (not included in the labeling conditions in C) may continue to be used for 6 months following the date of this publication to allow additional time within which holders of previously approved applications or persons marketing the drug without approval may obtain and submit to the Food and Drug Administration, data to provide substantial evidence of effectiveness.

E. Marketing status. Marketing of the drug may continue under conditions described in items IV and V of this announcement except that the indications referenced in paragraph II.D. above may continue to be included in the labeling for the period stated.

III. AMINOSALICYLIC ACID OR SODIUM AMINOSALICYLATE IN COMBINATION WITH ISONIAZID

A. Effectiveness classification. The Food and Drug Administration has considered the Academy reports, as well as other available evidence, and regards aminosalicylic acid or sodium aminosalicylate in combination with Isoniazid as effective for the treatment of all forms of active tuberculosis when the disease is due to tubercle bacilli susceptible to the agents being used.

B. Form of drug. Preparations of aminosalicylic acid or sodium aminosalicylate in combination with Isoniazid are in tablet form suitable for oral administration and contain per dosage unit amounts appropriate for administration in the dosage ranges described in the labeling conditions in this announcement.

C. Labeling conditions. 1. The label bears the statement "Caution: Federal law prohibits dispensing without prescription."

2. The drug is labeled to comply with all requirements of the Act and regulations and the package labeling which bears adequate information for use contains the labeling information described in this announcement for aminosalicylic acid or sodium aminosalicylate and for Isoniazid, except for the indication for preventive antituberculous therapy.

D. Marketing status. Marketing of these drugs may continue under the conditions described in items IV and V of this announcement.

IV. PREVIOUSLY APPROVED APPLICATIONS

A. Each holder of a previously approved new drug application for such

drug should bring the application into conformance by submitting supplements containing:

1. Revised labeling as needed to conform to the labeling conditions described herein for the drug.

2. Adequate data to assure the biologic availability of the drug in the formulation which is marketed (for preparations claiming sustained action, timed release, or other delayed or prolonged effect, these data should show that the drug is available at a rate of release which will be safe and effective). If such data are already included in the application, specific reference thereto may be made.

3. Updating information as needed to make the application current in regard to items 6 (components), 7 (composition), and 8 (methods, facilities, and controls) of the new drug application form FD-356H to the extent described in the proposal for abbreviated new drug applications, § 130.4(f), published in the FEDERAL REGISTER February 27, 1969. (One supplement may contain all the information described in this paragraph.)

B. Such supplements should be submitted within the following time periods after the date of publication of this notice in the FEDERAL REGISTER.

1. 60 days for revised labeling. The supplement should be submitted under the provisions of § 130.9 (d) and (e) of the new drug regulations (21 CFR 130.9) which permit certain changes to be put into effect at the earliest possible time.

2. 180 days for biologic availability data.

3. 60 days for updating information.

C. Marketing of the drug may continue until the supplemental applications submitted in accord with the preceding subparagraphs IV. A. and B. are acted upon: *Provided*, That within 60 days after the date of this publication, the labeling of the preparation shipped within the jurisdiction of the Act is in accord with the labeling conditions described in this announcement. (It may continue to include the indications referenced in paragraph II.D. for the period stated.)

V. NEW APPLICATIONS

A. Any other person who distributes or intends to distribute such drug which is intended for the conditions of use for which it has been shown to be effective as described under A (effectiveness classification), should submit an abbreviated new drug application meeting the conditions specified in the proposed regulation, § 130.4(f) (1) (2), and (3), published in the FEDERAL REGISTER of February 27, 1969. Such applications should include proposed labeling which is in accord with the labeling conditions described herein and adequate data to assure the biologic availability of the drug in the formulation which is marketed or proposed for marketing. (For preparations claiming sustained action, timed release, or other delayed or prolonged effect, these data should show that the drug is available at a rate of release which will be safe and effective.)

B. Distribution of any such preparation currently on the market without an approved new drug application may be continued provided that:

1. Within 60 days from the date of publication of this announcement in the *FEDERAL REGISTER*, the labeling of such preparation shipped within the jurisdiction of the Act is in accord with the labeling conditions described herein. (It may continue to include the indications referenced in paragraph II.D. for the period stated.)

2. The manufacturer, packer or distributor of such drug submits, within 180 days from the date of this publication, a new drug application to the Food and Drug Administration.

3. The applicant submits additional information that may be required for the approval of the application within a reasonable time as specified in a written communication from the Food and Drug Administration.

4. The application has not been ruled incomplete or unapprovable.

VI. EXEMPTION FROM PERIODIC REPORTING

The periodic reporting requirements of §§ 130.35(e) and 130.13(b) (4) are waived in regard to applications approved for this drug solely for the conditions of use for which the drug is regarded as effective as described herein.

VII. UNAPPROVED USE OR FORM OF DRUG

A. If the article is labeled or advertised for use in any condition other than those provided for in this announcement, it may be regarded as an unapproved new drug subject to regulatory proceedings until such recommended use is approved in a new drug application, or is otherwise in accord with this announcement.

B. If the article is proposed for marketing in another form or for a use other than the use provided for in this announcement, appropriate additional information as described in § 130.4 or § 130.9 of the regulations may be required, including results of animal and clinical tests intended to show whether the drug is safe and effective.

Representatives of the Administration are willing to meet with any interested person who desires to have a conference concerning proposed changes in the labeling set forth herein. Requests for such meetings should be made to the Office of Marketed Drugs (MD-300), Bureau of Medicine, at the address given below, within 30 days after the publication of this notice in the *FEDERAL REGISTER*.

A copy of the NAS-NRC report has been furnished to each firm referred to above. Any other manufacturer, packer, or distributor of a drug of similar composition and labeling to the drugs listed in this announcement or any other interested person may obtain a copy by request to the appropriate office named below.

Communications forwarded in response to this announcement should be identified with the reference number, DESI 6811, and be directed to the attention of the following appropriate office and addressed to the Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204:

Requests for NAS-NRC report: Press Relations Office (CE-300).

Supplements (identify with NDA number): Office of Marketed Drugs (MD-300), Bureau of Medicine.

Original abbreviated new drug applications: Office of Marketed Drugs (MD-300), Bureau of Medicine.

All other communications regarding this announcement: Special Assistant for Drug Efficacy Study Implementation (MD-16), Bureau of Medicine.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050-53, as amended; 21 U.S.C. 352, 355) and under the authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: September 19, 1969.

HERBERT L. LEY, Jr.,

Commissioner of Food and Drugs.

[F.R. Doc. 69-11466; Filed, Sept. 25, 1969; 8:46 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. P-153-1]

PICKER CORP.

Notice of Hearing

On August 27, 1969, the Picker Corp. (hereinafter, the "applicant") filed an application pursuant to section 153 of the Atomic Energy Act of 1954, as amended (hereinafter, the "Act"), requesting the Commission to issue a license for the use of the invention or discovery covered by U.S. Patent No. 3,011,057, Radiation Image Device, issued to Hal O. Anger on November 28, 1961. Section 153 of the Act and the Commission's "Rules of Practice", 10 CFR Part 2, provide that the Commission shall hold a hearing within 60 days after the filing of such an application.

Accordingly, pursuant to section 153d. of the Act, and the Commission's regulations contained in 10 CFR Part 2, notice is hereby given to the applicant; Hal O. Anger, the owner of record of the patent; Nuclear Chicago, designated in the application filed by Picker Corp. as the exclusive licensee of the patent; and any other person whose interest may be affected that a hearing will be held at 10 a.m., local time, on October 27, 1969, in Room 2008, Federal Office Building No. 7, 726 Jackson Place NW., Washington, D.C. (entrance on 17th Street), before Presiding Officer Samuel W. Jensch, to consider the following issues:

1. Whether the applicant is qualified under section 153c. of the Act to apply for such a license.

2. Whether the Commission should issue a nonexclusive license to the applicant to use the invention or discovery covered by U.S. Patent No. 3,011,057. Pursuant to section 153e. of the Act, such a license can only be issued if the Commission finds that:

a. the invention or discovery covered by the patent is of primary importance in the production or utilization of special nuclear material or atomic energy;

b. the licensing of such invention or discovery is of primary importance to the conduct of the activities of the applicant;

c. the activities to which the patent license are proposed to be applied by such applicant are of primary importance to the furtherance of policies and purposes of this Act; and

d. such applicant cannot otherwise obtain a patent license from the owner of the patent on terms which the Commission deems to be reasonable for the intended use of the patent to be made by such applicant.

Section 153g. of the Act provides that the owner of the patent shall be entitled to a reasonable royalty fee from the licensee for any use of an invention or discovery licensed under section 153 of the Act. In the absence of an agreement between the owner and the licensee, the royalty will be determined in a separate proceeding pursuant to section 157 of the Act.

A prehearing conference will be held by the Presiding Officer at 10 a.m., local time, on October 17, 1969, in Room 2008, Federal Office Building No. 7, 726 Jackson Place NW., Washington, D.C. (entrance on 17th Street), to consider matters provided for consideration by § 2.752 of the Commission's rules of practice, 10 CFR Part 2.

Any answers to this notice, pursuant to the provisions of § 2.705 of the Commission's rules of practice, must be filed by the parties on or before October 15, 1969.

Papers required to be filed in this proceeding may be filed by mail or telegram addressed to the Secretary, U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Chief, Public Proceedings Branch, or may be filed by delivery to the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Pending further order of the presiding officer, parties are required to file, pursuant to the provisions of § 2.708 of the Commission's rules of practice, an original and 20 conformed copies of each such paper with the Commission.

Dated at Germantown, Md., this 24th day of September 1969.

UNITED STATES ATOMIC
ENERGY COMMISSION,
F. T. HOBBS,
Acting Secretary.

[F.R. Doc. 69-11564; Filed, Sept. 25, 1969; 9:56 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 20724]

ATLANTA-DETROIT/CLEVELAND/ CINCINNATI INVESTIGATION

Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled

matter is assigned to be held on October 21, 1969, at 10 a.m., e.d.s.t., in Room 726, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner William F. Cusick.

Requests for information and evidence, statements of proposed issues, proposed procedural dates and stipulations, statements of position, and any motions shall be filed with the examiner and parties on or before October 13, 1969.

Dated at Washington, D.C., September 22, 1969.

[SEAL]

THOMAS L. WRENN,
Chief Examiner.

