

FEDERAL REGISTER

VOLUME 34 • NUMBER 192

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Pages 15519-15588

Agencies in this issue—

The President
Agricultural Research Service
Atomic Energy Commission
Civil Aeronautics Board
Civil Service Commission
Commodity Credit Corporation
Consumer and Marketing Service
Customs Bureau
Engineers Corps
Federal Aviation Administration
Federal Housing Administration
Federal Reserve System
Fiscal Service
Fish and Wildlife Service
Food and Drug Administration
Forest Service
Health, Education, and Welfare
Department
Internal Revenue Service
Interstate Commerce Commission
Land Management Bureau
National Park Service
Public Health Service
Securities and Exchange Commission
Treasury Department
Wage and Hour Division

Detailed list of Contents appears inside.



Latest Edition

Guide to Record Retention Requirements

[Revised as of January 1, 1969]

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The 86-page "Guide" contains over 900 digests which tell the user (1) what type records must be kept, (2) who must keep

them, and (3) how long they must be kept. Each digest carries a reference to the full text of the basic law or regulation providing for such retention.

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Title 3—THE PRESIDENT

Proclamation 3938

CHILD HEALTH DAY, 1969

By the President of the United States of America

A Proclamation

Most Americans today are striving to build a better world, where men can live in peace and share the benefits derived from modern advances in science and technology.

To the extent that we succeed in this effort, we will pass on to our children a brighter future as individuals, as families, and as a nation.

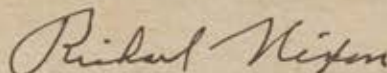
But the health of some of our children will prevent them from sharing fully in this future. For examples, more than ten million children need eye care; more than two and a half million have speech impairments; more than two million do not hear well; nearly two million have orthopedic handicaps. Their future will only be as bright as we, the leaders of this generation, are able to make it by minimizing physical impairments or other handicaps to their health.

In recognition of the necessity for protecting and developing the health of the Nation's children, the Congress, by a joint resolution of May 18, 1928, as amended (36 U.S.C. 143), requested the President to issue annually a proclamation setting apart the first Monday in October of each year as Child Health Day.

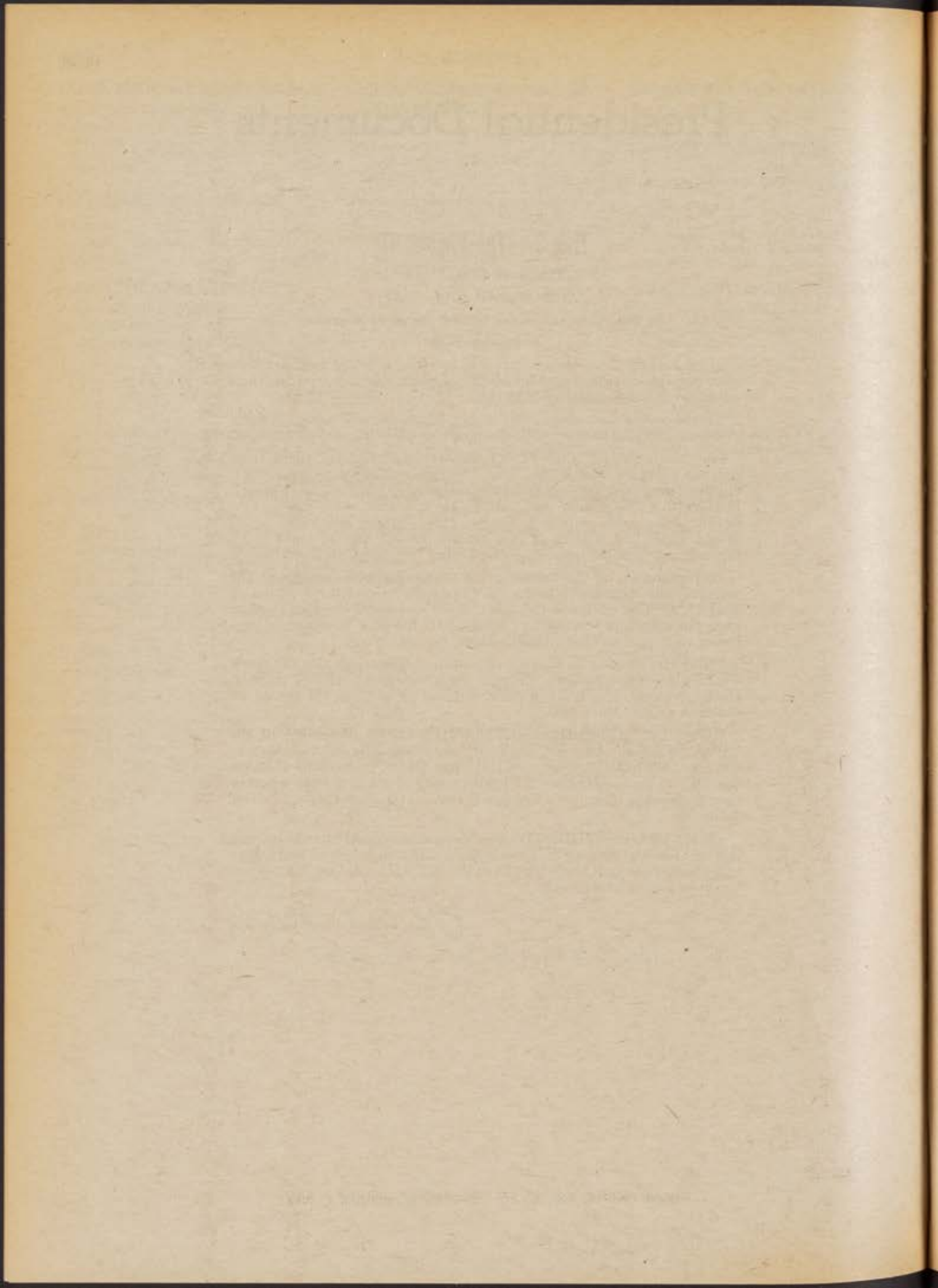
Child Health Day is also an appropriate time to salute the work which the United Nations, through its specialized agencies, and the United Nations Children's Fund are doing to improve the health of children around the world.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby proclaim Monday, October 6, 1969, as Child Health Day, and call upon all our citizens to unite on that day to make plans for the health needs of our children, whether they live in the cities or in the small towns or on the farms of rural America.

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



[F.R. Doc. 69-12039; Filed, Oct. 3, 1969; 4:34 p.m.]



Proclamation 3939

NATIONAL SCHOOL LUNCH WEEK, 1969

By the President of the United States of America

A Proclamation

Our land has been blessed by an abundance of food and by the genius and industry of our food-producers. Yet, despite the rich and varied diet available to us, there are still many Americans who are malnourished, whether due to poverty or to uninformed purchase and preparation of food.

It is one of the major tasks confronting the American people to eliminate malnutrition whether it be caused by the curse of poverty or the blight of ignorance.

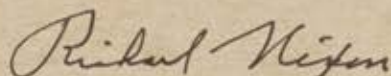
A vital step toward this goal is the provision of ample food and proper nutrition for the American child. Safeguarding the health and well-being of school children has been a hallmark of the National School Lunch Program during its 23 years of operation. Last year it provided nutritious lunches to more than 20 million youngsters, including some three million from low-income families who were served at no cost or at a greatly reduced price.

It is unfortunate that many thousands of children seriously in need of better nutrition do not now have the benefit of either the school lunch or school breakfast service. All of us—professional and volunteer workers alike—at Federal, State and local levels must use our abilities and resources in an effort to bring better nutrition to these children. There can be no more important or far-reaching use of the abundance of food produced by America's farmlands than to feed our children.

To recognize the value and achievements of the National School Lunch Program, the Congress, by a joint resolution of October 9, 1962 (76 Stat. 779), has designated the seven-day period beginning on the second Sunday of October in each year as National School Lunch Week, and has requested the President to issue a proclamation annually calling for the observance of that week.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, call upon the people of the United States to observe the week beginning October 12, 1969, as National School Lunch Week.

IN WITNESS WHEREOF, I have hereunto set my hand this third day of October, 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. 69-12040; Filed, Oct. 3, 1969; 4:34 p.m.]

CHAPTER I

OF THE HISTORY OF THE

CITY OF BOSTON

FROM 1630 TO 1800

CHAPTER II

OF THE HISTORY OF THE

CITY OF BOSTON

FROM 1800 TO 1850

CHAPTER III

OF THE HISTORY OF THE

CITY OF BOSTON

FROM 1850 TO 1880

CHAPTER IV

OF THE HISTORY OF THE

CITY OF BOSTON

FROM 1880 TO 1900

CHAPTER V

OF THE HISTORY OF THE

CITY OF BOSTON

FROM 1900 TO 1920

CHAPTER VI

OF THE HISTORY OF THE

CITY OF BOSTON

FROM 1920 TO 1950

Executive Order 11486

CREATING AN EMERGENCY BOARD TO INVESTIGATE DISPUTES BETWEEN THE CARRIERS REPRESENTED BY THE NATIONAL RAILWAY LABOR CONFERENCE AND CERTAIN OF THEIR EMPLOYEES

WHEREAS disputes exist between the carriers represented by the National Railway Labor Conference, designated in List A attached hereto and made a part hereof, and certain of their employees represented by the Employees' Conference Committee composed of labor organizations designated in List B attached hereto and made a part hereof; and

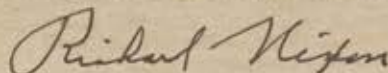
WHEREAS these disputes have not heretofore been adjusted under the provisions of the Railway Labor Act, as amended; and

WHEREAS these disputes, in the judgment of the National Mediation Board, threaten substantially to interrupt interstate commerce to a degree such as to deprive the country of essential transportation service:

NOW, THEREFORE, by virtue of the authority vested in me by section 10 of the Railway Labor Act, as amended (45 U.S.C. 160), I hereby create a board of three members, to be appointed by me, to investigate these disputes. No member of the board shall be pecuniarily or otherwise interested in any organization of railroad employees or any carrier.

The board shall report its findings to the President with respect to the disputes within thirty days from the date of this order.

As provided by section 10 of the Railway Labor Act, as amended, from this date and for thirty days after board has made its report to the President, no change, except by agreement, shall be made by the carriers represented by the National Railway Labor Conference, or by their employees, in the conditions out of which the disputes arose.



THE WHITE HOUSE,
October 3, 1969.

THE PRESIDENT

LIST A

EASTERN RAILROADS

Akron, Canton & Youngstown Railroad Company
 Ann Arbor Railroad
 Baltimore and Ohio Railroad Company
 Baltimore and Ohio Chicago Terminal Railroad Company
 Bangor and Aroostook Railroad
 Bessemer and Lake Erie Railroad Company
 Boston and Maine Corporation
 Brooklyn Eastern District Terminal
 Buffalo Creek Railroad
 Canadian National Railways—
 Great Lakes Region—Lines in the United States
 St. Lawrence Region—Lines in the United States
 Canadian Pacific Railway
 Central Railroad Company of New Jersey
 Central Vermont Railway, Inc.
 Chicago River & Indiana Railroad
 Chicago South Shore and South Bend Railroad
 Chicago Union Station Company
 Cincinnati Union Terminal Company
 Cleveland Union Terminals Company
 Delaware and Hudson Railway Company
 Detroit and Toledo Shore Line Railroad Company
 Detroit Terminal Railroad Company
 Detroit, Toledo and Ironton Railroad
 Erie Lackawanna Railway
 Grand Trunk Western Railroad
 Indianapolis Union Railway Company
 Indiana Harbor Belt Railroad
 Lehigh & Hudson River Railway Company
 Lehigh and New England Railway Company
 Lehigh Valley Railroad
 Maine Central Railroad Company
 Portland Terminal Company
 Monongahela Railway
 Monon Railroad
 Montour Railroad
 Newburgh and South Shore Railway Company
 New York and Long Branch Railroad Company
 New York Dock Railway
 New York, Susquehanna and Western Railroad
 Norfolk and Western Railway
 Penn Central Company
 Pennsylvania-Reading Seashore Lines
 Pittsburgh & Lake Erie Railroad, including
 Lake Erie and Eastern Railroad
 Reading Company
 Philadelphia, Reading and Pottsville Telegraph Company
 River Terminal Railway
 Toledo Terminal Railroad Company
 Washington Terminal Company
 Western Maryland Railway Company

WESTERN RAILROADS

Alton & Southern Railway
 Atchison, Topeka and Santa Fe Railway Company
 Belt Railway Company of Chicago
 Butte, Anaconda & Pacific Railway
 Camas Prairie Railroad
 Chicago & Eastern Illinois Railroad
 Chicago & Illinois Midland Railway Company
 Chicago and North Western Railway Company
 Chicago & Western Indiana Railroad Company
 Chicago, Burlington & Quincy Railroad
 Chicago, Milwaukee, St. Paul & Pacific Railroad
 Chicago, Rock Island & Pacific Railroad Company
 Chicago, West Pullman & Southern Railroad Company
 Colorado and Southern Railway
 Colorado & Wyoming Railway
 Davenport, Rock Island and North Western Railway Company
 Denver and Rio Grande Western Railroad Company
 Des Moines Union Railway
 Duluth, Missabe and Iron Range Railway
 Duluth Union Depot & Transfer Company
 Duluth, Winnipeg & Pacific Railway Company
 Elgin, Joliet and Eastern Railway Company
 Fort Worth and Denver Railway Company
 Galveston, Houston and Henderson Railroad Company
 Great Northern Railway
 Green Bay & Western Railroad
 Houston Belt & Terminal Railway Company

WESTERN RAILROADS—continued

Illinois Central Railroad (including the Chicago and Illinois Western and Paducah and Illinois Railroads)
 Illinois Northern Railway
 Illinois Terminal Railroad
 Joint Texas Division of CRI&P-FW&D Railway
 Kansas City Southern Railway Company
 Kansas City Terminal Railway Company
 Lake Superior Terminal & Transfer Railway
 Los Angeles Junction Railway Company
 Louisiana & Arkansas Railway Company
 Manufacturers Railway
 Minneapolis, Northfield and Southern Railway
 Minnesota Transfer Railway
 Missouri-Kansas-Texas Railroad Company
 Missouri Pacific Railroad (Including Gulf District) Missouri-Illinois Railroad
 Norfolk and Western Railway Company
 Northern Pacific Railway
 Northwestern Pacific Railroad Company
 Peoria and Pekin Union Railway Company
 Portland Terminal Railroad Company
 Port Terminal Railroad Association
 St. Louis-San Francisco Railway
 St. Louis Southwestern Railway Company
 Saint Paul Union Depot Company
 San Diego and Arizona Eastern Railway Company
 Sioux City Terminal Railway Company
 Soo Line Railroad
 Southern Pacific Company (Pacific Lines and Texas and Louisiana Lines)
 South Omaha Terminal Railway Company
 Spokane, Portland and Seattle Railway Company (System Lines)
 Terminal Railroad Association of St. Louis
 Texas & Pacific Railway
 Fort Worth Belt Railway
 Kansas, Oklahoma & Gulf Railway
 Weatherford, Mineral Wells & Northwestern Railway
 Texas Mexican Railway Company
 Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans
 Toledo, Peoria & Western Railroad
 Union Pacific Railroad Company
 Union Terminal Company (Dallas)
 Western Pacific Railroad Company
 Yakima Valley Transportation Company

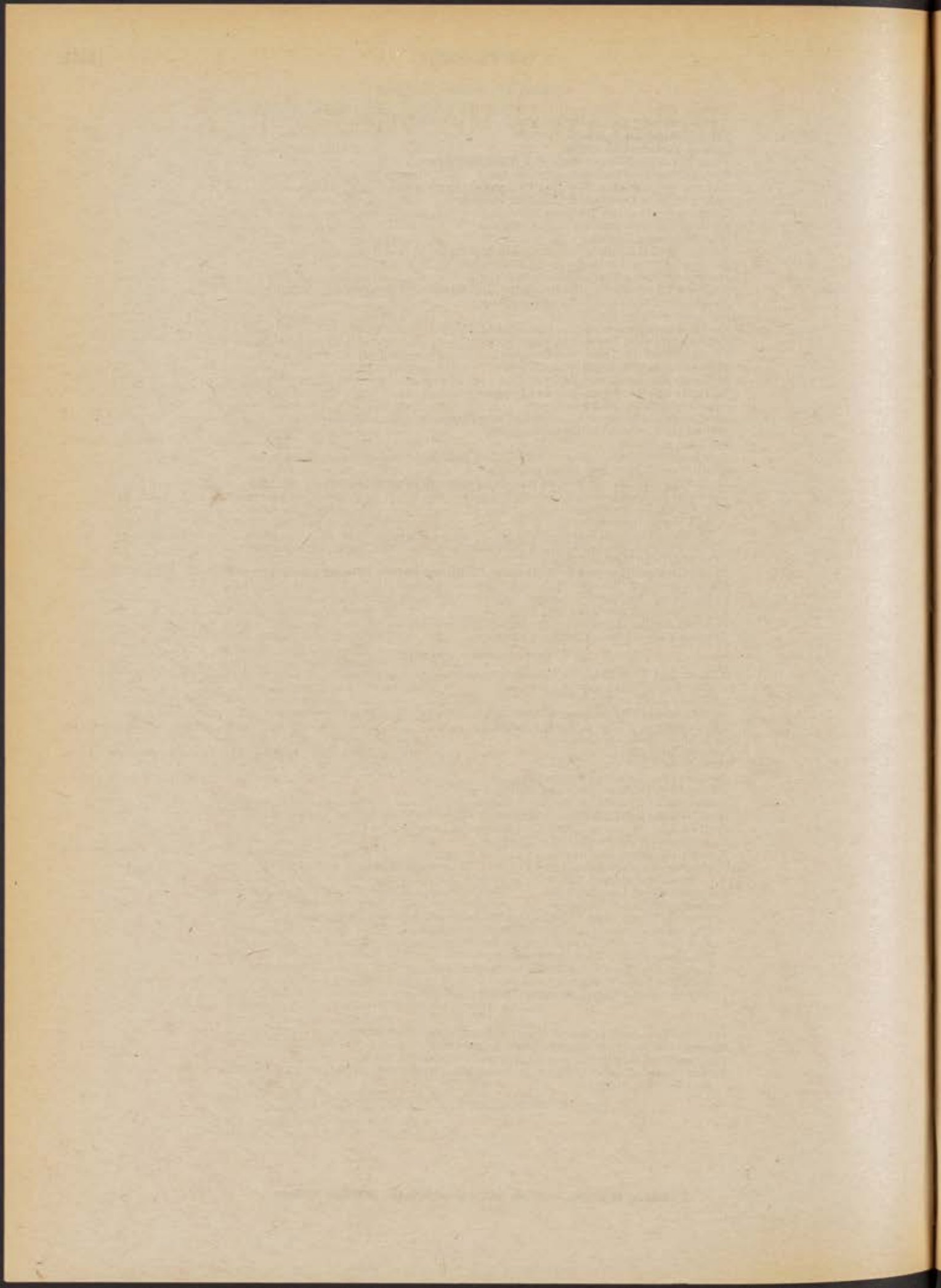
SOUTHEASTERN RAILROADS

Atlanta and West Point Rail Road Company,—
 The Western Railway of Alabama
 Atlanta Joint Terminals
 Central of Georgia Railway Company
 Chesapeake and Ohio Railway Company
 Clinchfield Railroad Company
 Georgia Railroad
 Gulf, Mobile and Ohio Railroad
 Jacksonville Terminal Company
 Kentucky & Indiana Terminal Railroad
 Louisville and Nashville Railroad Company
 New Orleans Public Belt Railroad
 Norfolk and Portsmouth Belt Line Railroad
 Norfolk and Western Railway Company
 Norfolk Southern Railway
 Richmond, Fredericksburg and Potomac Railroad Company
 (Including Potomac Yard)
 Seaboard Coast Line Railroad
 Southern Railway Company
 The Cincinnati, New Orleans and Texas Pacific Railway Company
 The Alabama Great Southern Railroad Company
 New Orleans and Northeastern Railroad Company
 The New Orleans Terminal Company
 Georgia Southern and Florida Railway Company
 St. Johns River Terminal Company
 Harriman and Northeastern Railroad Company

LIST B

International Association of Machinists and Aerospace Workers
 Sheet Metal Workers' International Association
 International Brotherhood of Electrical Workers
 International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers

[F.R. Doc. 69-12082; Filed, Oct. 6, 1969; 10:59 a.m.]



Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 9882; Amdt. 670]

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:

Chicago, Ill.—Chicago O'Hare International, NDB (ADF) Runway 4, Amdt. 1, 20 Jan. 1968 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, NDB (ADF) Runway 14L, Amdt. 9, 28 Mar. 1968 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, NDB (ADF) Runway 14R, Amdt. 8, 28 Mar. 1968 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, NDB (ADF) Runway 27R, Amdt. 7, 28 Mar. 1968 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, NDB (ADF) Runway 32L, Amdt. 6, 28 Mar. 1968 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, NDB (ADF) Runway 32R, Amdt. 6, 28 Mar. 1968 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, VOR Runway 22, Amdt. 7, 28 Mar. 1968 (established under Subpart C).

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

Chicago, Ill.—Chicago O'Hare International, LOC Runway 4, Amdt. 3, 28 Mar. 1968 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, LOC (BC) Runway 9R, Orig., 19 Dec. 1968 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, ILS Runway 14L, Amdt. 14, 28 Mar. 1968 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, ILS Runway 14R, Amdt. 15, 10 Apr. 1969 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, LOC (BC) Runway 22, Amdt. 2, 28 Mar. 1968 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, LOC Runway 27L, Amdt. 2, 15 May 1969 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, ILS Runway 27R, Amdt. 9, 28 Mar. 1968 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, ILS Runway 32L, Amdt. 7, 13 Mar. 1969 (established under Subpart C).
 Chicago, Ill.—Chicago O'Hare International, ILS Runway 32R, Amdt. 4, 28 Mar. 1968 (established under Subpart C).

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

Chicago, Ill.—Chicago O'Hare International, Parallel ILS Runways 14L and R, Amdt. 9, effec. 28 Nov. 1968, canceled, effective 30 Oct. 1969.
 Chicago, Ill.—Chicago O'Hare International, Parallel ILS Runways 27L and R, Amdt. 2, effec. 15 May 1969, canceled, effective 30 Oct. 1969.
 Chicago, Ill.—Chicago O'Hare International, Parallel ILS Runways 32L and R, Amdt. 5, effec. 13 Mar. 1969, canceled, effective 30 Oct. 1969.

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

Chicago, Ill.—Chicago O'Hare International, Radar-1, Amdt. 17, 28 Mar. 1968 (established under Subpart C).

5. 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:

RULES AND REGULATIONS

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: ORD VORTAC.
OBK VORTAC	Navy Int.	Direct	2700	Climb to 3500' and proceed to DPA VOR
Papil Int.	Navy Int (NOPT)	Direct	2700	via DPA R 085°.
OLD VORTAC	Navy Int.	Direct	2700	Supplementary charting information:
Niles Int.	ORD VORTAC	Direct	2700	1400' tower 4.7 miles WNW of airport; 1413' tower 4.1 miles W of airport; 1508' tower 7 miles WSW of airport; 848' control tower on airport.
Warren Int.	ORD VORTAC	Direct	2700	Depict Glenview NAS 6 miles NNE of O'Hare, Runway 22, TDZ elevation, 650'.

Procedure turn W side of crs, 038° Outbnd, 218° Inbnd, 2700' within 10 miles of Navy Int.

FAF, Navy Int. Final approach crs, 218°. Distance FAF to MAP, 6.8 miles.

Minimum altitude over Navy Int, 2700'; over Rand Int, 1700'.

MSA: 000°-090°-2100°; 090°-180°-3100°; 180°-360°-2800°.

NOTES: (1) ASR/PAR. (2) Dual VOR receivers or Radar required. (3) Inoperative component table does not apply to REIL's Runway 22.

%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2900' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, visibility 2400'.

#Runways 14L, 14R, visibility 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-22	1040	1	390	1040	1	390	1040	1	300	1040	1	390
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1100	1	493	1100	1	493	1100	1½	493	1220	2	553
A	Standard.	T 2-eng. or less—Standard. %						T over 2-eng.—Standard. %				

City, Chicago; State, Ill.; Airport Name, Chicago O'Hare International; Elev., 667'; Facility, ORD; Procedure No. VOR Runway 22, Amdt. 8; Eff. date, 30 Oct. 69; Sup. Amdt. No. 7; Dated, 28 Mar. 68

6. 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: LAX VOR.
R 170°, LAX VOR CW	R 251°, LAX VOR	10-mile Arc LAX, R 230° lead radial.	2000	Climb to 2000' via LAX, R 068°, to Fire stone Int.
R 040°, LAX VOR CCW	R 262°, LAX VOR	10-mile Arc	4200	Supplementary charting information:
R 292°, LAX VOR CCW	R 251°, LAX VOR	10-mile Arc LAX R 263° lead radial.	2000	Runway 7L, TDZ elevation, 125'. Runway 7R TDZ elevation, 124'.
LAX R 251°/10 DME Fix	Del Rey VHF/DME Fix (NOPT)	Direct	1300	
LAX VOR	Del Rey VHF/DME Fix	Direct	2000	

Procedure turn S side of crs, 251° Outbnd, 071° Inbnd, 2000' within 10 miles of Del Rey Int.

Final approach crs, 071°.

Minimum altitude over Del Rey VHF/DME Fix, 1300'.

MSA: 075°-255°-2000°; 255°-345°-5100°; 345°-075°-7200°.

NOTES: (1) ASR/PAR. (2) Sliding scale not authorized.

%IFR departure procedures: Northbound (280° CW through 090°). Published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 50'; Runway 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B 7L	560	RVR 24	435	560	RVR 24	435	560	RVR 24	435	560	RVR 30	435
B 7R	560	RVR 40	435	560	RVR 40	435	560	RVR 40	435	560	RVR 30	435
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554
A	Standard.	T 2-eng. or less—Runways 8/26, Standard. %						T over 2-eng.—Runways 8/26, Standard; all other runways RVR 24' %				

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, LAX; Procedure No. VOR Runway 7 L/R, Amdt. 3; Eff. date, 30 Oct. 69; Sup. Amdt. No. 2; Dated, 21 Aug. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: Runways 25L and 25R, 5 miles after passing Freeway Int.
From—	To—	Via		
LAX VOR	Firestone Int.	Direct	2500	Climb to 2000' direct to LAX VOR, then via LAX R 246° within 15 miles. Supplementary charting information: Runway 25 L/R, TDZ elevation, 109'.
Seal Beach VOR	Firestone Int.	Direct	3000	
R 223°, LAX VOR CW	R 046°, LAX VOR	15-mile Arc	4300	
R 046°, LAX VOR CW	Firestone Int.	15-mile Arc LAX, R 089° lead radial.	2000	
R 123°, LAX VOR CCW	Firestone Int.	15-mile Arc LAX, R 077° lead radial.	2000	
Firestone Int.	Freeway Int (NOPT)	Direct	2000	
Bassett Int.	Firestone Int.	Direct	2500	

Procedure turn S side of crs, 068° Outbd, 248° Inbd, 2500' within 10 miles of Freeway Int. FAF, Freeway Int. Final approach crs, 248°. Distance FAF to MAP, 5 miles.