[P.R. Doc. 69-11485; Filed, Sept. 25, 1969;
8:48 a.m.]

[Docket No. 21268; Order 69-9-85]

DUNCAN AVIATION CO.

Order To Show Cause Regarding Establishment of Service Mail Rate

Issued under delegated authority September 15, 1969.

The Postmaster General filed a notice of intent July 31, 1969, pursuant to 14 CFR Part 298, petitioning the Board to establish for the above captioned air taxi operator, a final service mail rate of 49.5 cents per great circle aircraft mile for the transportation of mail by aircraft between Kansas City, Mo., and Lincoln, Nebr., via Grand Island, Nebr.

No protest or objection was filed against the proposed services during the time for filing such objections. The Postmaster General states that the Department and the carrier agree that the above rate is a fair and reasonable rate of compensation for the proposed services. The Postmaster General believes these services will meet postal needs in the market. He states the air taxi plans to initiate mail service with twin-engine Beech, Super 18, aircraft. Cost data submitted by the carrier tend to support the proposed rate.

It is in the public interest to fix, determine, and establish the fair and reasonable rate of compensation to be paid by the Postmaster General for the proposed transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, between the aforesaid points. Upon consideration of the notice of intent and other matters officially noticed, it is proposed to issue an order¹ to include the following findings and conclusions:

The fair and reasonable final service mail rate to be paid to Duncan Aviation Co., in its entirety by the Postmaster General pursuant to section 406 of the Act for the transportation of mail by aircraft, the facilities used and useful

therefor, and the services connected therewith, shall be 49.5 cents per great circle aircraft mile between Kansas City, Mo., and Lincoln, Nebr., via Grand Island, Nebr.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 406 thereof, and regulations promulgated in 14 CFR Part 302, 14 CFR Part 298, and 14 CFR 385.14(f):

It is ordered, That:

1. Duncan Aviation Co., the Postmaster General, United Air Lines, Inc., Frontier Airlines, Inc., and all other interested persons are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final rate specified above for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith as specified above as the fair and reasonable rate of compensation to be paid to Duncan Aviation Co.;

2. Further procedures herein shall be in accordance with 14 CFR Part 302, and notice of any objection to the rate or to the other findings and conclusions proposed herein, shall be filed within 10 days, and if notice is filed, written answer and supporting documents shall be filed within 30 days after service of this order;

3. If notice of objection is not filed within 10 days after service of this order, or if notice is filed and answer is not filed within 30 days after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed herein and fix and determine the final rate specified herein;

4. If answer is filed presenting issues for hearing, the issues involved in determining the fair and reasonable final rate shall be limited to those specifically raised by the answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302.307); and

5. This order shall be served upon Duncan Aviation Co., the Postmaster General, United Air Lines, Inc., and Frontier Airlines, Inc.

This order will be published in the FEDERAL REGISTER.

[SEAL]

MABEL McCART,
Acting Secretary.

[P.R. Doc. 69-11484; Filed, Sept. 25, 1969;
8:48 a.m.]

[Docket No. 20291; Order 69-9-123]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Passenger Traffic Procedures

Issued under delegated authority September 22, 1969.

Agreement adopted by the Traffic Conferences of the International Air Transport Association relating to passenger traffic procedures; Docket 20291, Agree-

ment CAB 21290, R-1, R-2, R-15, and R-16.

An agreement has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's economic regulations, between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of the Traffic Conferences of the International Air Transport Association (IATA). The agreement, which was adopted as a result of the Second Meeting of the Passenger Traffic Procedures Committee at Geneva in May of 1969, has been assigned the above-designated CAB agreement number.

The agreement encompasses a new resolution which would liberalize the procedures to apply in cases where group-fare passengers are prevented from traveling with the group because of a death in the immediate family after travel has commenced. In essence, these passengers would be permitted to return to their point of origin at the group fare rather than being required to pay the higher individual fare. In no instance would such a contingency affect the fare status of the remaining passengers in the group. The agreement would also amend an existing resolution so as to permit extension of the validity of tickets held by immediate family members accompanying a passenger incapacitated by illness.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.14, it is not found, on a tentative basis, that the following resolutions, which are incorporated in the agreement indicated, are adverse to the public interest or in violation of the Act:

Agreement CAB 21290	IATA resolution
R-1	102(PTPC) 279a. 202(PTPC) 279a. 302(PTPC) 279a. JT12(2) (PTPC) 279a. JT23(2) (PTPC) 279a. JT31(2) (PTPC) 279a. JT123(2) (PTPC) 279a.
R-2	102(PTPC) 140. 202(PTPC) 140. 302(PTPC) 140. JT12(2) (PTPC) 140. JT23(2) (PTPC) 140. JT31(2) (PTPC) 140. JT123(2) (PTPC) 140.
R-15	102(PTPC) 277. 202(PTPC) 277. 302(PTPC) 277. JT12(2) (PTPC) 277. JT23(2) (PTPC) 277. JT31(2) (PTPC) 277. JT123(2) (PTPC) 277.
R-16	102(PTPC) 278. 202(PTPC) 278. 302(PTPC) 278. JT12(2) (PTPC) 278. JT23(2) (PTPC) 278. JT31(2) (PTPC) 278. JT123(2) (PTPC) 278.

Accordingly, it is ordered, That:

Action on Agreement CAB 21290, R-1, R-2, R-15, and R-16 be and hereby is deferred with a view toward eventual approval.

Persons entitled to petition the Board for review of this order, pursuant to the Board's regulations, 14 CFR 385.50, may,

¹ As this order to show cause is not a final action but merely affords interested persons an opportunity to be heard on the matters herein proposed, it is not regarded as subject to the review provisions of Part 385 (14 CFR Part 385). These provisions for Board review will be applicable to final action taken by the staff under authority delegated in § 385.14(g).

within 10 days after the date of service of this order, file such petitions in support of or in opposition to our proposed action herein.

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

[SEAL]

MABEL McCART,
Acting Secretary.

[F.R. Doc. 69-11486; Filed, Sept. 25, 1969;
8:48 a.m.]

CIVIL SERVICE COMMISSION

DEPARTMENT OF AGRICULTURE

Notice of Grant of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Department of Agriculture to fill by noncareer executive assignment in the excepted service the position of Assistant Deputy Administrator, Farmers Home Administration.

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL]

JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 69-11492; Filed, Sept. 25, 1969;
8:48 a.m.]

VETERANS ADMINISTRATION

Notice of Grant of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Veterans Administration to fill by noncareer executive assignment in the excepted service the position of Special Assistant to the Administrator.

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL]

JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 69-11493; Filed, Sept. 25, 1969;
8:48 a.m.]

FEDERAL MARITIME COMMISSION

NORDISK TRANSPORT, INC., AND FLORIDA INTERNATIONAL FORWARDERS

Notice of Agreement Filed for Approval

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1405 I Street NW., Room 1202, or may inspect the agree-

ment at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the **FEDERAL REGISTER**. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Staffan Kuylenstierna, Vice President, Nordisk Transport, Inc., 79 Wall Street, New York, N.Y. 10005.

Agreement No. FF 69-11 between Nordisk Transport, Inc. (Nordisk, Federal Maritime Commission License No. 929), and Florida International Forwarders (Florida International, Federal Maritime Commission License No. 51) is an exclusive cooperative working agreement submitted for Commission approval pursuant to section 15, Shipping Act, 1916. Florida International is headquartered in Miami, Fla., and operates a single branch office at 325 Spring Street, New York, N.Y.

The terms of the agreement provide for the New York City branch office of Florida International to transfer its operation to the premises of Nordisk at 79 Wall Street where it would employ a qualified person(s) in a supervisory capacity. All other functions would be performed by Nordisk.

Nordisk may complete documentation and perform other independent ocean freight forwarding functions on behalf of the Florida International branch office. Forwarding fees and compensation would be subject to a 50/50 division between the parties, with the provision that division of compensation would be limited to those shipments handled by Nordisk on behalf of the Florida International branch office.

Dated: September 19, 1969.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 69-11459; Filed, Sept. 25, 1969;
8:46 a.m.]

NORTH ATLANTIC ISRAEL EAST-BOUND FREIGHT CONFERENCE

Notice of Agreement Filed

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1405 I Street NW., Room 1202; or may inspect the agreement at the offices of the District Managers, New York, N.Y., New Orleans, La.,

and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the **FEDERAL REGISTER**. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed by:

Mr. Howard A. Levy, Kurrus and Jacobi,
2000 K Street NW., Washington, D.C. 20006.

Agreement No. 8220-6, between American Export Isbrandtsen Lines, Inc., and Zim Israel Navigation Co., Ltd., amends Clauses 9 and 10 of the basic agreement to delete those provisions necessitating compliance with the reporting requirements of the Commission's General Orders 7 and 18. These general orders were amended June 4, 1969, to except two-party rate-fixing agreements from compliance therewith.

Dated: September 22, 1969.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 69-11450; Filed, Sept. 25, 1969;
8:45 a.m.]

SEA-LAND SERVICE, INC., AND CONCORDIA LINE

Notice of Agreement Filed

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1405 I Street NW., Room 1202; or may inspect the agreement at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the **FEDERAL REGISTER**. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed by:

Mr. F. Hiller, Jr., Commerce Manager, Sea-Land Service, Inc., Corbin and Fleet Streets, Post Office Box 1050, Elizabeth, N.J. 07207.

Agreement No. 9821, between Sea-Land Service, Inc., and Concordia Line covers the movement of general cargo on through bills of lading from ports in Puerto Rico to ports in the Gulf of Oman, Persian Gulf, Gulf of Aden, and Red Sea ports with transshipment at New York,

N.Y., in accordance with the terms and conditions set forth in the agreement.

Dated: September 22, 1969.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 69-11451; Filed, Sept. 25, 1969;
8:45 a.m.]

[Docket No. 69-48]

[Independent Ocean Freight Forwarder
License 1092]

SPEED-FREIGHT, INC.

Notice of Investigation and Hearing

Speed-Freight Inc., 153-07 Rockaway Boulevard, Jamaica, N.Y. 11434, was licensed as an independent ocean freight forwarder by the Federal Maritime Commission on September 15, 1965.