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

MSA: 075°-235°-2000'; 255°-345°-5100'; 345°-075°-7200'.

Note: ASR/TAR.

%IFR departure procedures: Northbound (280° CW through 060°). Published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 50'; Runway 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-25 L/R	620	RVR 34	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554
Dual VOR or VOR/DME Minimums:												
8-25 L/R	520	RVR 24	420	520	RVR 24	420	520	RVR 24	420	520	RVR 50	420
A	Standard.			T 2-eng. or less—Runways 8/26, Standard. %			T over 2-eng.—Runways 8/26, Standard; all other runways RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, LAX; Procedure No. VOR Runway 25 L/R, Amdt. 4; Eff. date, 30 Oct. 69; Sup. Amdt. No. 3; Dated, 21 Aug. 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 3.6 miles after passing Pine/HN LOM.
From—	To—	Via		
API VOR	York Int.	Direct	2500	Climbing left turn to 2500' direct to OBK VORTAC. Supplementary charting information: 1640' tower 4.7 miles WNW of airport; 1413' tower 4.1 miles W of airport; 1508' tower 7 miles WSW of airport; 845' control tower on airport. Delete REIL's Runway 4. HN LOM named Pine. Runway 4, TDZ elevation, 657'.
ORD VORTAC	HN LOM	Direct	2500	
OBK VORTAC	HN LOM	Direct	2500	
Niles Int.	HN LOM	Direct	2500	
Lakewood Int.	HN LOM	Direct	2500	
Tiger Int.	York Int.	Direct	1800	
York Int.	HN LOM (NOPT)	Direct		

Procedure turn E side of crs, 218° Outbd, 038° Inbd, 2500' within 10 miles of Pine/HN LOM.

FAF, Pine/HN LOM. Final approach crs, 038°. Distance FAF to MAP, 3.6 miles.

Minimum altitude over HN LOM, 1800'.

MSA: 090°-180°-3100'; 180°-360°-2600'.

Notes: (1) ASR/TAR. (2) Final approach from holding pattern at HN LOM not authorized; procedure turn required.

%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, visibility 2400'.

#Runways 14L, 14R, visibility 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-4	1000	¾	403	1000	¾	403	1000	¾	403	1000	1	403
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1100	1	493	1100	1	493	1100	1½	403	1230	2	553
A	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-HNA; Procedure No. LOC Runway 4, Amdt. 4; Eff. date, 30 Oct 69; Sup. Amdt. No. 3; Dated, 28 Mar. 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.4 miles after passing Mitchell Int.
ORD VORTAC.....	Mitchell Int.....	Direct.....	2500	Climb to 2500' and proceed to Evanston
OBK VORTAC.....	Mitchell Int.....	Direct.....	2500	Int via ORD R 075°.
API VOR.....	Mitchell Int.....	Direct.....	2500	Supplementary charting information:
Lakewood Int.....	Carl Int.....	Direct.....	2500	VASI—Runways 27L/9R commissioned
Tiger Int.....	Carl Int.....	JOT R-006 & LOC Crs.....	2500	Dec. 13, 1968.
Carl Int.....	Mitchell Int (NOPT).....	Direct.....	2000	1460' tower 4.7 miles WNW of airport.
				1413' tower 4.1 miles W of airport.
				1508' tower 7 miles WSW of airport.
				848' control tower on airport.
				Runway 9R, TDZ elevation, 663'.

Procedure turn N side of crs, 268° Outbound, 088° Inbound, 2500' within 10 miles of Mitchell Int.
FAF, Mitchell Int. Final approach crs, 088°. Distance FAF to MAP, 4.4 miles.

Minimum altitude over Mitchell Int, 2000'.

NOTES: (1) ASR/PAR. Final approach from holding pattern at Mitchell Int. not authorized, procedure turn required. (2) Dual VOR receivers or radar required. (3) Inoperative component table does not apply to HIRL Runway 9R.

%IFR departures: Takeoffs on Runway 32L when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9R.....	1100	1	435	1100	1	435	1100	1	435	1100	1	435
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1160	1	493	1160	1	493	1160	1½	493	1220	2	533
A.....	Standard.		T 2-eng. or less—Standard. #%						T over 2-eng.—Standard. #%			

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-TSL; Procedure No. LOC (BC) Runway 9R, Amdt. 1; Eff. date, 30 Oct. 68; Sup. Amdt. No. Orig.; Dated 19, Dec. 68

Terminal routes			Missed approach	
From--	To--	Via	Minimum altitudes (feet)	MAP: 2.9 miles after passing Dan Int.
OBK VORTAC	Navy Int.	Direct	2700	Climb to 3500' and proceed to DPA VOR
Papi Int.	Navy Int (NOPT)	HNA LOC	2700	via DPA R 085°.
ORD VORTAC	Navy Int.	Direct	2700	Supplementary charting information:
Niles Int.	ORD VORTAC	Direct	2700	Depict Glenview NAS 6 miles NNE of
Warren Int.	ORD VORTAC	Direct	2700	O'Hare.
Navy Int.	Dan Int.	Direct	1700	1460' tower 4.7 miles WNW of airport.
				1413' tower 4.1 miles W of airport.
				1508' tower 7 miles WSW of airport.
				848' control tower on airport.
				Runway 22, TDZ elevation, 650'.

Procedure turn W side of crs, 038° Outbound, 218° Inbound, 2700' within 10 miles of Navy Int.

FAF, Dan Int. Final approach crs, 218°. Distance FAF to MAP, 2.9 miles.

Minimum altitude over Navy Int, 2700'; over Dan Int, 1700'.

NOTES: (1) ASR/PAR. (2) Dual VOR receivers or radar required. (3) Inoperative component table does not apply to REIL's Runway 22.

%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-22.....	1040	1	390	1040	1	390	1040	1	390	1040	1	390
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1160	1	493	1160	1	493	1160	1½	493	1220	2	533
A.....	Standard.		T 2-eng. or less—Standard. #%						T over 2-eng.—Standard. #%			

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-HNA; Procedure No. LOC (BC) Runway 22, Amdt. 3; Eff. date, 30 Oct. 68; Sup. Amdt. No. 2; Dated, 28 Mar. 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 4.2 miles after passing Wilson OM/Int.
From—	To—	Via		
Warren Int.	ORD VORTAC	Direct	2500	Turn left to 250° heading, climb to 1500', then make climbing left turn to 3500' and proceed to DPA VOR via R 085°. Supplementary charting information: 1460' tower 4.7 miles WNW of airport; 1413' tower 4.1 miles W of airport; 1508' tower 7 miles WSW of airport; 848' control tower on airport. OM named Wilson. Runway 27L, TDZ elevation, 651'.
OBK VORTAC	Wilson OM/Int.	Direct	2000	
ORD VORTAC	Wilson OM/Int.	Direct	2500	
Papi Int.	Montrose Int.	Direct	2500	
Niles Int.	Montrose Int.	Direct	3000	
Montrose Int.	Wilson OM/Int (NOPT)	Direct	2200	

Procedure turn N side of crs, 088° Outbnd, 268° Inbnd, 2500' within 10 miles of Wilson OM/Int.
FAF, Wilson OM/Int. Final approach crs, 268°. Distance FAF to MAP, 4.2 miles.
Minimum altitude over Wilson OM/Int, 2200'.
NOTES: (1) ASR/PAR. (2) Radar identification of Wilson Int will be provided at pilot's request. (3) Dual VOR receivers required for identification of Wilson Int. (4) Inoperative component table does not apply to HIRL and REIL's Runway 27L.
CAUTION: When conducting parallel approach, Parallel ILS Runway 27L procedure must be used.
% IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.
Runways 32L, 32R, 27R, visibility 2400'.
Runways 14L, 14R, visibility 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27L	1000	1	409	1000	1	409	1000	1	409	1000	1	409
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1100	1	493	1100	1	493	1100	1½	403	1220	2	553
A	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-TSL; Procedure No. LOC Runway 27L, Amdt. 3; Eff. date, 30 Oct. 69; Sup. Amdt. No. 2; Dated, 15 May 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 4.2 miles after passing Wilson OM/Int.
From—	To—	Via		
Lawrence Int.	Wilson OM/Int	I-TSL-LOC	2200	Turn left to 250° heading, climb to 1500' then make left-climbing turn to 3500' and proceed to DPA VOR via R 085°. Supplementary charting information: 1460' tower 4.7 miles WNW of airport; 1413' tower 4.1 miles W of airport; 1508' tower 7 miles WSW of airport; 848' control tower on airport. OM named Wilson. Parallel procedures Runways 27L and 27R to be issued on adjoining plates. Runway 27L, TDZ elevation, 651'.

Procedure turn not authorized. Approach crs (profile) starts at Lawrence Int.
FAF, Wilson OM/Int. Final approach crs, 268°. Distance FAF to MAP, 4.2 miles.
Minimum altitude over Lawrence Int, 4000'; over Wilson OM/Int., 2200'.
NOTES: (1) ASR/PAR—Radar required—No glide slope.
(2) A radar fix in lieu of Lawrence Int will be provided upon pilot's request.
(3) Inoperative table does not apply to HIRL and REIL Runway 27L.
See adjoining plate for Parallel ILS Runway 27R.
(4) This procedure mandatory when conducting a parallel ILS approach and is authorized only when airborne 75MC (or ADF) and localizer receivers are operating simultaneously.
(5) Notify approach control immediately if any required airborne receiver in Note (4) is malfunctioning or parallel approach is not desired.
(6) Back crs unusable.
% IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.
Runways 32L, 32R, 27R, visibility 2400'.
Runways 14L, 14R, visibility 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
LOC:												
S-27L	1000	1	409	1000	1	409	1000	1	409	1000	1	409
C	NA			NA			NA			NA		
A	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-TSL; Procedure No. Parallel LOC Runway 27L, Amdt. Orig.; Eff. date, 30 Oct. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 4.9 miles after passing Surf Int.
From—	To—	Via		
Westlake Int.	Shark Int.	Direct	3000	Climb to 4000' via LOC crs and LAX R 040° to Stadium Int and hold.* Supplementary charting information: *Hold SW, 1 minute, right turn, 040° Inbnd. Chart I-088 1.3-mile DME at MAP. Runway 6L/R, TDZ elevation, 113'.
LAX VOR	Surf Int.	Direct	2000	
Shark Int.	Surf Int (NOPT)	Direct	1600	

Procedure turn S side of crs, 248° Outbnd, 068° Inbnd, 2000' within 10 miles of Surf Int.

FAF, Surf Int. Final approach crs, 068°. Distance FAF to MAP, 4.9 miles.

Minimum altitude over Surf Int, 1600'.

MSA: Not authorized.

NOTES: (1) ASR/PAR. (2) DME should not be used to determine aircraft position over runway threshold or runway touchdown point. (3) Inoperative table does not apply to HIRL Runways 6L/R and REIL Runway 6R.

%IFR departure procedures: Northbound (280° CW through 060°) published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 50'; Runways 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6L	420	RVR 50	305	420	RVR 50	305	420	RVR 50	305	420	RVR 50	305
S-6R	640	RVR 50	525	640	RVR 50	525	640	RVR 50	525	680	RVR 60	565
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1 1/4	514	680	2	554
A	Standard	T 2-eng. or less—Runways 8/26, Standard.%#						T over 2-eng.—Runways 8/26, Standard; all other runways RVR 24'.				

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, I-088; Procedure No. LOC (BC) Runway 6L, Amdt. Orig.; Eff. date, 30 Oct. 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 4.7 miles after passing Surf Int.
From—	To—	Via		
Westlake Int.	Shark Int.	Direct	3000	Climb to 4000' via LOC crs and LAX R 040° to Stadium Int and hold.* Supplementary charting information: *Hold SW, 1 minute, right turn, 040° Inbnd. Chart I-088 1.3-mile DME at MAP. Runway 6L/R, TDZ elevation, 113'.
LAX VOR	Surf Int.	Direct	2000	
Shark Int.	Surf Int (NOPT)	Direct	1600	

Procedure turn S side of crs, 248° Outbnd, 068° Inbnd, 2000' within 10 miles of Surf Int.

FAF, Surf Int. Final approach crs, 068°. Distance FAF to MAP, 4.7 miles.

Minimum altitude over Surf Int, 1600'.

MSA: Not authorized.

NOTES: (1) ASR/PAR. (2) DME should not be used to determine aircraft position over runway threshold or runway touchdown point. (3) Inoperative table does not apply to HIRL Runways 6L/R and REIL Runway 6R.

%IFR departure procedures: Northbound (280° CW through 060°) published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 50'; Runways 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6R	420	RVR 50	305	420	RVR 50	305	420	RVR 50	305	420	RVR 50	305
S-6L	640	RVR 50	525	640	RVR 50	525	640	RVR 50	525	680	RVR 60	565
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1 1/4	514	680	2	554
A	Standard	T 2-eng. or less—Runways 8/26, Standard.%#						T over 2-eng.—Runways 8/26, Standard; all other runways RVR 24'.				

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, I-088; Procedure No. LOC (BC) Runway 6R, Amdt. Orig.; Eff. date, 30 Oct. 69

8. 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: 4.7 miles after passing Trout Int.
Schooner Int.	Trout Int (NOPT)	Direct	1500	Climb to 3000' on E crs of LAX ILS to
LAX VOR	Trout Int	Direct	2000	Downey FM.
Westlake Int.	Schooner Int	Direct	3000	Supplementary charting information: Runway 7R, TDZ elevation, 124'. Runway 7L, TDZ elevation, 125'.

Procedure turn S side of crs, 245° Outbnd, 068° Inbnd, 2000' within 10 miles of Trout Int.
FAP, Trout Int. Final approach crs, 068°. Distance FAF to MAP, 4.7 miles.
Minimum altitude over Trout Int, 1500'.
NOTES: (1) ASR/PAR. (2) DME should not be used to determine aircraft position over runway threshold, or runway touchdown point.
IFR departure procedures: Northbound (280° CW through 060°). Published SID's must be used or be radar vectored.
Runways 6 L/R, 7R, RVR 50'; Runway 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-TR	500	RVR 40	376	500	RVR 40	376	500	RVR 40	376	500	RVR 50	376
S-TR	640	RVR 50	515	640	RVR 50	515	640	RVR 50	515	680	RVR 60	555
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554
A	Standard.			T 2-eng. or less—Runways 8/26, Standard.½#			T over 2-eng.—Runways 8/26, Standard; all other runways RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 120'; Facility, I-LAX; Procedure No. LOC (BC) Runway 7R, Amdt. 3; Eff. date, 30 Oct. 69; Sup. Amdt. No. 2; Dated, 21 Aug. 69

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

Los Angeles, Calif.—Los Angeles International, LOC (BC) Runway 7L, Amdt. 2, effec. 21 Aug. 1969, canceled, effective 30 Oct. 1969.

10. 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: 3.6 miles after passing Pine HN LOM.
API VOR	HN LOM (NOPT)	Direct	1800	Climbing left turn to 2500' direct to OBK
ORD VORTAC	HN LOM	Direct	2500	VORTAC.
OBK VORTAC	HN LOM	Direct	2500	Supplementary charting information:
Niles Int	HN LOM	Direct	2500	1400' tower 4.7 miles WNW of airport;
Lakewood Int	HN LOM	Direct	2500	1413' tower 4.1 miles W of airport; 1508'
Tiger Int	York Int	ORD R 218°	2500	tower 7 miles WSW of airport; 545' control
York Int	HM LOM (NOPT)	Direct	1800	tower on airport.
				Delete REIL's Runway 4.
				HN LOM named Pine.
				Runway 4, TDZ elevation, 657'.

Procedure turn E side of crs, 218° Outbnd, 038° Inbnd, 2500' within 10 miles of Pine/HM LOM.
FAP, Pine/HM LOM. Final approach crs, 038°. Distance FAF to MAP, 3.6 miles.
Minimum altitude over HN LOM, 1800'.
MSA: 000°-180°-3100'; 180°-360°-2600'.
NOTES: (1) ASR/PAR. (2) Final approach from holding pattern at HN LOM not authorized; procedure turn required.
IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.
#Runway 32L, 32R, 27R, visibility 2400'.
#Runway 14L, 14R, visibility 1800'.

RULES AND REGULATIONS

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

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4	1160	1	503	1160	1	503	1160	1	503	1160	1	503
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1160	1	493	1160	1	493	1160	1½	493	1220	2	553
A	Standard.		T 2-eng. or less—Standard.5%#						T over 2-eng.—Standard.5%#			

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, IIN; Procedure No. NDB (ADF) Runway 4, Amdt. 2; Eff. date, 30 Oct. 66; Sup. Amdt. No. 1; Dated, 20 Jan. 68

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.2 miles after passing Lima/OH LOM.			
ORD VORTAC	OH LOM	Direct	2500	Left-climbing turn to 1500' on heading 090°; then make left-climbing turn to 3500' and proceed to Evanston Int via ORD R 075°.			
Warren Int.	OH LOM	Direct	2500				
Niles Int.	ORD VORTAC	Direct	3000				
OBK VORTAC	OH LOM	Direct	2500				
Papi Int.	OH LOM	Direct	2500				
Lakewood Int.	OH LOM (NOPT)	OBK R 272° and bearing 138° to LOM.	2200	Supplementary charting information: 1460' tower 4.7 miles WNW of airport; 1413' tower 4.1 miles W of airport; 1508' tower 7 miles WSW of airport; 848' control tower on airport. OH LOM named Lima. Runway 14L, TDZ elevation, 652'.			

Procedure turn W side of crs, 318° Outbnd, 138° Inbnd, 2500' within 10 miles of Lima/OH LOM.

FAF, Lima/OH LOM. Final approach crs, 138°. Distance FAF to MAP, 5.2 miles.

Minimum altitude over OH LOM, 2200'.

MSA: 000°-090°-2500'; 090°-180°-3100'; 180°-270°-2600'; 270°-360°-2500'.

NOTE: ASR/PAH.

%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, visibility 2400'.

#Runways 14L, 14R, visibility 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14L	1180	RVR 40	528	1180	RVR 40	528	1180	RVR 40	528	1180	RVR 50	528
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1180	1	513	1180	1	513	1180	1½	513	1220	2	553
A	Standard.		T 2-eng. or less—Standard.5%#						T over 2-eng.—Standard.5%#			

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, OH; Procedure No. NDB (ADF) Runway 14L, Amdt. 16; Eff. date, 30 Oct. 66; Sup. Amdt. No. 9; Dated, 28 Mar. 68

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.3 miles after passing Romeo/OR LOM.			
ORD VORTAC	OR LOM	Direct	2500	Right-climbing turn to 1500' on heading 185°; then make right-climbing turn to 3500' and proceed to DPA VOR via R 085°.			
Warren Int.	OR LOM	Direct	2500				
Niles Int.	ORD VORTAC	Direct	3000				
OBK VORTAC	OR LOM	Direct	2500				
Papi Int.	OR LOM	Direct	2500				
Lakewood Int.	OR LOM (NOPT)	OBK R 272° and bearing 138° to LOM.	2200	Supplementary charting information: 1460' tower 4.7 miles WNW of airport; 1413' tower 4.1 miles W of airport; 1508' tower 7 miles WSW of airport; 848' control tower on airport. OR LOM named Romeo. Runway 14R, TDZ elevation, 667'.			

Procedure turn W side of crs, 318° Outbnd, 138° Inbnd, 2500' within 10 miles of Romeo/OR LOM.

FAF, Romeo/OR LOM. Final approach crs, 138°. Distance FAF to MAP, 5.3 miles.

Minimum altitude over OR LOM, 2200'.

MSA: 000°-090°-2500'; 090°-180°-3100'; 180°-270°-2600'; 270°-360°-2500'.

NOTE: (1) ASR/PAH.

%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, visibility 2400'.

#Runways 14L, 14R, visibility 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14R	1180	RVR 40	513	1180	RVR 40	513	1180	RVR 40	513	1180	RVR 50	513
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1180	1	513	1180	1	513	1180	1½	513	1220	2	553
A	Standard.		T 2-eng. or less—Standard.5%#						T over 2-eng.—Standard.5%#			

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, OR; Procedure No. NDB (ADF) Runway 14R, Amdt. 9; Eff. date, 30 Oct. 66; Sup. Amdt. No. 8; Dated, 28 Mar. 68

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5 miles after passing Taft/IA LOM.
Papi Int.	IA LOM	Direct	2300	Turn right to 285° heading, climb to 1500' then make right-climbing turn to 3500' and proceed to Lakewood Int. via ORD VOR R 310° and OBE VOR R 272°. Supplementary charting information: 1460' tower 4.7 miles WNW of airport; 1413' tower 4.1 miles W of airport; 1508' tower 7 miles WSW of airport; 848' control tower on airport. IA LOM named Taft. Runway 27R, TDZ elevation, 653'.
ORD VORTAC	IA LOM	Direct	2300	
Niles Int.	IA LOM	Direct	2300	
Warren Int.	IA LOM	Direct	2500	
Niles Int.	Beach Int.	Direct	3000	
Papi Int.	Beach Int.	Direct	2500	
Beach Int.	IA LOM (NOPT)	Direct	2200	
OBE VORTAC	IA LOM	Direct	3000	

Procedure turn N side of crs, 088° outbnd, 268° inbnd, 2300' within 10 miles of Taft/IA LOM.

FAF, Taft/IA LOM. Final approach crs, 268°. Distance FAF to MAP, 4.5 miles.

Minimum altitude over IA LOM, 2300'.

MSA: 045°—225°—3100'; 225°—315°—2600'; 315°—045°—2300'.

NOTE: ASR/PAB.

%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, visibility 2400'.

#Runways 14L, 14R, visibility 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
27R	1100	RVR 40	447	1100	RVR 40	447	1100	RVR 40	447	1100	RVR 50	447
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1100	1	493	1100	1	493	1100	1½	493	1220	2	553
A	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, IA; Procedure No. NDB (ADF) Runway 27R, Amdt. 8; Eff. date, 30 Oct. 69; Sup. Amdt. No. 7; Dated, 28 Mar. 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.6 miles after passing River Grove/RV LOM.
ORD VORTAC	Stack Int.	Direct	3500	Turn left to 300° heading, climb to 2000' then make left-climbing turn to 3500' and proceed direct to DPA VOR. Supplementary charting information: 1460' tower 4.7 miles WNW of airport; 1413' tower 4.1 miles W of airport; 1508' tower 7 miles WSW of airport; 848' control tower on airport. RV LOM named River Grove. Runway 32L, TDZ elevation, 656'.
API VOR	Stack Int.	Direct	3500	
OBE VORTAC	Stack Int.	Direct	3500	
CGT VORTAC	Stack Int (NOPT)	CGT R 003° and bearing 318°	3500	
Niles Int.	Stack Int (NOPT)	API R 087° and bearing 318°	3500	
Stack Int.	RV LOM	Direct	2300	

Procedure turn E side of crs, 138° outbnd, 318° inbnd, 3500' within 10 miles of Stack Int.

FAF, River Grove/RV LOM. Final approach crs, 318°. Distance FAF to MAP, 5.6 miles.

Minimum altitude over Stack Int., 3500'; over RV LOM, 2300'.

MSA: 000°—180°—3100'; 180°—360°—2000'.

Notes: (1) ASR/PAB. (2) ADF and VOR receivers or Radar required.

%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, visibility 2400'.

#Runways 14L, 14R, visibility 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
32L	1140	RVR 40	484	1140	RVR 40	484	1140	RVR 40	484	1140	RVR 50	484
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1100	1	493	1100	1	493	1100	1½	493	1220	2	553
A	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, RV; Procedure No. NDB (ADF) Runway 32L, Amdt. 7; Eff. date, 30 Oct. 69; Sup. Amdt. No. 6; Dated, 28 Mar. 68

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6 miles after passing Indian ID LOM.	
ORD VORTAC	Park Int.	Direct	4000	Turn right to 335° heading, climb to 1500' then make right-climbing turn to 350° and proceed to Evanston Int via ORD R 075°. Supplementary charting information: 1400' tower 4.7 miles WNW of airport; 1013' tower 4.1 miles W of airport; 1508' tower 7 miles WSW of airport; 848' control tower on airport. ID LOM named Indian. Delete REIL's Runway 32R, 7.1 drift down applied to 909' tower at 41°55'30"/87°48'24". Runway 32R, TDZ elevation, 632'.	
API VOR	Park Int.	Direct	4000		
OBK VORTAC	Park Int.	Direct	4000		
COT VORTAC	Park Int (NOPT)	COT R 356° and bearing 318° to ID LOM.	4000		
Niles Int.	Park Int (NOPT)	API R 067° and bearing 318° to ID LOM.	4000		
Park Int.	ID LOM	Direct	2300		

Procedure turn E side of crs, 138° Outbd, 318° Inbd, 4000' within 10 miles of Park Int.
PAF, Indian ID LOM. Final approach crs, 318°. Distance PAF to MAP, 6 miles.

Minimum altitude over Park Int, 4000'; over ID LOM, 2300'.

MSA: 000°-180°-3100'; 180°-360°-2600'.

NOTES: (1) ASR/PAR. (2) ADF and VOR receiver or Radar required.

% IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, visibility 2400'.

#Runways 14L, 14R, visibility 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32R	1140	RVR 40	488	1140	RVR 40	488	1140	RVR 40	488	1140	RVR 50	488
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1160	1	493	1160	1	493	1160	1 1/4	493	1230	2	553
A	Standard.	T 2-eng. or less—Standard. % #						T over 2-eng.—Standard. % #				

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, ID; Procedure No. NDB (ADF) Runway 32R, Amdt. 7; Eff. date, 30 Oct. 69; Sup. Amdt. No. 6; Dated, 28 Mar 68

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.3 miles after passing Romeo LOM (OS).	
Los Angeles VOR	Romeo LOM (OS)	Direct	2500	Climb to 2000' on crs 248° within 15 miles of Romeo LOM (OS). Supplementary charting information: Runways 24 L/R, TDZ elevation, 130'. Final approach crs aligned midway between runway thresholds.	
Royal Int.	Downey NDB	Direct	3000		
SLI VOR	Downey NDB	Direct	3000		
Downey NDB	Romeo LOM (OS) (NOPT)	Direct	2200		

Procedure turn S side of crs, 079° Outbd, 259° Inbd, 2500' within 10 miles of Romeo LOM (OS).