The Commission now has reason to believe that Speed-Freight Inc., may be connected with and/or controlled by a shipper to foreign countries contrary to sections 1 and 44 of the Shipping Act, 1916 (46 U.S.C. 801, 841b), and § 510.2 (a) of Federal Maritime Commission General Order 4. Further, the Commission has reason to believe that Speed-Freight Inc., may have submitted willfully false statements to the Commission in connection with its application for a license; that there has been a change in the licensee's financial position and personnel whereby Speed-Freight may no longer be qualified as an independent ocean freight forwarder; and that Speed-Freight Inc., violated § 510.5(c), General Order 4.

In a number of prior decisions the Federal Maritime Commission has held that under the definition of an independent ocean freight forwarder contained in section 1 of the Shipping Act, 1916, a freight forwarder who has a direct or indirect control relationship with a shipper cannot be licensed. Application for Freight Forwarding License—Louis Applebaum, 8 FMC 306 (1964); Application for Freight Forwarding License—Wm. V. Cady, 8 FMC 352 (1964); Application for Freight Forwarding License—Del Mar Shipping Corp., 8 FMC 493 (1965); and Application for Freight Forwarding License—York Shipping Corporation, 9 FMC 72 (1965).

In addition, § 510.9, General Order 4, provides that a license may be revoked after notice and hearing for submission of any willfully false statements to the Commission in connection with an application for a license, or for a change of circumstances whereby the licensee no longer qualifies as an independent ocean freight forwarder, or for failure to comply with any lawful regulations of the Commission.

Therefore, it is ordered, Pursuant to sections 22 and 44 of the Shipping Act, 1916 (46 U.S.C. 831, 841b) that a proceeding is hereby instituted to determine whether Speed-Freight Inc., continues to qualify for a license and whether its license should be continued in effect or be revoked pursuant to sections 1 and 44 of

the Shipping Act, 1916 (46 U.S.C. 801, 841b), and § 510.9, General Order 4.

It is further ordered, That Speed-Freight Inc., be made respondent in this proceeding and that the matter be assigned for hearing before an Examiner of the Commission's Office of Hearing Examiners at a date and place to be announced by the Presiding Examiner.

It is further ordered, That notice of this order be published in the FEDERAL REGISTER and a copy thereof and notice of hearing be served upon respondent.

It is further ordered, That any persons, other than respondent, who desire to become a party to this proceeding and to participate therein shall file a petition to intervene with the Secretary, Federal Maritime Commission, Washington, D.C. 20573, with a copy to respondent.

It is further ordered, That all future notices issued by or on behalf of the Commission in this proceeding, including notice of time and place of hearing, or prehearing conference, shall be mailed directly to all parties of record.

By the Commission.

[SEAL]

THOMAS LISI,
Secretary.

[F.R. Doc. 69-11452; Filed, Sept. 25, 1969;
8:45 a.m.]

FEDERAL POWER COMMISSION

[Docket No. AR69-1, etc.]

AREA RATE PROCEEDING ET AL.

Notice Fixing Oral Argument

SEPTEMBER 19, 1969.

Area rate proceeding (offshore southern Louisiana Federal domain and disputed areas), Docket No. AR69-1; Phillips Petroleum Co. et al., Docket No. RI69-753; Hunt Oil Co. et al., Docket No. RI70-72; Shell Oil Co. et al., Docket No. RI70-73; The California Co., Docket No. RI70-74.

The offshore southern Louisiana area rate proceeding, Docket No. AR69-1, was instituted by order of the Commission dated March 20, 1969. Thereafter, on April 21, 1969, Sun Oil Co. filed an application for rehearing, requesting the Commission to expand the scope of the proceeding to include a larger geographical area and additional vintages of gas. Subsequently, on May 9, 1969, Phillips Petroleum Co. et al., filed in Docket No. RI69-753 a document entitled, "Petition Regarding Producer Regulation," in which it requested the Commission to undertake a series of steps which would culminate in a determination of the just and reasonable rate for all vintages of gas from all of the various gas producing areas of the Nation. Answers to the Phillips petition were filed by Shell Oil Co. et al., the Pipeline Purchaser Group (consisting of 11 pipelines which purchase gas in the southern Louisiana area), certain members of the United Distribution Cos. group (Columbia Gas System, Inc. et al.), Northern Natural Gas Co., the California Distributor

Group, the California Public Utilities Commission, the New York Public Service Commission, and the Associated Gas Distributors.

Five prehearing conference sessions were held in Docket No. AR69-1 during the period extending from July 8 through August 14, 1969. On September 2, 1969, the prehearing conference record was transmitted by the Presiding Examiner to the Commission for its further consideration and action. The AR69-1 record includes prehearing conference exhibits Nos. 1 through 7, which represent the various cost, gas reserves, and other data requests of the parties. The three primary data collection proposals are sponsored by the Commission's staff, the United Distribution Cos., and the major production group (Texaco, Inc., et al.).

Meanwhile, on July 14, 1969, Hunt Oil Co. et al., filed in Docket No. RI70-72 a petition to waive or lift the rate change moratoria imposed by the Commission in its decision in the southern Louisiana area rate proceeding (Dockets Nos. AR61-2, Opinions 546 and 546-A). Other petitions to waive or lift the southern Louisiana rate change moratoria were filed by Shell Oil Co. et al., Docket No. RI70-72, and The California Co., Docket No. RI70-74.

Motions for oral argument in the above-designated proceedings have been filed by the United Distribution Cos. (AR69-1; RI69-753); and Texaco, Inc., et al. (AR69-1; RI69-753; RI70-73). Hunt Oil Co., et al. (AR69-1; RI69-753; RI70-72; RI70-73), filed a motion adopting the motion of Texaco, Inc. et al. Since the motions which have been filed are so interrelated that the resolution thereof may affect the scope of the proceeding in Docket No. AR69-1, it is deemed appropriate that the above-entitled proceedings be and are hereby consolidated for purposes of oral argument.

Take notice that an oral argument concerning the issues involved in the above-designated proceedings will be heard by the Commission, en banc, commencing at 9:30 a.m., e.d.t., October 24, 1969, in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C.

All parties desiring to participate in such oral argument shall notify the Secretary of the Commission in writing on or before October 3, 1969, of the amount of time they desire. The parties are requested to set forth in writing the specific issues to which they propose to address themselves.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-11453; Filed, Sept. 25, 1969;
8:45 a.m.]

[Docket No. CP70-48]

EL PASO NATURAL GAS CO.

Notice of Application; Correction

SEPTEMBER 19, 1969.

In the notice of application, issued September 5, 1969, and published in the

FEDERAL REGISTER, September 12, 1969 (34 F.R. 14354), in the second paragraph, change "Boyer" to read "Borger". Also in the second paragraph, change "fee" to read "for".

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-11454; Filed, Sept. 25, 1969;
8:45 a.m.]

[Docket No. E-7503]

PACIFIC POWER & LIGHT CO.

Notice of Application

SEPTEMBER 19, 1969.

Take notice that on September 15, 1969, Pacific Power & Light Co. (Applicant), a corporation organized under the laws of the State of Maine and qualified to transact business in the States of Oregon, Wyoming, Washington, California, Montana, and Idaho, with its principal business office at Portland, Oreg., filed an application with the Federal Power Commission, pursuant to section 204 of the Federal Power Act, seeking an order authorizing the issuance of \$20 million in principal amount of its first mortgage bonds, ----- percent series due November 1, 1999, and 150,000 shares of its ----- percent serial preferred stock, cumulative, par value \$100 per share.

The new bonds are to be issued under and pursuant to Applicant's presently existing mortgage and deed of trust, dated as of July 1, 1947, to Morgan Guaranty Trust Company of New York, as corporate trustee, as amended and supplemented and as proposed to be further supplemented by a 21st supplemental indenture thereto. The new bonds are to bear interest at a rate per annum to be fixed by competitive bidding and will mature November 1, 1999. The new preferred stock will consist of a new series of Applicant's presently authorized serial preferred stock and will be entitled to dividends at an annual rate and be subject to redemption at prices expressed in an appropriate bylaw amendment after competitive bidding for the new preferred stock shall have taken place.

Applicant proposes to sell the new bonds and new preferred stock in accordance with the competitive bidding requirements contained in § 34.1a of the Commission's regulations under the Federal Power Act.

The net proceeds from the issuance and sale of the new bonds and new preferred stock are proposed to be applied to the payment of short-term promissory notes outstanding at the time of the sale of the new securities (estimated at \$40 million). The notes were issued under a credit agreement dated October 1, 1963, as last amended on April 1, 1968. The issuance of the new bonds and preferred stock is a part of Applicant's program for retiring short-term borrowings and financing its construction expenditures for 1969, presently estimated at \$67,500,000.

Any person desiring to be heard or to make any protest with reference to said application should on or before October 6, 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. The application is on file with the Commission and available for public inspection.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-11455; Filed, Sept. 25, 1969;
8:45 a.m.]

[Docket No. R170-47 etc.]

TEXACO, INC., ET AL.

Order Accepting Contract Amendments, Providing for Hearings on and Suspension of Proposed Changes in Rates; Correction

SEPTEMBER 19, 1969.

Texaco, Inc., Docket No. R170-47, etc.; Texaco, Inc., Docket No. R170-47; Union Texas Petroleum, a division of Allied Chemical Corp., et al., Docket No. R170-49.

In the order accepting contract amendments, providing for hearings on and suspension of proposed changes in rates, issued July 24, 1969, and published in the FEDERAL REGISTER August 5, 1969 (34 F.R. 12731), for Docket No. R170-47, Texaco, Inc., opposite Supplement No. 12 to Texaco's FPC Gas Rate Schedule No. 125, under column headed "Date Suspended Until" change "7-31-69" to read "12-31-69". For Docket No. R169-49, Union Texas Petroleum, a division of Allied Chemical Corp., et al., under column headed "Docket No." change "R169-49" to read "R170-49".

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-11456; Filed, Sept. 25, 1969;
8:45 a.m.]

[Docket No. CP70-58]

TRANSCONTINENTAL GAS PIPE LINE CORP.

Notice of Application

SEPTEMBER 19, 1969.