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

Minimum altitude over Romeo LOM (OS), 2200'.

MSA: 045°-135°-4800'; 135°-225°-2600'; 225°-315°-4800'; 315°-045°-6100'.

NOTES: (1) ASR/PAR. (2) Inoperative table does not apply to HIRL or SALS Runways 24 L/R.

% IFR departure procedures: Northbound (280° CW through 060°): Published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 50'; Runways 24 L/R, RVR 40'; Runways 26 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24 L/R	720	RVR 50	600	720	RVR 50	600	720	RVR 50	600	720	RVR 60	600
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	720	1	594	720	1	594	720	1 1/4	594	720	2	594
A	Standard.	T 2-eng. or less—Runways 8/26, Standard. % #						T over 2-eng.—Runways 8/26, Standard; all other runways RVR 24' %				

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 120'; Facility, OS; Procedure No. NDB (ADF) Runways 24 L/R, Amdt. 3; Eff. date, 30 Oct. 69; Sup. Amdt. No. NDB (ADF) Runway 24L, Amdt. 2; Dated, 21 Aug. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
LAX VOR	Lima LOM (LA)	Direct	3000	MAP: Runways 25L and 25R: 5.4 miles after passing Lima LOM. Climb to 2000' on crs 248° within 15 miles of Lima LOM. Supplementary charting information: Runways 25 L/R, TDZ elevation, 100'.
Downey FM/NDB	Lima LOM (LA) (NOPT)	Direct	2000	
SLI VOR	Downey FM/NDB	Direct	3000	

Procedure turn S side of crs, 073° Outbnd, 253° Inbnd, 2500' within 10 miles of Lima LOM (LA).

FAF, Lima LOM (LA). Final approach crs, 248°. Distance FAF to MAP, 5.4 miles.

Minimum altitude over Lima LOM (LA), 2000'.

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

NOTE: ASR/PAR.

%IFR departure procedures: Northbound (280° CW through 060°). Published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 50'; Runways 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-35 L/R	660	RVR 40	560	660	RVR 40	560	660	RVR 40	560	660	RVR 50	560
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	660	1	534	660	1	534	660	1½	534	680	2	554
A	Standard.			T 2-eng. or less—Runways 8/26, Standard. % #			T over 2-eng.—Runways 8/26, Standard; all other runways RVR 24' %					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, LA; Procedure No. NDB (ADF) Runway 25 L/R, Amdt. 31; Eff. date, 30 Oct. 69; Sup. Amdt. No. 30; Dated, 21 Aug. 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
ORD VORTAC	OH LOM	Direct	2500	Climb straight ahead to 1100', then make left-climbing turn to at least 1500' on heading 090°, continue left-climbing turn to 3500' and proceed to Evanston Int via ORD R 075°. Supplementary charting information: OH LOM named Lima. 1460' tower 4.7 miles WNW of airport. 1413' tower 4.1 miles W of airport. 1568' tower 7 miles WSW of airport. 848' control tower on airport. Runway 14L, TDZ elevation, 652'.
Warren Int.	OH LOM	Direct	2500	
Niles Int.	ORD VORTAC	Direct	3000	
OBK VORTAC	OH LOM	Direct	2500	
Papd Int.	OH LOM	Direct	2500	
Lakewood Int.	OH LOM (NOPT)	OBK R-272 & I-OHA LOC	2200	

Procedure turn W side of crs, 318° Outbnd, 138° Inbnd, 2500' within 10 miles of Lima/OH LOM.

FAF, Lima /OH LOM. Final approach crs, 138°. Distance FAF to MAP, 5.2 miles.

Minimum altitude over OH LOM, 2200'.

Minimum glide slope interception altitude, 2200'. Glide slope altitude at OM, 2000'; at MM, 864'; at IM, 752'.

Distance to runway threshold at OM, 5.2 miles; at MM, 0.6 mile; at IM, 1030'.

MSA: 000°-090°-2500'; 090°-180°-3100'; 180°-270°-2600'; 270°-360°-2500'.

NOTES: (1) ASR/PAR. (2) Back crs unusable Runway 14L.

CAUTION: When conducting a parallel approach, parallel ILS 14L procedure must be used.

% IFR departures: Takeoffs on runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued
DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-14L.....	882	RVR 18	200	882	RVR 18	200	882	RVR 18	200	882	RVR 20	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14L.....	1120	RVR 24	468	1120	RVR 24	468	1120	RVR 24	468	1120	RVR 40	468
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1160	1	493	1160	1	493	1160	1½	493	1220	2	533
Category II ILS Minimums—Special Authorization Required.												
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-14L.....	802	RVR 16	150	802	RVR 16	150	802	RVR 16	150	802	RVR 16	150
S-14L.....	752	RA 151 RVR 12 RA 104	100	752	RA 151 RVR 12 RA 104	100	752	RA 151 RVR 12 RA 104	100	752	RA 151 RVR 12 RA 104	100
Distance HAT 150' to runway threshold, 2325'. Distance 1M to runway threshold, 1190'. Distance from runway threshold to GPI, 1693'. A..... Standard. T 2-eng. or less—Standard. %#												
							T over 2-eng.—Standard. %#					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-OHA; Procedure No. ILS Runway 14L, Amdt. 15; Eff. date, 30 Oct. 69; Sup. Amdt. No. 14; Dated, 28 Mar. 68

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 867', LOC 5.3 miles after passing Romeo/or LOM (Cat. II ILS at DH).	
ORD VORTAC.....	OR LOM.....	Direct.....	2500	Climb straight ahead to 1160', then make right-climbing turn to at least 1500' on heading 185°, continue right-climbing turn to 3500' and proceed to DPA VOR via R 085°. Supplementary charting information: OR LOM named Romeo, 1460' tower 4.7 miles WNW of airport, 1413' tower 4.1 miles W of airport, 1508' tower 7 miles WSW of airport, 848' control tower on airport Runway 14R, TDZ elevation, 667'.	
Warren Int.....	OR LOM.....	Direct.....	2500		
Niles Int.....	ORD VORTAC.....	Direct.....	3000		
OBK VORTAC.....	OR LOM.....	Direct.....	2500		
Papi Int.....	OR LOM.....	Direct.....	2500		
Lakewood Int.....	OR LOM (NOPT).....	OBK R 272° and I-ORD LOC.....	2200		

Procedure turn W side of crs, 318° Outbnd, 138° Inbnd, 2500' within 10 miles of Romeo/OR LOM. FAF, Romeo/OR LOM. Final approach crs, 138°. Distance FAF to MAP, 5.3 miles.

Minimum altitude over OR LOM, 2200'.

Minimum glide slope interception altitude, 2200'. Glide slope altitude at OM, 2140'; at MM, 861'.

Distance to runway threshold at OM, 5.3 miles; at MM, 0.5 mile.

MSA: 600°-090°-2500'; 090°-180°-3100'; 180°-270°-2600'; 270°-360°-2500'.

NOTES: (1) ASR/PAR. (2) Back crs unusable Runway 14R.

CAUTION: When conducting a parallel approach, Parallel ILS 14R procedure must be used.

%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-14R.....	867	RVR 18	200	867	RVR 18	200	867	RVR 18	200	867	RVR 20	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14R.....	1120	RVR 24	453	1120	RVR 24	453	1120	RVR 24	453	1120	RVR 40	453
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1160	1	493	1160	1	493	1160	1½	493	1220	2	533
Category II ILS Minimums—Special Authorization Required:												
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-14R.....	817	RVR 16	150	817	RVR 16	150	817	RVR 16	150	817	RVR 16	150
		RA 144			RA 144			RA 144			RA 144	
S-14R.....	767	RVR 12	100	767	RVR 12	100	767	RVR 12	100	767	RVR 12	100
		RA 110			RA 110			RA 110			RA 110	
Distance HAT 150' to runway threshold, 2306'. Distance HAT 100' to runway threshold, 1161'. Distance from runway threshold to GPI, 1198'.												
A.....	Standard.			T 2-eng. or less—Standard. %#			T over 2-eng.—Standard. %#					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-ORD; Procedure No. ILS Runway 14R, Amdt. 16; Eff. date, 30 Oct. 69; Sup. Amdt. No. 15; Dated, 10 Apr. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 852'; LOC 5.2 miles after passing Lima/OH LOM (Cat. II ILS at DH).
Meadows Int.	OH LOM (when G/S not utilized)	I-OHA LOC	2100	Climb straight ahead to 1100', then make left-climbing turn to at least 1500' on heading 090°, continue left-climbing turn to 2500' and proceed to Evanston Int via ORD R 675°. Supplementary charting information: 1400' tower 4.7 miles WNW of airport; 1413' tower 4.1 miles W of airport; 1508' tower 7 miles WSW of airport; 848' control tower on airport. OH LOM named Lima. Parallel procedure Runways 14L and 14R to be based on adjoining plates. Runway 14L, TDZ elevation, 622'.

Procedure turn not authorized. Approach crs (profile) starts at Meadows Int.
FAF, Lima/OH LOM. Final approach crs, 138°. Distance FAF to MAP, 5.2 miles.
Minimum altitude over Meadows Int, 4000'; over OH LOM, 2100'.
Minimum glide slope interception altitude, 4000'. Glide slope altitude at OM, 2000'; at MM, 864'; at IM, 712'.
Distance to runway threshold at OM, 5.2 miles; at MM, 0.6 mile; at IM, 0.2 mile or 1033'.
NOTES: (1) ASR/PAR—Radar required—back crs unusable Runway 14L.
(2) A Radar Fix in lieu of Meadows Int will be provided upon pilot's request. See adjoining plate for Parallel ILS Runway 14R.
(3) Use of this procedure is mandatory when conducting a parallel ILS approach and is authorized only when airborne 75 mc. (or ADF) and localizer receivers are operating simultaneously.
(4) Notify approach control immediately if any required airborne receiver is malfunctioning or parallel approach is not desired.
%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.
#Runways 32L, 32R, 27R, visibility 2400'.
#Runways 14L, 14R, visibility 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-14L	852	RVR 18	200	852	RVR 18	200	852	RVR 18	200	852	RVR 20	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14L	1120	RVR 24	468	1120	RVR 24	468	1120	RVR 24	468	1120	RVR 40	468
C	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Category II ILS Minimums—Special Authorization Required.												
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-14L	802	RVR 16	150	802	RVR 16	150	802	RVR 16	150	802	RVR 16	150
S-14L	RA151	752	100	RA151	752	100	RA151	752	100	RA151	752	100
	RA104	752	100	RA104	752	100	RA104	752	100	RA104	752	100
Distance HAT 150' to runway threshold, 2328'. Distance Inner Marker to runway threshold, 1100'. Distance from runway threshold to GPI, 1063'. A.....Standard. T 2-eng. or less—Standard. %# T over 2-eng.—Standard. %#												

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-OHA; Procedure No. Parallel ILS Runway 14L, Amdt. Orig.; Eff. date, 30 Oct. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 867'; LOC 5.3 miles after passing Romeo/OR LOM (Cat. II ILS at DH).
Plum Int.	OR LOM (when G/S not utilized)	I-ORD LOC	2200	Climb straight ahead to 1100', then make right-climbing turn to at least 1500' on heading 185°, continue right-climbing turn to 2500' and proceed to DFA VOR via R 085°. Supplementary charting information: 1400' tower 4.7 miles WNW of airport; 1413' tower 4.1 miles W of airport; 1508' tower 7 miles WSW of airport; 848' control tower on airport. OR LOM named Romeo. Parallel procedure Runways 14L and 14R to be based on adjoining plates. Runway 14R, TDZ elevation, 667'.

Procedure turn not authorized. Approach crs (profile) starts at Plum Int.
FAF, Romeo/OR LOM. Final approach crs, 138°. Distance FAF to MAP, 5.3 miles.
Minimum altitude over Plum Int, 3000'; over OR LOM 2200'.
Minimum glide slope interception altitude, 3000'. Glide slope altitude at OM, 2140'; at MM, 867'.
Distance to runway threshold at OM, 5.3 miles; at MM, 0.5 mile.
NOTES: (1) ASR/PAR—Radar required—back crs unusable Runway 14R.
(2) A Radar Fix in lieu of Plum Int will be provided upon pilot's request.
See adjoining plate for parallel ILS Runway 14L.
(3) Use of this procedure is mandatory when conducting a parallel ILS approach and is authorized only when airborne 75 mc. (or ADF) and localizer receivers are operating simultaneously.
(4) Notify approach control immediately if any required airborne receiver is malfunctioning or parallel approach is not desired.
%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.
#Runways 32L, 32R, 27R, visibility 2400'.
#Runways 14L, 14R, visibility 1800'.