Take notice that on September 12, 1969, Transcontinental Gas Pipe Line Corp. (Applicant), Post Office Box 1396, Houston, Tex. 77001, filed in Docket No. CP70-58 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and

necessity to authorize Applicant to transport, on an interruptible basis for a 1 year period from November 1, 1969, through October 31, 1970, of up to 15,332 Mcf of natural gas at 14.7 p.s.i.a. for Consolidated Gas Supply Corp. (Consolidated) from two points on Applicant's transmission system in Louisiana to an existing point of interconnection between the systems of the two companies in Clinton County, Pa. The points of delivery to Applicant are the tailgate of the Acadia Plant in the vicinity of Egan, Acadia Parish, La., and at the point of interconnection between Applicant's 30-inch line and the 20-inch South Louisiana line of Tennessee Gas Pipeline Co., a division of Tenneco Inc. (Tennessee), in sec. 28, T. 6 S., R. 5 W., near Kinder, Allen Parish, La. For this service a transportation charge of 22 cents per Mcf at 14.7 p.s.i.a. is proposed, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

The application states that Consolidated has available to it natural gas produced in the Vermilion Block 255 Field, offshore Vermilion Parish, La., which it desires to have available for the market requirements on its system beginning in November 1969. The 1 year interruptible transportation for which authorization is sought is designed to assist Consolidated in getting these additional reserves to its market area as soon and as economically as possible. Tennessee has contracted with Consolidated to transport the instant volumes from their offshore source in Block 255 Field to the points of delivery to Applicant described above.

Any person desiring to be heard or to make any protest with reference to said application should on or before October 16, 1969, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). 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. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition 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 this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if

the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

[P.R. Doc. 69-11457; Filed, Sept. 25, 1969;
8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File Nos. 7-3204-7-3206]

BUCYRUS-ERIE CO. ET AL.

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

SEPTEMBER 22, 1969.

In the matter of applications of the Midwest Stock Exchange for unlisted trading privileges in certain securities.

The above-named national securities exchange has filed applications with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stocks of the following companies, which securities are listed and registered on one or more other national securities exchanges:

File No.

Bucyrus-Erie Co.	7-3204
Union Pacific Corp.	7-3205
General Public Utilities Corp.	7-3206

Upon receipt of a request, on or before October 7, 1969, from any interested person, the Commission will determine whether the application with respect to any of the companies named shall be set down for hearing. Any such request should state briefly the title of the security in which he is interested, the nature of the interest of the person making the request, and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on any of the said applications by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing with respect to any particular application, such application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[P.R. Doc. 69-11470; Filed, Sept. 25, 1969;
8:46 a.m.]

[File No. 7-3207]

CHASE MANHATTAN CORP.

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

SEPTEMBER 22, 1969.

In the matter of application of the Philadelphia-Baltimore-Washington Stock Exchange for unlisted trading privileges in a certain security.

The above-named national securities exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stock of the following company, which security is listed and registered on one or more other national securities exchange:

The Chase Manhattan Corp., File No. 7-3207.

Upon receipt of a request, on or before October 7, 1969, from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[P.R. Doc. 69-11468; Filed, Sept. 25, 1969;
8:46 a.m.]

[File Nos. 7-3200, 7-3201]

CHASE MANHATTAN CORP. AND LYKES-YOUNGSTOWN CORP. (DEL- AWARE)

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

SEPTEMBER 22, 1969.

In the matter of applications of the Boston Stock Exchange for unlisted trading privileges in certain securities.

The above-named national securities exchange has filed applications with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stocks of the following companies, which securities are listed and registered on one or more other national securities exchanges:

File No.

The Chase Manhattan Corp.	7-3200
Lykes-Youngstown Corp. (Delaware)	7-3201

Upon receipt of a request, on or before October 7, 1969, from any interested person, the Commission will determine whether the application with respect to any of the companies named shall be set down for hearing. Any such request should state briefly the title of the security in which he is interested, the nature of the interest of the person making the request, and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on any of the said applications by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing with respect to any particular application, such application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[P.R. Doc. 69-11469; Filed, Sept. 25, 1969;
8:46 a.m.]

[File No. 7-3208]

INTERNATIONAL TELEPHONE AND TELEGRAPH CORP.

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

SEPTEMBER 22, 1969.

In the matter of application of the Philadelphia - Baltimore - Washington Stock Exchange for unlisted trading privileges in a certain security.

The above-named national securities exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the preferred stock of the following company, which security is listed and registered on one or more other national securities exchange:

International Telephone & Telegraph Corp.,
\$4 convertible preferred stock, Series K,
no par value, File No. 7-3208.

Upon receipt of a request, on or before October 7, 1969, from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified.

If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-11471; Filed, Sept. 25, 1969;
8:47 a.m.]

[File No. 7-3202]

LYKES-YOUNGSTOWN CORP. (DELAWARE)

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

SEPTEMBER 22, 1969.

In the matter of application of the Boston Stock Exchange for unlisted trading privileges in a certain security.

The above-named national securities exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the preferred stock of the following company, which security is listed and registered on one or more other national securities exchange:

Lykes-Youngstown Corp. (Delaware), \$2.50 cumulative convertible preferred stock, Series A, \$1 par value, File No. 7-3202.

Upon receipt of a request, on or before October 7, 1969, from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-11472; Filed, Sept. 25, 1969;
8:47 a.m.]

[File No. 7-3203]

WOLVERINE WORLD WIDE, INC.

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

SEPTEMBER 22, 1969.

In the matter of application of the Detroit Stock Exchange for unlisted trading privileges in a certain security.

The above-named national securities exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stock of the following company, which security is listed and registered on one or more other national securities exchange:

Wolverine World Wide, Inc., File No. 7-3203.

Upon receipt of a request, on or before October 7, 1969, from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-11473; Filed, Sept. 25, 1969;
8:47 a.m.]

SMALL BUSINESS ADMINISTRATION

THIRD'S SMALL BUSINESS INVESTMENT CO.

Approval of Application for Transfer of Control of Licensed Small Busi- ness Investment Company

On August 22, 1969, a notice of application for transfer of control was published in the FEDERAL REGISTER (34 F.R. 13575) stating that an application had been filed with the Small Business Administration (SBA) pursuant to § 107.701 of the regulations governing small business investment companies (13 CFR Part 107; 33 F.R. 326) for transfer of control of The Third's Small Business Investment Co., Third National Bank Building, 170 Fourth Avenue North, Nashville, Tenn. 37219. License No. 05/05-0002, a Federal licensee under the Small Business Investment Act of 1958, as amended (15 U.S.C. 661 et seq.).

Interested persons were given until the close of business September 7, 1969, to submit to SBA their written comments. No comments were received.

SBA, having considered the application and all pertinent information and facts with regard thereto, hereby approves the application for transfer of control of The Third's Small Business Investment Co., a wholly owned subsidi-

ary of The Third National Bank of Nashville, to NLT Corp., 301 Seventh Avenue North, Nashville, Tenn. 37219.

Dated: September 11, 1969.

A. H. SINGER,
Associate Administrator
for Investment.

[F.R. Doc. 69-11474; Filed, Sept. 25, 1969;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 1328]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

Correction

In F.R. Doc. 69-10782, on page 14256, in the issue of Wednesday, September 10, 1969, in the second column of page 14258 under "No. MC-F-10601" six lines from the bottom the line should read: "Counties, Colo., between points in Garfield and Pitkin Counties, Colo. on the one hand, and".

[Notice 911]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

SEPTEMBER 23, 1969.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 1131), 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 41432 (Sub-No. 104 TA), filed September 8, 1969. Applicant: EAST TEXAS MOTOR FREIGHT LINES, INC., 2355 Stemmons Expressway, Post Office Box 10125, Dallas, Tex. 75207. Applicant's representative: James K. Newbold (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Ammunition (explosive, incendiary, or gas, smoke or tear producing), manufactured ingredients and component parts of ammunition, and general commodities, except those of unusual value, classes A and B explosives

(other than ammunition and manufactured ingredients and component parts of ammunition as specified), household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, serving the site of Remington Arms Co., Inc., near Lonoke, Ark., as an off-route point in connection with applicant's regular-route operations authorized between Memphis, Tenn., and Texarkana, Ark., for 180 days. NOTE: Applicant states the Remington Arms Co., Inc., plantsite is located outside the commercial zone of Lonoke, Ark., and is located more than 1 mile from U.S. Highway 70, and the commodity description is identical to the authorized commodities presently transported between Memphis, Tenn., and Texarkana, Ark. Applicant states it intends to tack the authority sought herein with its presently held authority in MC 41432 and subs thereto. Supporting shipper: E. I. du Pont de Nemours & Co., Wilmington, Del. 19898. Send protests to: E. K. Willis, Jr., District Supervisor, Interstate Commerce Commission, 513 Thomas Building, 13141 Wood Street, Dallas, Tex. 75202.

No. MC 64932 (Sub-No. 478 TA), filed September 8, 1969. Applicant: ROGERS CARTAGE CO., 1439 West 103d Street, Chicago, Ill. 60643. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid acids and chemicals*, in bulk, in tank vehicles, except liquid nitrogen, liquid hydrogen, and liquid oxygen, from points in Minnesota, Iowa, Nebraska, Kansas, Oklahoma, and Texas, and points in the United States situated east thereof (except Kingsport, Tenn.), to St. Louis, Mo., restricted to the transportation of traffic destined to points in the St. Louis, Mo.-East St. Louis, Ill., commercial zone; for 180 days. Supporting shipper: Monsanto Co., 800 North Lindbergh Boulevard, St. Louis, Mo. 63166. Send protests to: Roger L. Buchanan, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 1086, Federal Office Building & U.S. Courthouse, 219 South Dearborn Street, Chicago, Ill. 60604.

No. MC 76472 (Sub-No. 11 TA), filed September 10, 1969. Applicant: MATERIAL TRUCKING, INC., 924 South Heald Street, Wilmington, Del. 19801. Applicant's representative: William Sainni (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum*, crude crushed, ground, or pulverized, in bulk, between the plantsite of Georgia-Pacific Corp. at or near Wilmington, Del., on the one hand, and, on the other, points in Carroll, Frederick, and Washington Counties, Md., Cumberland County, N.J., Berks, Chester, Delaware, Lancaster, Lehigh, Montgomery, Northampton, and York Counties Pa., and Berkeley County, W. Va.; for 180 days. Supporting shipper: Georgia-Pacific Corp., 1062 Lancaster Avenue, Rosemont, Pa. 19010. Sidney T. Mackenzie, District Traffic Manager.

Send protests to: Paul J. Lowry, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 206 Old Post Office Building, Salisbury, Md. 21801.