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued
DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-14R.....	867	RVR 18	200	867	RVR 18	200	867	RVR 18	200	867	RVR 20	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14R.....	1120	RVR 24	453	1120	RVR 24	453	1120	RVR 24	453	1120	RVR 40	453
C.....	NA			NA			NA			NA		
Category II ILS Minimums—Special Authorization Required:												
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-14R.....	817	RVR 16	150	817	RVR 16	150	817	RVR 16	150	817	RVR 16	150
	RA144			RA144			RA144			RA144		
S-14R.....	767	RVR 12	100	767	RVR 12	100	767	RVR 12	100	767	RVR 12	100
	RA110			RA110			RA110			RA110		
Distance HAT 150' to runway threshold, 2306'.												
Distance HAT 100' to runway threshold, 1161'.												
Distance from runway threshold to OPI, 1198'.												
A.....	Standard.		T 2-eng. or less—Standard. % #					T over 2-eng.—Standard. % #				

City, Chicago; State, Ill.: Airport name, Chicago O'Hare International; Elev., 667'; Facility I-ORD; Procedure No. Parallel ILS Runway 14R, Amdt. Orig.; Eff. date, 30 Oct. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 853'; LOC 4.5 miles after passing Taft/IA LOM.	
Papi Int.	IA LOM	Direct	2300	Turn right to 285° heading, climb to 1500', then make right-climbing turn to 3500', and proceed to Lakewood Int via ORD VOR R 310° and OBK VOR R 272°. Supplementary charting information: 1A LOM named Taft. 2200 1460' tower 4.7 miles WNW of airport, 1413' tower 4.1 miles W of airport, 1508' tower 7.0 miles WSW of airport, 848' control tower on airport. Runway 27R, TDZ elevation, 653'.	
ORD VORTAC	IA LOM	Direct	2300		
Niles Int.	IA LOM	Direct	3000		
Warren Int.	IA LOM	Direct	2500		
Papi Int.	Beach Int.	Direct	2500		
Niles Int.	Beach Int.	Direct	3000		
Beach Int.	IA LOM (NOPT)	Direct	2200		
OBK VORTAC	IA LOM	Direct	3000		

Procedure turn N side of crs, 088° Outbnd, 263° Inbnd, 2300' within 10 miles of Taft/IA LOM.

FAF, Taft/IA LOM. Final approach crs, 268°. Distance FAF to MAP, 4.5 miles.

Minimum altitude over IA LOM, 2200'.

Minimum glide slope interception altitude, 2200'. Glide slope altitude at OM, 2130'; at MM, 860'.

Distance to runway threshold at OM, 4.5 miles; at MM, 0.6 mile.

MSA: 045°-225°-3100'; 225°-315°-2600'; 315°-045°-2300'.

Notes: (1) ASR/PAR. (2) Back crs unusable Runway 27R.

Caution: When conducting a parallel approach, Parallel ILS Runway 27R procedure must be used.

*IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-27R.....	853	RVR 24	200	853	RVR 24	200	853	RVR 24	200	853	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27R.....	1060	RVR 24	407	1060	RVR 24	407	1060	RVR 24	407	1060	RVR 40	407
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1160	1	493	1160	1	493	1160	1½	493	1220	2	553
A.....	Standard.			T 2-eng. or less—Standard. % #			T over 2-eng.—Standard. % #					

City, Chicago; State, Ill.: Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-IAC; Procedure No. ILS Runway 27R, Amdt. 10; Eff. date, 30 Oct. 69; Sup. Amdt. No. 9; Dated, 28 Mar. 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 853'; LOC 4.5 miles after passing Taft/IA LOM.	
Edens Int.	IA LOM (when GS not utilized)	I-AC LOC	2200	Turn right to 285° heading, climb to 1500' then make right-climbing turn to 3500' and proceed to Lakewood Int via ORD R 310° and OBK R 272°. Supplementary charting information: Parallel procedures Runways 27L and 27R to be issued on adjoining plates. 1A LOM named Taft. 1400' tower 4.7 miles WNW of airport. 1413' tower 4.1 miles W of airport. 1508' tower 7.0 miles WSW of airport. 848' control tower on airport. Runway 27R, TDZ elevation, 653'.	

Procedure turn not authorized. Approach (profile) starts at Eden Int.
FAF, Taft/IA LOM. Final approach crs, 268°. Distance FAF to MAP, 4.5 miles.
Minimum altitude over Edens Int., 3000'; over IA LOM, 2200'.
Minimum glide slope interception altitude, 3000'. Glide slope altitude at OM, 2130'; at MM, 860'.
Distance to runway threshold at OM, 4.5 miles; at MM, 0.6 mile.
NOTES: See adjoining plate for parallel ILS Runway 27L.
(1) Use of this procedure is mandatory when conducting a parallel ILS approach and is authorized only when airborne 75 mc. (or ADF) and localizer receivers are operating simultaneously.
(2) ASR/PAR—Radar required—back crs unusable Runway 27R.
(3) A Radar Fix in lieu of Edens Int. will be provided upon pilot's request.
(4) Notify approach control immediately if any required airborne receiver is malfunctioning or parallel approach is not desired.
% IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.
#Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-27R	853	RVR 24	200	853	RVR 24	200	853	RVR 24	200	853	RVR 24	200
LOC	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27R	1000	RVR 24	407	1000	RVR 24	407	1000	RVR 24	407	1000	RVR 40	407
C	NA			NA			NA			NA		
A	Standard.			T 2-eng. or less—Standard.5%			T over 2-eng.—Standard.5%					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-AC; Procedure No. Parallel ILS Runway 27R, Amdt. Orig.; Eff. date, 30 Oct. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 856'; LOC 5.6 miles after passing River Grove/RV LOM.	
ORD VORTAC	Stack Int.	Direct	3500	Turn left to 300° heading, climb to 2000' then make left-climbing turn to 3500' and proceed direct to DPA VOR. Supplementary charting information: RV LOM named River Grove. 1400' tower 4.7 miles WNW of airport. 1413' tower 4.1 miles W of airport. 1508' tower 7.0 miles WSW of airport. 848' control tower on airport. Runway 32L, TDZ elevation, 656'.	
API VOR	Stack Int.	Direct	3500		
OBK VORTAC	Stack Int.	Direct	3500		
CGT VORTAC	Stack Int (NOPT)	CGT R 356° and I-RVG LOC.	3500		
Niles Int.	Stack Int (NOPT)	API R 057° and I-RVG LOC.	3500		
Stack Int.	RV LOM	Direct	2300		

Procedure turn E side of crs, 138° Outbnd, 318° Inbnd, 3500' within 10 miles of Stack Int.
FAF, Stack/RV LOM. Final approach crs, 318°. Distance FAF to MAP, 5.6 miles.
Minimum altitude over Stack Int., 3500'; over RV LOM, 2300'.
Minimum glide slope interception altitude, 2300'. Glide slope altitude at OM, 2220'; at MM, 860'.
Distance to runway threshold at OM, 5.6 miles; at MM, 0.6 mile.
MSA: 000°-180°-3100'; 180°-300°-2600'.
NOTES: (1) ASR/PAR. (2) Dual VOR receivers or radar required. (3) Back course unusable Runway 32L.
CAUTION: When conducting a parallel approach, parallel ILS Runway 32L procedure must be used.
% IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.
#Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-32L	856	RVR 24	200	856	RVR 24	200	856	RVR 24	200	856	RVR 24	200
LOC	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32L	1040	RVR 24	384	1040	RVR 24	384	1040	RVR 24	384	1040	RVR 40	384
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1160	1	493	1160	1	493	1160	1 1/4	493	1220	2	553
A	Standard.			T 2-eng. or less—Standard.5%			T over 2-eng.—Standard.5%					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-RVG; Procedure No. ILS Runway 32L, Amdt. 8; Eff. date, 30 Oct. 69; Sup. Amdt. No. 7; Dated, 13 Mar. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 856'; LOC 5.6 miles after passing River Grove/RV LOM.
Congress Int.	RV LOM (when GS not utilized).	1 RVG LOC	2300	Turn left to 300° heading, climb to 2000' then make left-climbing turn to 2500' and proceed direct to DPA VOR. Supplementary charting information: Parallel procedure Runways 32L and 32R to be issued on adjoining plates. RV LOM named River Grove, 1460' tower 4.7 miles WNW of airport, 1413' tower 4.1 miles W of airport, 1508' tower 7.0 miles WSW of airport, 848' control tower on airport. Runway 32L, TDZ elevation, 656'.

Procedure turn not authorized. Approach crs (profile) starts at Congress Int.
FAF, River Grove/RV LOM. Final approach crs, 318°. Distance FAF to MAP, 5.6 miles.
Minimum altitude over Congress Int., 2000'; over River Grove/RV LOM, 2300'.
Minimum glide slope interception altitude, 2000'. Glide slope altitude at OM, 2220' at MM, 860'.
Distance to runway threshold at OM, 5.6 miles; at MM, 0.6 mile.

NOTE: See adjoining plate for parallel ILS Runway 32R.

(1) This procedure mandatory when conducting a parallel ILS approach and is authorized only when airborne 75 mc. (or ADF) and localizer receivers are operating simultaneously.

(2) Notify approach control immediately if any required airborne receiver in Note (1) is malfunctioning or parallel approach is not desired.

(3) Back crs unusable.

(4) ASR/PAR—Radar required.

(5) A Radar Fix in lieu of Congress Int will be provided upon pilots request.

%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-32L	856	RVR 24	200	856	RVR 24	200	856	RVR 24	200	856	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32L	1040	RVR 24	384	1040	RVR 24	384	1040	RVR 24	384	1040	RVR 24	384
C		NA			NA			NA			NA	
A	Standard.			T 2-eng. or less—Standard. 5%			T over 2-eng.—Standard. 5%					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-RVA; Procedure No. Parallel ILS Runway 32L, Amdt. Orig.; Eff. date, 30 Oct. 69.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: DH 852'; LOC 6 miles after passing Indian/ID LOM.
ORD VORTAC	Park Int.	Direct	4000	Turn right to 335° heading, climb to 1500' then make right-climbing turn to 2500' and proceed to Evanston Int via ORD VOR R 075°. Supplementary charting information: ID LOM named Indian. 7.1 driftdown applied to 900' tower at 41°55'26"/87°48'24". 1460' tower 4.7 miles WNW of airport, 1413' tower 4.1 miles W of airport, 1508' tower 7 miles WSW of airport, 848' control tower on airport. Delete REIL's Runway 32R. Runway 32R, TDZ elevation, 652'.
API VOR	Park Int.	Direct	4000	
OBK VORTAC	Park Int.	Direct	4000	
CGT VORTAC	Park Int (NOPT)	CGT R 356° and I-IDN LOC	4000	
Niles Int.	Park Int (NOPT)	API R 087° and I-IDN LOC	4000	
Park Int.	ID LOM	Direct	2300	

Procedure turn E side of crs, 138° Outbnd, 318° Inbnd, 4000' within 16 miles of Park Int.

FAF, Indian/ID LOM. Final approach crs, 318°. Distance FAF to MAP, 6 miles.

Minimum altitude over Park Int, 4000'; over ID LOM, 2300'.

Minimum glide slope interception altitude, 2300'. Glide slope altitude at OM, 2300'; at MM, 855'.

Distance to runway threshold at OM, 6 miles; at MM, 0.6 mile.

MSA: 000°-180°-3100'; 180°-360°-2000'.

NOTES: (1) ASR/PAR. (2) Dual VOR receivers or radar required.

CAUTION: Back crs unusable Runway 32R. When conducting a parallel approach, Parallel 32R procedure must be used.

%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

#Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-32R	852	RVR 24	200	852	RVR 24	200	852	RVR 24	200	852	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32R	1060	RVR 24	408	1060	RVR 24	408	1060	RVR 24	408	1060	RVR 40	408
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1160	1	493	1160	1	493	1160	1 1/4	493	1220	2	553
A	Standard.			T 2-eng. or less—Standard. 5%			T over 2-eng.—Standard. 5%					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-IDN; Procedure No. ILS Runway 32R, Amdt. 5; Eff. date, 30 Oct. 69; Sup. Amdt. No. 4; Dated, 28 Mar. 68.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
Park Int.	ID LOM (When GS not utilized)	I-IDN LOC	2300	MAP: ILS DH 852'; LOC 5 miles after passing Indian/ID LOM. Turn right to 335° heading, climb to 1500', then make right-climbing turn to 350° and proceed to Evanston Int via ORD R 075'. Supplementary charting information: Parallel procedure Runways 32L and 32R to be issued on adjoining plates. ID LOM named Indian. 7:1 driftdown applied to 909' tower at 41°55'30"/87°48'24". 1460' tower 4.7 miles WNW of airport, 1413' tower 4.1 miles W of airport, 1508' tower 7 miles WSW of airport, 848' control tower on airport. Runway 32B, TDZ elevation, 682'.