No. MC 85413 (Sub-No. 9 TA), filed September 2, 1969. Applicant: LONG'S EXPRESS, INC., 2006 Seminary Avenue, Richmond, Va. 23220. Applicant's representative: Kenneth W. Long (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading; (1) between the intersection of Virginia Secondary Highway 601 and Virginia Secondary Highway 618 near Bumpass, Va., and Virginia Secondary Highway 601 and Virginia Primary Highway 208 over Virginia Secondary Highway 601, serving all intermediate points; (2) between the intersection of Virginia Secondary Highway 601 and Virginia Secondary Highway 652 and Virginia Primary Highway 208 over Virginia Secondary Highway 652, and serving all intermediate points; (3) between the intersection of Virginia Secondary Highway 618 and Virginia Secondary Highway 700 and the intersection of Virginia Secondary Highway 652 and Virginia Secondary Highway 700 over Virginia Secondary Highway 700, thence over a highway yet to be constructed into the plantsite of the Virginia Electric & Power Co., serving all intermediate points; (4) between the intersection of Virginia Primary Highway 208 and U.S. Highway 522 (Wares Crossroads, Va.), and the intersection of Virginia Primary Highway 208 and Virginia Secondary Highway 601 over Virginia Primary Highway 208, serving all intermediate points; (5) between the intersection of Virginia Primary Highway 208 and U.S. Highway 522 (Wares Crossroads, Va.), and the intersection of U.S. Highway 522, and Virginia Secondary Highway 629 over U.S. Highway 522, serving all intermediate points; (6) between the intersection of U.S. Highway 522 and Virginia Secondary Highway 719 and the intersection of Virginia Secondary Highway 652 and Virginia Secondary Highway 719 (Belmont, Va.), over Virginia Secondary Highway 719, serving all intermediate points, for 180 days. NOTE: Applicant intends to tack the above authority with its existing authority and to interline with other carriers at Richmond and Charlottesville, Va. Supporting shipper: Stone & Webster Engineering Corp., 225 Franklin Street, Boston, Mass. 02107. Send protests to: Robert W. Waldron, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 10-502 Federal Building, Richmond, Va. 23240.

No. MC 92983 (Sub-No. 535 TA), filed September 17, 1969. Applicant: ELDON MILLER, INC., Post Office Box 2508, Kansas City, Mo. 64142. Applicant's representative: A. Bruce Fraser (same address as above). Authority sought to op-

erate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Springfield, Mo., to Dallas, Tex., for 180 days. NOTE: Applicant presently holds this authority via Kansas City, Mo.-Kans. Supporting shipper: Southern California Chemical Co., Inc., Manufacturing Chemists, 8851 Dice Road, Santa Fe Springs, Calif. 90670. Send protests to: Vernon V. Colbie, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1100 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 94201 (Sub-No. 76 TA), filed September 17, 1969. Applicant: BOWMAN TRANSPORTATION, INC., 1010 Stroud Avenue, Gadsden, Ala. 35903. Applicant's representative: Maurice Bishop, 325-29 Frank Nelson Building, Birmingham, Ala. 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sodium hydroxide* (except in bulk), *cleaning and washing compounds* and *scouring materials*, from Atlanta, Ga., and points within its commercial zone, to points in Mississippi, Tennessee, Alabama, and Florida, for 180 days. Supporting shipper: The Clorox Co., 850 42d Avenue, Oakland, Calif. 94601. Send protests to: B. R. McKenzie, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 814, 2121 Building, Birmingham, Ala. 35203.

No. MC 11220 (Sub-No. 115 TA), filed September 8, 1969. Applicant: GORDONS TRANSPORTS, INC., 185 West McEmore Avenue, Memphis, Tenn. 38102. Applicant's representative: W. F. Goodwin (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods, commodities in bulk, and those requiring special equipment), serving the plantsite and warehouse facilities of Remington Arms Co., Inc., adjacent to Interstate Highway 40, approximately 5 miles west of Lonoke, Ark., as an off-route point in connection with applicant's regular-route operations, for 180 days. NOTE: Applicant intends to tack with MC 11220, Sub-71. Supporting shipper: E. I. du Pont de Nemours & Co., Inc., 10th and Market Streets, Wilmington, Del. (Paul J. Keenan, Traffic Manager, Motor Carrier Sections, Traffic Department.) Send protests to: Floyd A. Johnson, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 390 Federal Building, 167 North Main Street, Memphis, Tenn. 38103.

No. MC 102616 (Sub-No. 841 TA), filed September 17, 1969. Applicant: COASTAL TANK LINES, INC., 215 East Waterloo Road, Post Office Box 7211, Akron, Ohio 44306. Applicant's representative: James Annand (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid petroleum products*, in bulk, in tank vehicles, from Cleveland and Lima, Ohio, to an area within a 25-mile radius of Somerville,

Gibson County, Ind., for 180 days. Supporting shipper: Boron Oil Co., Midland Building, Cleveland, Ohio 44115. Send protests to: G. J. Baccet, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 181 Federal Office Building, 1240 East Ninth Street, Cleveland, Ohio 44199.

No. MC 107515 (Sub-No. 677 TA), filed September 17, 1969. Applicant: REFRIGERATED TRANSPORT CO., INC., Post Office Box 308, Forrest Park, Ga. 30050. Applicant's representative: B. L. Gundlach (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Candy and confectionary*, from Columbus and Macon, Ga., to points in Alabama, Arkansas, Delaware, Florida, Illinois, Indiana, Iowa, Kansas, Kentucky, Nebraska, Louisiana, Maryland, Michigan, Minnesota, Missouri, Mississippi, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin, for 180 days. Supporting shipper: Tom Houston Peanut Co., Columbus, Ga. 31902. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree Street NW., Atlanta, Ga. 30309.

No. MC 113828 (Sub-No. 164 TA), filed September 17, 1969. Applicant: O'BOYLE TANK LINES, INC., 4848 Cordell Avenue, Washington, D.C. 20014. Applicant's representative: John F. Grimm (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Corn Syrup*, in bulk, in tank vehicles, from North Bergen, N.J. to points in Connecticut, New York, and Pennsylvania, for 180 days. Supporting shipper: Standard Brands, Inc., 625 Madison Avenue, New York, N.Y. Send protests to: Robert D. Caldwell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 12th and Constitution Avenue NW., Room 2210, Washington, D.C. 20423.

No. MC 119654 (Sub-No. 14 TA), filed September 17, 1969. Applicant: HI-WAY DISPATCH, INC., 26th and Highway No. 37 Bypass, Marion, Ind. 46952. Applicant's representative: Frank Bove (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, between the plant, warehouse, and storage sites of Cleve-Pak Corp., Eaton, Ind., on the one hand, and, on the other, the plant, warehouse, and storage site of Cleveland Partition Corp., Milwaukee, Wis., a division of Cleve-Pak Corp., for 180 days. Supporting shipper: Cleveland Partition Corp., 1640 West Silver Spring Drive, Milwaukee, Wis. 53209. Send protests to: District Supervisor: J. H. Gray, Bureau of Operations, Interstate Commerce Commission, Room 204, 345 West Wayne Street, Fort Wayne, Ind. 46802.

No. MC 123057 (Sub-No. 11 TA), filed September 17, 1969. Applicant: JAMES RICCIARDI & SONS, INC., 203 Fillmore

Street, Staten Island, N.Y. 10301. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Gypsum and gypsum products, joint treatment products, paint products*, and products used in the manufacture, installation and distribution of the aforementioned products (except in bulk), from the plants and warehouse sites of the United States Gypsum Co., Staten Island, N.Y., to points in Massachusetts, Rhode Island, New York (except points within 150 miles of New York, N.Y.), New Jersey (except Bergen, Middlesex, Passaic, Somerset, Union, and Monmouth Counties), New Hampshire, Vermont, Maryland, and District of Columbia; *Returned shipments*, from the described destination territory to the above described origin, Staten Island, N.Y., for 180 days. Supporting shipper: United States Gypsum Co., 600 Madison Avenue, New York, N.Y. 10022. Send protests to: Paul W. Assenza, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 124078 (Sub-No. 405 TA), filed September 17, 1969. Applicant: SCHWERMANN TRUCKING CO., 611 South 28th Street, Milwaukee, Wis. 53246. Applicant's representative: Richard H. Prevette (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cement*, from Alsen, Greene County, N.Y., to construction jobs located at points in Hartford County, Conn., for 150 days. Supporting shipper: Lone Star Cement Corp., 100 Park Avenue, New York, N.Y. 10017 (Edwin P. Wintle, 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 126436 (Sub-No. 4 TA), filed September 10, 1969. Applicant: CONTINENTAL CONTRACT CARRIERS CORPORATION, Post Office Box 20365, Greensboro, N.C. 27420. Applicant's representative: Harry Ross, Warner Building, Washington, D.C. 20004. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Manufactured tobacco products*, from Louisville, Ky., and Greensboro, N.C., to Butte and Billings, Mont., Farmers Branch (Dallas), El Paso, Fort Worth, Houston, Amarillo, Lubbock, and San Antonio, Tex., Denver, Colorado Springs, and Pueblo, Colo., Fargo, N. Dak., Little Rock, Ark., National City (San Diego), Los Angeles, Modesto, Oakland, Sacramento, Fresno, San Bernardino, Calif., Reno, Nev., Des Moines and Davenport, Iowa, Oklahoma City and Tulsa, Okla., Omaha and Hastings, Nebr., Phoenix and Tucson, Ariz., Milwaukee, Salem, and Clackamas, Oreg., Salt Lake City, Utah, Seattle and Spokane, Wash., Sioux Falls, S. Dak., Wichita, Topeka, and Kansas City, Kans., Boise, Idaho, Albuquerque, N. Mex., restricted to traffic moving for

account of Lorillard, a division of Loew's Theaters, Inc.; for 180 days. Supporting shipper: Frank Krause, Jr., Director of Traffic, Lorillard's, a division of Loew's Theaters, Inc., 200 East 42d Street, New York, N.Y. Send protests to: Archie W. Andrews, District Supervisor, ICC, Post Office Box 10885, Cameron Village Station, Raleigh, N.C. 27605.