Procedure turn not authorized. Approach crs (profile) starts at Park Int.
FAF, Indian/ID LOM. Final approach crs, 318°. Distance FAF to MAP, 6 miles.
Minimum altitude over Park Int., 4000'; (*3620' altitude of glide slope at Park) over ID LOM, 2300'.
Minimum glide slope interception altitude, 4000'. Glide slope altitude at OM, 2300'; at MM, 853'.
Distance to runway threshold at OM, 6 miles; at MM, 0.5 mile.
Notes: See adjoining plate for parallel ILS Runway 32L.
(1) This procedure mandatory when conducting a parallel ILS approach and is authorized only when airborne 75 mc. (or ADF) and localizer receivers are operating simultaneously.
(2) Notify approach control immediately if any required airborne receiver in Note (1) is malfunctioning or parallel approach is not desired.
(3) Backcourse unusable.
(4) ASR/PAR—Radar required.
(5) A Radar Fix in lieu of Park Int will be provided upon pilot's request.
*IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.
#Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-32R	852	RVR 24	200	852	RVR 24	200	852	RVR 24	200	852	RVR 24	200
LOC	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-32R	1060	RVR 24	408	1060	RVR 24	408	1060	RVR 24	408	1060	RVR 40	408
C	NA			NA			NA			NA		
A	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-IDN; Procedure No. Parallel ILS Runway 32R, Amdt. Orig.; Eff. date, 30 Oct. 60

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
Westlake Int.	Steamer Int.	Direct	3000	MAP: Runway 7L DH Categories A, B, C 325'; Category D 375'; LOC 4.7 miles after passing Turtle Int. Climb to 3000' direct to Downey NDB/ FM Int. Supplementary charting information: Chart DME distance at MAP (1.8-mile DME). Chart MALS RAIL Runway 7L. Runway 7L, TDZ elevation, 125'. Runway 7R, TDZ elevation, 124'.
LAX VOR	Turtle Int.	Direct	2000	
Steamer Int.	Turtle Int (NOPT)	Direct	1500	

Procedure turn S side of crs, 248° Outbnd, 068° Inbnd, 2000' within 10 miles of Turtle Int.
FAF, Turtle Int. Final approach crs, 068°. Distance FAF to MAP, 4.7 miles.
Minimum altitude over Turtle Int., 1500'.
Minimum glide slope interception altitude, 1500'. Glide slope altitude at Turtle Int, 1494'; at MM, 320'.
Distance to runway threshold at Turtle Int, 4.7 miles; at MM, 0.5 mile.
MSA: not authorized.
Notes: (1) ASR/PAR. (2) DME should not be used to determine aircraft position over MM, runway threshold or runway touchdown point. (3) Inoperative table does not apply to REIL OR HIRL Runway 7 L/R.
*IFR departure procedures: Northbound (280° through 060°) published SID's must be used or be radar vectored.
#Runways 6 L/R, 7R, RVR 50'; runways 24 L/R, RVR 40'; runways 25 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-7L	325	RVR 24	200	325	RVR 24	200	325	RVR 24	200	375	RVR 40	250
LOC	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-7L	460	RVR 24	335	460	RVR 24	335	460	RVR 24	335	460	RVR 50	335
8-7R	640	RVR 50	516	640	RVR 50	516	640	RVR 50	516	680	RVR 60	556
C	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
A	640	1	514	640	1	514	640	1 1/2	514	680	2	554
A	Standard.			T 2-eng. or less—Runways 8/26, Standard. %			T over 2-eng.—Runways 8/26, Standard, all other runways RVR 24'. %					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 120'; Facility, I-IAS; Procedure No. ILS Runway 7L, Amdt. Orig.; Eff. date, 30 Oct. 60

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
LAX VOR.....	Romeo LOM/Int.....	Direct.....	2500	MAP: ILS DH, 370'; LOC 6.3 miles after passing Romeo LOM/Int. Initiate immediate climb on LOC crs to 500', turn right, continue climb to 400' via 265° heading and LAX R 276° to Topanga Int. Supplementary charting information: Chart SALS Runway 24R (1500'). Runway 24 L/R, TDZ elevation, 120'.
SLIVOR.....	Commerce Int.....	Direct.....	2500	
Royal Int.....	Commerce Int.....	Direct.....	2500	
Commerce Int.....	Romeo LOM/Int (NOPT).....	Direct.....	2300	

Procedure turn S side of crs, 068° Outbd, 248° Inbd, 2500' within 10 miles of Romeo LOM/Int.

FAF, Romeo LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 6.3 miles.

Minimum altitude over Romeo LOM/Int, 2300'; over Arbor Int, 620'.

Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 2190'; at MM, 317'.

Distance to runway threshold at OM, 6.3 miles; at MM, 0.5 mile.

MSA: 045°-125°-4800'; 135°-225°-2000'; 225°-315°-4800'; 315°-045°-6100'.

NOTES: (1) ASR/PAR. (2) Inoperative table does not apply to HIRL's or SALS Runways 24 L/R. (3) During simultaneous approaches (LAX Runways 24 L/R and HIRL Runway 25) aircraft must be radar vectored to Romeo. (4) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.

*2300' when authorized by ATC.

%IFR departure procedures: Northbound (280° CW through 090°) published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 50'; Runways 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-24R.....	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250
LOC.....	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24B.....	620	RVR 50	500	620	RVR 50	500	620	RVR 50	500	620	RVR 50	500
S-24L.....	640	RVR 50	520	640	RVR 50	520	640	RVR 50	520	680	RVR 60	560
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	640	1	514	640	1	514	640	1½	514	680	2	554
LOC/DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24R.....	480	RVR 50	360	480	RVR 50	360	480	RVR 50	360	480	RVR 50	360
A.....	Standard.	T 2-eng. or less—Runways 8/26, Standard. %#					T over 2-eng.—Runways 8/26, Standard; all other runways RVR 24' %.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, I-OSS; Procedure No. ILS Runway 24R, Amdt. Orig.; Eff. date, 30 Oct. 66

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
				Initiate immediate climb on LOC crs to 500', turn right, continue climb to 400' via 265° heading and LAX R 276° to Topanga Int. Supplementary charting information: Depict Runways 25 L/R Localizer crs in plan view. Parallel procedures, Parallel ILS Runway 24R and Parallel ILS Runways 25 L/R to be printed on adjoining plates. Runway 24R, TDZ elevation, 120'.

Procedure turn not authorized. Approach crs (Profile) starts at Romeo LOM/Int.

FAF, Romeo LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 6.3 miles.

Minimum altitude over Romeo LOM/Int, 2300'; over Arbor Int, 620'.

Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 2190'; at MM, 317'.

Distance to runway threshold at OM, 6.3 miles; at MM, 0.5 mile.

MSA: Not authorized.

NOTES: (1) ASR/PAR. (2) Radar required.

(a) This procedure mandatory when conducting a parallel ILS approach and is authorized only when airborne 75 mc. (or ADF) and localizer receivers are operating simultaneously.

(b) Notify approach control immediately if any required airborne receiver in Note (a) is malfunctioning or parallel approach is not desired.

(c) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.

(d) Inoperative table does not apply to HIRL or SALS Runway 24R.

%IFR departures: Northbound (280° through 090°) published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 50'; Runways 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued
DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-24R.....	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-24R.....	620	RVR 50	500	620	RVR 50	500	620	RVR 50	500	620	RVR 60	500
LOC/DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-24R.....	480	RVR 50	360	480	RVR 50	360	480	RVR 50	360	380	RVR 50	360
A.....	Standard.			T 2-eng. or less—Runways 8/26, Standard. %			T over 2-eng.—Runways 8/26, Standard; all other runways RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, I-088; Procedure No. Parallel ILS Runway 24R, Amdt. Orig.; Eff. date, 30 Oct. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 370'; LOC 6.3 miles after passing Romeo LOM/Int.	
				Initiate immediate climb on LOC crs to 500', turn right, continue climb to 4000' via 265° heading and LAX R 270° to Topanga Int.	
				Supplementary charting information: Depict Runway 25L Localizer course in plan view.	
				Parallel procedures Parallel ILS Runways 24 L/R and Parallel ILS Runway 25L to be issued on adjoining plates.	
				Runway 24L/R, TDZ elevation, 120'.	

Procedure turn not authorized. Approach crs (Profile) starts at Romeo LOM/Int.
FAF, Romeo LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 6.3 miles.
Minimum altitude over Romeo LOM/Int, 2200'; over Arbor Int, 620'.
Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 2190'; at MM, 317'.
Distance to runway threshold at OM, 6.3 miles; at MM, 0.5 mile.

MSA: Not authorized.

Notes: (1) ASR/PAR.

(2) Radar required.

(a) This procedure mandatory when conducting a parallel ILS approach and is authorized only when airborne 75 mc. (or ADF) and localizer receivers are operating simultaneously.

(b) Notify approach control immediately if any required airborne receiver in Note (a) is malfunctioning or parallel approach is not desired.

(c) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.

(d) Inoperative table does not apply to HIRL or SALR Runways 24 L/R.

% IFR departures: Northbound (280° CW through 060°) published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 50'; Runways 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-24 L/R.....	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-24 L/R.....	620	RVR 50	500	620	RVR 50	500	620	RVR 50	500	620	RVR 60	500
LOC/DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-24 L/R.....	480	RVR 50	360	480	RVR 50	360	480	RVR 50	360	480	RVR 50	360
A.....	Standard.			T 2-eng. or less—Runways 8/26, Standard. %			T over 2-eng.—Runways 8/26, Standard; all other runways RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, I-088; Procedure No. Parallel ILS Runway 24 L/R, Amdt. Orig.; Eff. date, 30 Oct. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 300'; LOC 5.4 miles after passing Lima LOM/Int.
				Initiate immediate climb on LOC crs to 500', turn left, continue climb to 3000' via 230° heading and LAX R 192° to Kingfish Int. Supplementary charting information: Depict Runways 24 L/R localizer crs in plan view. Parallel procedures, Parallel ILS Runway 25L and Parallel ILS Runways 24 L/R to be issued on adjoining plates. Runway 25L, TDZ elevation, 100'.

Procedure turn not authorized. Approach crs (Profile) starts at Century Int.
FAF, Lima LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 5.4 miles.
Minimum altitude over Century Int, 3500'; over Lima LOM/Int, 1900'; over Lake Int, 620'.
Minimum glide slope interception altitude, 3500'. Glide slope altitude at OM, 1886'; at MM, 324'.
Distance to runway threshold at OM, 5.4 miles; at MM, 0.5 mile.

MSA: Not authorized.

NOTES: (1) ASR/PAR.

(2) Radar required.

(a) This procedure mandatory when conducting a parallel ILS approach and is authorized only when airborne 75 mc. (or ADF) and localizer receivers are operating simultaneously.

(b) Notify approach control immediately if any required airborne receiver in Note (a) is malfunctioning or parallel approach is not desired.

(3) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.

%IFR departures: Northbound (280° CW through 060°) published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 50'; runways 24 L/R, RVR 40'; runways 25 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-25L	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25L	620	RVR 24	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
	LOC/DME Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25L	460	RVR 24	360	460	RVR 24	360	460	RVR 24	360	460	RVR 40	360
A	Standard.			T 2-eng. or less—Runways 8/26, Standard. %			T over 2-eng.—Runway 8/26 Standard; all other runways RVR 24' %					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, I-LAX; Procedure No. Parallel ILS Runway 25L; Amdt. Orig.; Eff. date, 30 Oct. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 300'; LOC 5.4 miles after passing Lima LOM/Int.
				Initiate immediate climb on LOC crs to 500', turn left, continue climb to 3000' via 230° heading and LAX R 192° to Kingfish Int. Supplementary charting information: Depict Runway 24R Localizer crs in plan view. Parallel procedures, Parallel ILS Runways 25 L/R and Parallel ILS Runway 24R to be issued on adjoining plates. Runways 25 L/R, TDZ elevation, 100'.

Procedure turn not authorized. Approach crs (Profile) starts at Century Int.
FAF, Lima LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 5.4 miles.
Minimum altitude over Century Int, 3500'; over Lima LOM/Int, 1900'; over Lake Int, 620'.
Minimum glide slope interception altitude, 3500'. Glide slope altitude at OM, 1886'; at MM, 324'.
Distance to runway threshold at OM, 5.4 miles; at MM, 0.5 mile.

MSA: Not authorized.

NOTES: (1) ASR/PAR.

(2) Radar required.

(a) This procedure mandatory when conducting a parallel ILS approach and is authorized only when airborne 75 mc. (or ADF) and localizer receivers are operating simultaneously.

(b) Notify approach control immediately if any required airborne receiver in Note (a) is malfunctioning or parallel approach is not desired.

(3) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.

%IFR departures: Northbound (280° CW through 060°) published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 50'; Runways 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued
DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-25 L/R.....	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-25 L/R.....	620	RVR 24	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
LOC/DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-25 L/R.....	460	RVR 24	360	460	RVR 24	360	460	RVR 24	360	460	RVR 40	360
A.....	Standard.			T 2-eng. or less—Runways 8/26, Standard. % [#]			T over 2-eng.—Runways 8/26, Standard; all other runways RVR 24'. %					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility I-LAX; Procedure No. Parallel ILS Runway 25 L/R, Amdt. Orig.; Eff. date, 30 Oct. 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 370'; LOC 6.3 miles after passing Romeo LOM/Int.	
LAX VOR.....	Romeo LOM/Int.....	Direct.....	2500	Initiate immediate climb on localizer crs to 500'; turn right, continue climb to 4000' via 265° heading and LAX R 276° to Topanga Int. Supplementary charting information: Runway 24 L/R, TDZ elevation, 130'.	
ELI VOR.....	Commerce Int.....	Direct.....	2500		
Royal Int.....	Commerce Int.....	Direct.....	2500		
Commerce Int.....	Romeo LOM/Int (NOPT).....	Direct.....	2200		

Procedure turn S side of crs, 068° Outbnd, 248° Inbnd, 2500' within 10 miles of Romeo LOM/Int.
FAP, Romeo LOM/Int. Final approach crs, 248°. Distance FAP to MAP, 6.3 miles.

Minimum altitude over Romeo LOM/Int, 2200'; over Arbor Int, 620'.
Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 2196'; at MM, 317'.

Distance to runway threshold at OM, 6.3 miles; at MM, 0.5 mile.
MSA: 045°-135°-4800'; 135°-225°-2600'; 225°-315°-4800'; 315°-045°-9100'.

Notes: (1) ASR/PAR. (2) Inoperative table does not apply to HIRL's or SALS Runways 24 L/R. (3) During simultaneous approaches (LAX Runways 24 L/R and HHR Runway 25), aircraft must be radar vectored to Romeo. (4) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.