No. MC 127196 (Sub-No. 10 TA), filed September 8, 1969. Applicant: ZERBIN L. KLINE AND JAMES L. KLINE, doing business as KLINE TRUCKING, Rural Delivery No. 1, Millville, Pa. 17846. Applicant's representative: S. Berne Smith, 100 Pine Street, Post Office Box 1166, Harrisburg, Pa. 17108. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except articles of unusual value, explosives, household goods, commodities in bulk, commodities requiring special equipment, and livestock), between the plant site of Babson Bros. Co., in Oak Brook, Ill., on the one hand, and, on the other, points in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Louisiana, Maine, Maryland, Massachusetts, Mississippi, Montana, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, South Carolina, Texas, Utah, Vermont, Virginia, Washington, West Virginia, and Wyoming. Restriction: Traffic shall either originate at or be destined to the plant site of Babson Bros. Co., in Oak Brook, Ill., for 180 days. Supporting shipper: Babson Bros. Co., 2100 South York Road, Oak Brook, Ill. 60521. Send protests to: Paul J. Kenworthy, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 309 U.S. Post Office Building, Scranton, Pa. 18503.

No. MC 129623 (Sub-No. 4 TA), filed September 17, 1969. Applicant: FRANK E. HUGHES, doing business as HUGHES MOVING AND STORAGE COMPANY, 6454 Springfield Road NW., Huntsville, Ala. 35812. Applicant's representative: Maurice Bishop, 325-29 Frank Nelson Building, Birmingham, Ala. 35203. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cosmetics, toilet preparations, toilet articles, and premiums; and equipment and supplies used in connection therewith*, from Huntsville, Ala., to points in Colbert, Cullman, Fayette, Franklin, Lamar, Lauderdale, Lawrence, Limestone, Madison, Marion, Morgan, and Walker Counties, Ala.; restricted to shipments weighing 250 pounds and less to each consignee, for 180 days. Supporting shipper: Avon Products, Inc., 1240 Spring Street NW., Atlanta, Ga. 30302. Attention: W. F. Robinson, Branch Transportation Manager. Send protests to: B. R. McKenzie, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 814, 2121 Building, Birmingham, Ala. 35203.

No. MC 133733 (Sub-No. 1 TA), filed September 5, 1969. Applicant: CERTIFIED TRANSFER & STORAGE, INC.,

Post Office Box 9189, El Paso, Tex. 79983. Applicant's representative: Jerry R. Murphy, 708 La Veta NE., Albuquerque, N. Mex. 87108. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, classes A and B explosive, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment; (1) between El Paso, Tex., and Tornillo, Tex., over U.S. Highway 80, serving all intermediate points; (2) between Tornillo, Tex., and Esperanza, Tex., from Tornillo over U.S. Highway 80 to junction unnumbered county road about 12 miles east of McNary, Tex., and thence over unnumbered county road to Esperanza, and return over the same route, serving all intermediate points and those within 5 miles of the indicated portion of U.S. Highway 80 as off-route points; and (3) between El Paso, Tex., and Mesquite, N. Mex., from El Paso over U.S. Highway 80 to Mesquite, thence return over unnumbered county road to San Miguel, N. Mex., thence over New Mexico Highway 28 to junction New Mexico Highway 273, thence over New Mexico Highway 273 to junction U.S. Highway 80, and thence over U.S. Highway 80 to El Paso, serving all intermediate points and all off-route points within 2 miles of the route described above; for 120 days. **NOTE:** Applicant states it intends to tack and interline at El Paso, Tex. Supporting shippers: There are approximately 26 letters from supporting shippers and two supporting letters from connecting line carriers attached to the application and which may be viewed here at the Offices of the Interstate Commerce Commission in Washington, D.C., or copies thereof which are held at the Commission's Field Office indicated below. Send protests to: Haskell E. Ballard, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 918 Tyler Street, Amarillo, Tex. 79101.

No. MC 133939 (Sub-No. 1 TA), filed September 17, 1969. Applicant: IMPERIAL AIR FREIGHT SERVICE, INC., 151 Oliver Street, Newark, N.J. 07105. Applicant's representative: Charles E. Creager, 11215 Oak Leaf Drive, Silver Spring, Md. 20901. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except classes A and B explosives, commodities in bulk, and commodities requiring special equipment, restricted to shipments having a prior or subsequent movement by air), between John F. Kennedy International Airport, Jamaica, N.Y., and La Guardia Airport, Flushing, N.Y., and Newark Airport, N.J., on the one hand, and, on the other, points in Orange County, N.Y., for 120 days. Supporting shippers: There are approximately 12 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission, in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: District Supervisor Robert S. H.

Vane, Interstate Commerce Commission, Bureau of Operations, 970 Broad Street, Newark, N.J. 07102.

No. MC 133957 (Sub-No. 1 TA), filed September 17, 1969. Applicant: HANOVER LINES, INC., Rural Delivery No. 4, Allentown, Pa. 18102. Applicant's representative: Bernice Bergenstock (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap metal*, in dump vehicles, from Allentown, Pa., to Newark, N.J., for 150 days. Supporting shipper: Valley Iron & Steel Co., Inc., 1421 Mack Boulevard, Allentown, Pa. 18105. Send protests to: F. W. Doyle, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 900 U.S. Customhouse, Second and Chestnut Streets, Philadelphia, Pa. 19106.

No. MC 134003 TA, filed September 8, 1969. Applicant: JOHN A. JENKINS, doing business as JENKINS PRODUCE, 1301 Hundley Drive, Huntsville, Ala. 35801. Applicant's representative: John W. Cooper, Suite 1301, City Federal Building, Birmingham, Ala. 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh and frozen poultry, poultry products, and poultry by-products, including precooked poultry products*, from points in Marshall County, Ala., and Cherokee and Clarke Counties, Ga., to points in California, with rejected shipments of the above commodities, on return, for 150 days. Supporting shipper: Gold Kist Poultry Division, Cotton Producers Association, Inc., 3348 Peachtree Street NE., Atlanta, Ga. 30301. Send protests to: B. R. McKenzie, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 814, 2121 Building, Birmingham, Ala. 35203.

No. MC 134004 TA, filed September 8, 1969. Applicant: MIJE CORPORATION, doing business as JERRY LANG DELIVERY SERVICE, 1370 Washington Avenue, Room 204, Miami Beach, Fla. 33139. Applicant's representative: Alan B. Brody, Suite 1103, Biscayne Building, 19 West Flagler Street, Miami, Fla. 33130. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Drugs, medicines, chemicals, pharmaceutical and biological products, and related items, blood, plasmas, serums, radioactive isotope generators and medicines, biological organisms, and human organs and tissues* (for transplant purposes), on shipments having a prior or subsequent movement by air, from and to airports and air terminals, on the one hand, and consignees or shippers located at any place in Dade, Broward or Palm Beach Counties, Fla., on the other hand, with return transportation on refusal or returned shipments only, for 180 days. **NOTE:** Applicant states that no tacking is contemplated at the present time. Supporting shippers: Abbott Laboratories, Radio-Pharmaceutical Operations, Abbott Park, North Chicago, Ill. 60064; Neisler Laboratories, Post Office Box 433, Tuxedo, N.Y. 10987; New England Nuclear Corp., 575 Albany

Street, Boston, Mass. 02118. Send protests to: District Supervisor Joseph B. Teichert, Interstate Commerce Commission, Bureau of Operations, Room 1226, 51 Southwest First Avenue, Miami, Fla. 33130.

No. MC 134023 TA, filed September 15, 1969. Applicant: RED BALL VAN & STORAGE, INC., 2323 West La Palma Avenue, Anaheim, Calif. 92801. Applicant's representative: Alan F. Wohlsetter, 1 Farragut Square South, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, restricted to traffic having a prior or subsequent movement in containers and to the performance of pickup and delivery service in connection with packing, crating, and containerization and unpacking and decontainerization, between points in Los Angeles, Orange, Riverside, San Bernardino, and San Diego Counties, Calif., for 180 days. Supporting shipper: Asiatic Forwarders, Inc., 335 Valencia Street, San Francisco, Calif. 94103. Send protests to: District Supervisor Robert G. Harrison, Interstate Commerce Commission, Room 7708, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 134030 TA, filed September 17, 1969. Applicant: ATLANTIC MOVING & STORAGE, INC., 774 Forrest Street NW, Atlanta, Ga. 30318. Applicant's representative: Ted Avgerinos (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods* as defined by the Commission, between points in Cobb, Clayton, De Kalb, Fulton, and Gwinnett Counties, Ga., to points in Georgia, for 180 days. Supporting shipper: Furniture Forwarding, Inc., Post Office Box 55191, Indianapolis, Ind. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree Street NW, Atlanta, Ga. 30309.

No. MC 134031 TA, filed September 17, 1969. Applicant: JOSEPH WALDON AND WILLIAM G. YOKELEY, doing business as MAC'S PRODUCE COMPANY, Louisville Road, Raleigh, N.C. 27604. Applicant's representative: Chas. M. Hassell, Jr., Wachovia Bank Building, Raleigh, N.C. 27601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Containers such as baskets, hampers and wire combined, or wood, wire, and plastic combined (set up or knocked down), crate material wooden*, from Murfreesboro (Hertford County) and Milwaukee (Northampton County) N.C., to points in North Carolina, South Carolina, Georgia, and Florida, for 180 days. Supporting shipper: Georgia-Pacific Corp., Southern Division, Post Office Box 909, Augusta, Ga. 30803. Send protests to: Archie W. Andrews, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Post Office Box 10885, Cameron Village Station, Raleigh, N.C. 27605.

MOTOR CARRIER OF PASSENGERS

No. MC 94132 (Sub-No. 1 TA), filed September 15, 1969. Applicant: JOHN H.

ANNETT, R.F.D. 3, Harrington, Del. 19952. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers*, in special operations, between points in Caroline County, Md., and the plant-site of The Shoregood Poultry Co., at or near Milford, Del., for 180 days. Supporting shipper: The Shoregood Poultry Co., Division of Bayshore Foods, Inc., Post Office Box 183, Milford, Del., Luke Daniels, Director of Public and Personal Relations. Send protests to: Paul J. Lowry, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 206 Old Post Office Building, 129 East Main Street, Salisbury, Md. 21801.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-11496; Filed, Sept. 25, 1969;
8:48 a.m.]

[S.O. 994; ICC Order 38]

MISSOURI-KANSAS-TEXAS RAILROAD CO.

Rerouting or Diversion of Traffic

In the opinion of R. D. Pfahler, agent, the Missouri-Kansas-Texas Railroad Co. is unable to transport traffic on its line between Wichita Falls, Tex., and Forgan, Okla., because of floods, washouts, and bridge damage.

It is ordered, That:

(a) The Missouri-Kansas-Texas Railroad Co., being unable to transport traffic over its line between Wichita Falls, Tex., and Forgan, Okla., because of floods, washouts, and bridge damage, is hereby authorized to reroute or divert such traffic over any available route to expedite the movement.

(b) Concurrence of receiving road to be obtained: The Missouri-Kansas-Texas Railroad Co. shall receive the concurrence of other railroads to which such traffic is to be diverted or rerouted before the rerouting or diversion is ordered.

(c) Notification to shippers: Each carrier rerouting cars in accordance with this order shall notify each shipper at the time each car is rerouted or diverted and shall furnish to such shipper the new routing provided under this order.

(d) Inasmuch as the diversion or rerouting of traffic by said agent is deemed to be due to carrier's disability, the rates applicable to traffic diverted or rerouted by said agent shall be the rates which were applicable at the time of shipment on the shipments as originally routed.

(e) In executing the directions of the Commission and of such agent provided for in this order, the common carriers involved shall proceed even though no contracts, agreements, or arrangements now exist between them with reference

to the divisions of the rates of transportation applicable to said traffic; divisions shall be, during the time this order remains in force, those voluntarily agreed upon by and between said carriers; or upon failure of the carriers to so agree, said divisions shall be those hereafter fixed by the Commission in accordance with pertinent authority conferred upon it by the Interstate Commerce Act.

(f) Effective date: This order shall become effective at 1:30 p.m., September 22, 1969.

(g) Expiration date: This order shall expire at 11:59 p.m., October 10, 1969, unless otherwise modified, changed, or suspended.

It is further ordered, That this order 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., September 22, 1969.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[P.R. Doc. 69-11494; Filed, Sept. 25, 1969;
8:48 a.m.]

[S.O. 994; ICC Order 12, Amdt. 6]

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD CO.

Rerouting or Diversion of Traffic

Upon further consideration of ICC Order No. 12 (New York, Susquehanna and Western Railroad Co.) and good cause appearing therefor:

It is ordered, That ICC Order No. 12 be, and it is hereby amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) Expiration date: This order shall expire at 11:59 p.m., December 31, 1969, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., September 30, 1969, and that this order 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., September 23, 1969.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[P.R. Doc. 69-11495; Filed, Sept. 25, 1969;
8:48 a.m.]

[Notice 414]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 23, 1969.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

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

No. MC-FC-71056. By order of September 15, 1969, the Motor Carrier Board approved the transfer to Art's Service, Inc., Ontario, Ont., of certificate No. MC-112689, issued January 3, 1952, to Arthur D. Kinman, doing business as Art's Service, Ontario, Ont., authorizing the transportation of: Wrecked or disabled motor vehicles, between Ontario, Ont., on the one hand, and, on the other, points in Payette, Gem, Canyon, Ada, Adams, Valley, and Washington Counties, Idaho. Gene C. Rose, 89 Southwest Third Avenue, Ontario, Ont. 97914, attorney for applicants.

No. MC-FC-71586. By order of September 16, 1969, the Motor Carrier Board approved the transfer to Acme Transfer, Inc., Fort Dodge, Iowa, of the operating rights in permit No. MC-127093 (Sub-No. 5) issued September 22, 1967, to Basil J. Smeester and Joseph G. Smeester, doing business as Smeester Brothers Trucking, Iron Mountain, Mich., authorizing the transportation of: Building materials, with certain exceptions, from Celotex Corp., plantsite near Fort Dodge, Iowa, to points in Kansas and Missouri. Clayton L. Wornson, 824 Brick and Tile Building, Mason City, Iowa 50401, attorney for applicants.

No. MC-FC-71600. By order of September 15, 1969, the Motor Carrier Board approved the transfer to Majors Transit, Inc., Caneyville, Ky., of the operating rights evidenced by certificate of registration No. MC-97394 (Sub-No. 2) and a portion of the operating rights in certificate No. MC-97394 (Sub-No. 4) issued December 20, 1965, and January 16, 1968, respectively, to Majors Truck Line, Inc., Caneyville, Ky., authorizing the transportation of general commodities from and to, and between, various points in the State of Kentucky, including regular route operations involving the following points: From Rosine to Louisville; from Hartford to Louisville; from Louisville to Brownsville; between Morgantown and the

TVA Steam Generating Plant at Paradise; between Rockport and Central City; between Central City and Greenville; between Drakesboro and Central City; between Earles and Greenville; between Calhoun and Central City; between Central City and Island;

between Livermore and junction U.S. Highway 431 and the Davless-McLean County Line; between Hartford and junction U.S. Highway 231 and the Davless-Ohio County line; between Caneyville and Morgantown, and between Beaver Dam and Rochester.

Louis J. Amato, Esq., Post Office Box E, Bowling Green, Ky. 42101, attorney for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-11497; Filed, Sept. 25, 1969;
8:48 a.m.]

CUMULATIVE LIST OF PARTS AFFECTED—SEPTEMBER

The following numerical guide is a list of parts of each title of the Code of Federal Regulations affected by documents published to date during September

3 CFR

PROCLAMATIONS:

3926	14165
3927	14269
3928	14365
3929	14367
3930	14419
3931	14421
3932	14459
3933	14511
3934	14573
3935	14817
3936	14819

EXECUTIVE ORDERS:

May 29, 1912 (revoked in part by PLO 4694)	14688
Aug. 25, 1914 (revoked in part by PLO 4694)	14688
Mar. 16, 1916 (revoked in part by PLO 4964)	14688
10994 (superseded by 11480)	14273
11018 (superseded by 11480)	14273
11479	14271
11480	14273
11481	14277
11482	14723
11483	14757

PRESIDENTIAL DOCUMENTS OTHER THAN PROCLAMATIONS AND EXECUTIVE ORDERS:

Memorandum of September 16, 1969	14513
----------------------------------	-------

5 CFR

213	13968, 14066, 14201, 14369, 14423, 14515, 14592, 14637, 14821
713	14023

7 CFR

5	14759
29	14461
51	14325
53	14637
68	14325
81	13991
210	14732
215	14167
220	14732
301	14167
319	14637, 14638
401	14325
701	14759, 14822
718	14575
722	14065
729	14121, 14201, 14461, 14575
841	14685
855	14201
891	14378

7 CFR—Continued

905	14378-14381
906	14381, 14382, 14515
908	14025, 14279, 14515, 14638, 14760
910	14122, 14383, 14638, 14686
926	14206
944	14326, 14383
948	14065, 14575
981	14279
987	14280
993	14206
1060	14822
1075	14823
1421	14206
1475	14206

PROPOSED RULES:

29	14035
52	14334
906	14129
927	14224
932	14225
944	13994
948	14035, 14225
966	14653
989	14474
1001	14475
1007	13994
1015	14475
1060	14524
1075	14694
1090	13994
1103	14527
1126	14226

8 CFR

103	14123, 14760
204	14761
235	14727
238	14761
245	14761
299	14727

9 CFR

51	14639
73	14024
74	14066
78	14639
317	13992, 14685

PROPOSED RULES:

112	14224
113	14224
114	14224

10 CFR

40	14067
----	-------

PROPOSED RULES:

20	14766
40	14333
150	14333

12 CFR

226	14516
265	14279

14 CFR

21	14067
23	14727
39	13968, 13969, 14025-14027, 14123, 14207, 14208, 14280, 14315, 14517, 14639, 14640, 14727, 14761
43	14424, 14426
71	14027, 14068, 14069, 14124, 14208, 14209, 14280, 14281, 14315, 14316, 14427, 14428, 14461, 14462, 14517, 14640, 14641, 14728, 14729, 14761
73	14069, 14124, 14462, 14463, 14576
75	14209, 14462, 14463, 14576
91	14424
95	14686
97	13970, 14317, 14577, 14825
121	14426, 14463
127	14069, 14369, 14426
135	14424
183	14124, 14464
241	14584, 14844
250	14281

PROPOSED RULES:

13	14079
39	14226, 14227, 14331, 14657
47	14079
61	14081, 14331
63	14331
71	13999, 14082, 14176, 14285, 14286, 14332, 14437, 14477-14479, 14609, 14657, 14658, 14736, 14737, 14766, 14850
75	14002, 14227, 14332, 14479, 14852
91	14079
167	14129
241	14479
288	14078
399	14078

15 CFR

30	14592, 14593
372	14729
373	14729
386	14730
390	14326

PROPOSED RULES:

30	14607
----	-------

16 CFR

13	14326, 14327, 14464-14466
15	13988, 14467, 14517, 14518
303	14593
500	14730, 14731

16 CFR—Continued

Page

PROPOSED RULES:

245.....14176

17 CFR

231.....14125
 240.....14209
 249.....14209

PROPOSED RULES:

210.....14227
 230.....14228
 239.....14234
 240.....14235
 249.....14238, 14240

19 CFR

4.....14467, 14732
 12.....14328
 16.....14595

21 CFR

1.....14070
 3.....14167
 19.....14070, 14596
 20.....14071
 31.....14369
 120.....14073,
 14126, 14168, 14328, 14329, 14650,
 14651
 121.....14168,
 14169, 14428, 14429, 14467, 14518,
 14651, 14652, 14733
 130.....14596
 131.....14167
 141c.....14429, 14598, 14762
 146.....14596
 146c.....14429, 14598, 14762
 148e.....14429, 14821
 148j.....14598
 148m.....14429, 14762
 191.....14169

PROPOSED RULES:

3.....14850
 22.....13999
 128a.....14476
 130.....14850
 148d.....14532
 148m.....14078
 191.....14129

22 CFR

201.....14518

24 CFR

40.....14733
 200.....14641
 1600.....14027

25 CFR

152.....14599

26 CFR

601.....14600

PROPOSED RULES:

151.....14224
 301.....14384

29 CFR

101.....14431
 102.....14431
 545.....14432

29 CFR—Continued

Page

601.....14329
 699.....14642
 720.....14329

PROPOSED RULES:

694.....14656

31 CFR

251.....14126
 253.....14126
 254.....14126
 256.....14126
 290.....14126

32 CFR

163.....14027
 501.....14126
 806.....14209
 809.....14210

32A CFR

OIA (Ch. X):

OI Reg. 1.....14283

33 CFR

40.....14211
 117.....14849

36 CFR

2.....14170
 5.....14212
 7.....14212, 14468, 14762

PROPOSED RULES:

7.....13994, 14035

37 CFR

1.....14430

PROPOSED RULES:

1.....14176

38 CFR

21.....14468

39 CFR

123.....14170
 126.....14170
 127.....14171, 14765
 132.....14171
 156.....14171
 221.....14028
 222.....14028
 243.....14028
 247.....14028

41 CFR

9-7.....14519
 12-1.....14213
 12-3.....14221
 12-7.....14222

42 CFR

81.....14520, 14521

43 CFR

2240.....14075

PUBLIC LAND ORDERS:

1095 (revoked by PLO 4685).....14370
 3064 (revoked in part by PLO
 4691).....14605

43 CFR—Continued

Page

PUBLIC LAND ORDERS—Continued

4582:
 Modified by PLO 4682.....14076
 Modified by PLO 4695.....14643
 4657 (corrected by PLO 4686).....14604
 4682.....14076
 4683.....14369
 4684.....14370
 4685.....14370
 4686.....14604
 4687.....14604
 4688.....14604
 4689.....14605
 4690.....14605
 4691.....14605
 4692.....14605
 4693.....14605
 4694.....14688
 4695.....14643

45 CFR

73.....14643
 177.....14430
 250.....14649

46 CFR

309.....14844
 503.....14734
 510.....14734

47 CFR

0.....14330, 14374, 14689
 1.....14375, 14376, 14469
 73.....13989, 14222, 14375, 14469, 14690
 81.....14690
 83.....14690
 91.....13990
 93.....14470

PROPOSED RULES:

73.....14000, 14384, 14767

49 CFR

231.....14377
 371.....14376, 14691
 1033.....14172
 1048.....14174

PROPOSED RULES:

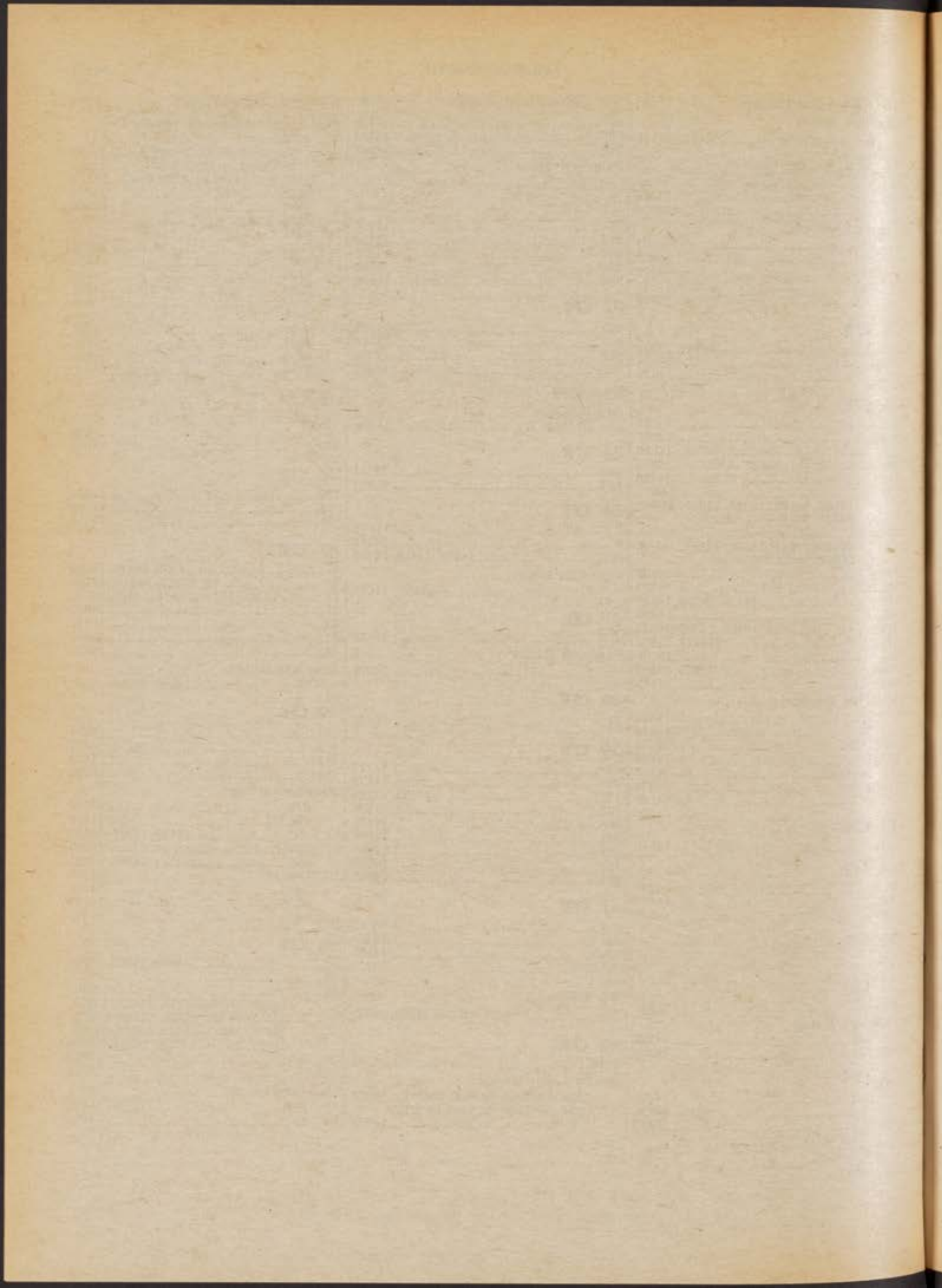
230.....14767
 Ch. III.....14853
 371.....14438, 14658-14661
 392.....14853
 393.....14661, 14853
 Ch. IV.....14054
 1002.....14000
 1300.....14242
 1307.....14242

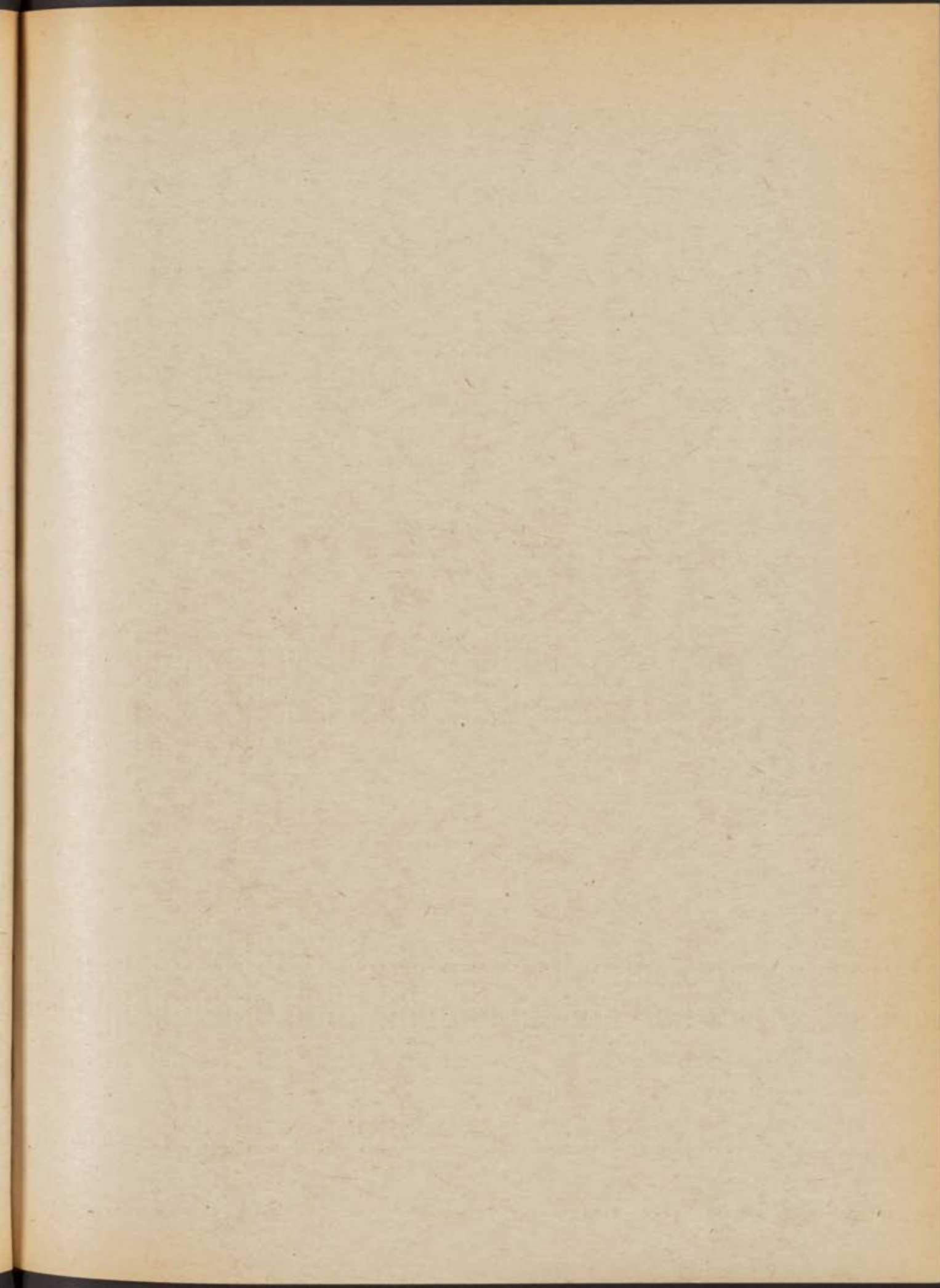
50 CFR

10.....14028, 14223, 14844
 28.....14330
 32.....13991,
 14033-14034, 14074, 14075, 14174,
 14283, 14284, 14330, 14431, 14471-
 14473, 14521, 14522, 14649, 14650,
 14692, 14734, 14735, 14763, 14764
 33.....14074
 260.....14764

PROPOSED RULES:

32.....14079, 14474
 33.....14474





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