%IFR departure procedures: Northbound (280° CW through 060°). Published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 60'; Runways 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

*2200' when authorized by ATC.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-24L.....	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-24L.....	620	RVR 50	500	620	RVR 50	500	620	RVR 50	500	620	RVR 50	500
8-24R.....	640	RVR 50	520	640	RVR 50	520	640	RVR 50	520	680	RVR 60	560
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	640	1	514	640	1	514	640	1½	514	680	2	554
LOC/DME Minimums:												
8-24L.....	480	RVR 50	360	480	RVR 50	360	480	RVR 50	360	480	RVR 50	360
A.....	Standard.			T 2-eng. or less—Runways 8/26, Standard. % [#]			T over 2-eng.—Runways 8/26, Standard; all other runways, RVR 24'. %					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, I-OSS; Procedure No. ILS Runway 24L, Amdt. 4; Eff. date, 30 Oct. 69; Sup. Amdt. No. 3; Dated, 21 Aug. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: ILS DH, 300'; LOC 5.4 miles after passing Lima LOM/Int.
From—	To—	Via			
Bassett Int.	Downey FM/Int.	Direct		3500	Initiate immediate climb on localizer crs to 500', turn left, continue climb to 3000' via 220° heading and LAX R 192° to Kingfish Int. Supplementary charting information: Runways 25 L/R, TDZ elevation, 100'.
SLI VOR	Downey FM/Int.	Direct		3500	
Downey FM/Int.	Century Int.	Direct		3500	
Century Int.	Lima LOM/Int (NOPT)	Direct		1900	
LAX VOR	Century Int.	Direct		3500	

Procedure turn S side of crs, 068° Outbnd, 248° Inbnd, 3500' within 10 miles of Century Int.
FAF, Lima LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 5.4 miles.
Minimum altitude over Century Int, 3500'; over Lima LOM/Int, 1900'; over Lake Int, 620'.
Minimum glide slope interception altitude, *3500'. Glide slope altitude at OM, 1886'; at MM, 324'.
Distance to runway threshold at OM, 5.4 miles; at MM, 0.5 mile.
MSA: 045°-135°-4800'; 135°-225°-2600'; 225°-315°-4800'; 315°-045°-9100'.

NOTES: (1) ASR/PAR. (2) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.
%IFR departure procedures: Northbound (280° CW through 060°) Published SID's must be used or be radar vectored.

*1900' when authorized by ATC.

#Runways 6 L/R, 7R, RVR 50'; Runways 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-25L	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-25L	620	RVR 24	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
8-25B	640	RVR 50	540	640	RVR 50	540	640	RVR 50	540	680	RVR 60	580
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1 1/4	514	680	2	534
LOC/DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-25L	460	RVR 24	360	460	RVR 24	360	460	RVR 24	360	460	RVR 40	360
A	Standard.		T 2-eng. or less—Runways 8/26, Standard %					T over 2-eng.—Runways 8/26, Standard; all other runways, RVR 24' %				

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, I-LAX; Procedure No. ILS Runway 25L, Amdt. 35; Eff. date, 30 Oct. 69; Sup. Amdt. No. 34; Dated, 21 Aug. 69

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: ILS DH, 300'; LOC 5.4 miles after passing Lima LOM/Int.
From—	To—	Via			
Bassett Int.	Downey FM/Int.	Direct		3500	Initiate immediate climb on localizer crs to 500', turn left, continue climb to 3000' via 220° heading and LAX R 192° to Kingfish Int. Supplementary charting information: Runway 25 L/R, TDZ elevation, 100'.
SLI VOR	Downey FM/Int.	Direct		3500	
Century Int.	Lima LOM/Int (NOPT)	Direct		1900	
Downey FM/Int.	Century Int.	Direct		3500	
LAX VOR	Century Int.	Direct		3500	

Procedure turn S side of crs, 068° Outbnd, 248° Inbnd, 3500' within 10 miles of Century Int.
FAF, Lima LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 5.4 miles.
Minimum altitude over Century Int, 3500'; over Lima LOM/Int, 1900'; over Lake Int, 620'.
Minimum glide slope interception altitude, *3500'. Glide slope altitude at OM, 1886'; at MM, 324'.
Distance to runway threshold at OM, 5.4 miles; at MM, 0.5 mile.
MSA: 045°-135°-4800'; 135°-225°-2600'; 225°-315°-4800'; 315°-045°-9100'.

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

%IFR departure procedures: Northbound (280° CW through 060°) Published SID's must be used or be radar vectored.

*1900' when authorized by ATC.

#Runways 6 L/R, 7R, RVR 50'; Runways 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued
DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-25R	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200
LOC	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-25R	620	RVR 24	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
8-25L	640	RVR 50	540	640	RVR 50	540	640	RVR 50	540	680	RVR 60	580
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554
LOC/DME Minima:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-25R	460	RVR 24	360	460	RVR 24	360	460	RVR 24	360	460	RVR 40	360
A	Standard	T 2-eng. or less—Runways 8/26, Standard. %						T over 2-eng.—Runways 8/26, Standard; all other runways RVR 24. %				

City, Los Angeles; State, Calif.: Airport name, Los Angeles International; Elev., 126'; Facility, I-LAX; Procedure No. ILS Runway 25R, Amdt. 12; Eff. date, 30 Oct. 69; Sup. Amdt. No. 11; Dated, 21 Aug. 69

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

Los Angeles, Calif.—Los Angeles International, Parallel ILS Runways 25L/24L, Amdt. 3, effective 21 Aug. 1969, canceled, effective 30 Oct. 1969.

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	
As established by Chicago O'Hare ASR minimum altitude vectoring charts.										
										1. Descend aircraft after passing PAF 5 miles from threshold, all runways.
										2. Runway 27L minimum altitude over 2-mile Fix 1300'.
										3. Runway 9R minimum altitude over 4-mile Fix 1700'.
										4. Runway 4 minimum altitude over 3-mile Fix 1400'.
										5. Runway 22 minimum altitude over 4-mile Fix 1700'.
										Supplementary charting information:
										Runway TDZ elevations:
										4, 657'. 14R, 667'. 27R, 653'.
										9R, 665'. 22, 660'. 32L, 656'.
										14L, 652'. 27L, 651'. 32R, 652'.

Radar will provide 1000' vertical clearance within 3 mile radius of the following towers:

1187', 15 miles NW.	1504', 14.2 miles SE.
1469', 5.5 miles W.	1260', 10 miles SSW.
1413', 4.9 miles W.	1125', 8 miles SW.
1508', 7.2 miles SW.	1549', 13.9 miles SE.
1185', 4.8 miles SW.	2049', 13.9 miles SE.
1120', 3.5 miles SW.	1138', 15 miles SW.

Missed approach:

Runway 4—Climb straight ahead to 3500' and proceed to Evanston Int via ORD VOR R 075°.

Runway 9R—Climb to 3500' and proceed to Evanston Int, via ORD VOR R 075°.

Runway 27L—Turn left to 250° heading, climb to 1500', then make left-climbing turn to 3500' and proceed to DPA VOR via R 085°.

Runway 27R—Turn right to 285° heading, climb to 1500' then make right-climbing turn to 3500' and proceed direct to OBK VOR.

Runway 22—Climb to 3500' on a crs of 220° and proceed to DPA VOR via R 085°.

Runway 14R—Right turn to 1500' on heading 185°, then make right-climbing turn to 3500' and proceed to DPA VOR via R 085°.

Runway 32R—Turn right to 335° heading, climb to 1500', then make right-climbing turn to 3500' and proceed to Evanston Int via ORD R 075°.

Runway 32L—Turn left to 300° heading, climb to 2000', then make left-climbing turn to 3500' and proceed direct to DPA VOR.

Runway 32L—Climb straight ahead to 1500' then make climbing left turn to 3500' and proceed direct to DPA VOR.

Runway 14L—Left-climbing turn to 1500' on heading 090°, then make left-climbing turn to 3500' and proceed to Evanston Int via ORD R 075°.

NOTES: (1) Inoperative table does not apply to HIRL Runways 9R and 27L. (2) Inoperative table does not apply to REIL's Runways 22 and 27L. (3) Inoperative table does not apply to SALS Runway 4.

§1FR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.

§Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR—Continued
DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
Precision approaches:												
S-14L.....	852	RVR 18	200	852	RVR 18	200	852	RVR 18	200	852	RVR 20	200
S-14R.....	867	RVR 18	200	867	RVR 18	200	867	RVR 18	200	867	RVR 20	200
S-32L.....	856	RVR 24	200	856	RVR 24	200	856	RVR 24	200	856	RVR 24	200
S-32R.....	852	RVR 24	200	852	RVR 24	200	852	RVR 24	200	852	RVR 24	200
S-27R.....	853	RVR 24	200	853	RVR 24	200	853	RVR 24	200	853	RVR 24	200
S-4.....	907	$\frac{1}{4}$	250	907	$\frac{1}{4}$	250	907	$\frac{1}{4}$	250	907	$\frac{1}{4}$	250
S-22.....	900	$\frac{1}{4}$	250	900	$\frac{1}{4}$	250	900	$\frac{1}{4}$	250	900	$\frac{1}{4}$	250
Surveillance approaches:												
C.....	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
	1160	1	493	1160	1	493	1160	1 $\frac{1}{4}$	493	1220	2	553
Surveillance approaches:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14L.....	1120	RVR 24	468	1120	RVR 24	468	1120	RVR 24	468	1120	RVR 50	468
S-14R.....	1120	RVR 24	453	1120	RVR 24	453	1120	RVR 24	453	1120	RVR 50	453
S-32L.....	1080	RVR 24	424	1080	RVR 24	424	1080	RVR 24	424	1080	RVR 50	424
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32R.....	1080	RVR 24	428	1080	RVR 24	428	1080	RVR 24	428	1080	RVR 50	428
S-27L.....	1000	1	409	1000	1	409	1000	1	409	1000	1	409
S-27R.....	1000	RVR 24	407	1000	RVR 24	407	1000	RVR 24	407	1000	RVR 50	407
S-9R.....	1100	1	435	1100	1	435	1100	1	435	1100	1	435
S-4.....	1160	2	503	1160	2	503	1160	2	503	1160	2	503
S-22.....	1120	1	470	1120	1	470	1120	1	470	1120	1	470
C.....	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
Runways 14 L&R, 32 L&R, 27												
R&L, 9R, 22.....	1160	1	493	1160	1	493	1160	1 $\frac{1}{4}$	493	1220	2	553
C-4.....	1160	2	493	1160	2	493	1160	2	493	1220	2	553
A.....	Standard.	T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %							

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, O'Hare Radar; Procedure No. Radar-1, Amdt. 18; Eff. date, 30 Oct. 69; Sup. Amdt. No. 17; Dated, 28 Mar. 68

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 R.A. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR.

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

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)										Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
As established by Los Angeles ASR minimum altitude vectoring charts.										
										1. Descend aircraft to MDA after FAF. Runways 24 L/R: FAF 6.3 miles from threshold. Runways 25 L/R: FAF 5.4 miles from threshold. Runways 7 L/R: FAF 6 miles from threshold. Runways 6 L/R: FAF 6 miles from threshold. 2. Components inoperative table does not apply to HIRL's and SALS Runways 24 L/R and RLL's Runway 6R. * PAR unusable W of ILS middle marker (DH 324') for aircraft below 12,500 lbs. gross weight. # Runways 6 L/R, 7R, RVR 50'; Runways 24 L/R RVR 40'; Runways 25 L/R, 7L, RVR 24'. % IFR departure procedures: Northbound (280° CW through 060°) published SID's must be used or be radar vectored.

Missed approach:
Runways 24 L/R—Climb straight ahead to 500', turn right, continue climb to 4000' via 265° heading and LAX R 276° to Topanga Int.
Runways 25 L/R—Climb straight ahead to 500', turn left, continue climb to 3000' via 220° heading and LAX R 192° to Kingfish Int.
Runways 7 L/R—Climb to 3000' via LAX R 068° to Firestone Int; or, when directed by ATC, climb to 3000' direct to Downey NDB.
Runways 6 L/R—Climb to 3000' direct to Downey NDB; or, when directed by ATC, climb to 3000' via LAX R 068° to Firestone Int.
Lost communications: Maintain last assigned altitude or 2500', whichever is higher, proceed direct to Lima LOM and execute NDB or ILS Runways 25 L/R approach; or when directed by ATC, proceed direct to LAX VOR and execute a VOR Runways 25 L/R approach.

Supplementary charting information:
Runways 24 L/R—Minimum altitude over FAF, 2200'; over 2-mile Radar Fix, 760'; final approach crs, 248°; TDZ elevation, 120'.
Runways 25 L/R—Minimum altitude over FAF, 1900'; over 1.9-mile Radar Fix, 620'; final approach crs, 248°; TDZ elevation, 100'.
Runways 7 L/R—Minimum altitude over FAF, 1500'; final approach crs, 068°; TDZ elevation Runways 7L, 125'; Runway 7R, 124'.
Runways 6 L/R—Minimum altitude over FAF, 1600'; final approach crs, 068°; TDZ elevation, 115'.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR—Continued
DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
PAR*												
S-25L*	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200
S-25R	640	RVR 50	540	640	RVR 50	540	640	RVR 50	540	680	RVR 60	580
ASR:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25 L/R	520	RVR 40	420	520	RVR 40	420	520	RVR 40	420	520	RVR 50	420
S-24 L/R	560	RVR 50	440	560	RVR 50	440	560	RVR 50	440	560	RVR 50	440
S-7R	600	RVR 40	476	600	RVR 40	476	600	RVR 40	476	600	RVR 50	476
S-7L	600	RVR 24	475	600	RVR 24	475	600	RVR 24	475	600	RVR 50	475
S-6 L/R	560	RVR 50	445	560	RVR 50	445	560	RVR 50	445	560	RVR 50	445
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554
A	Standard.			T 2-eng. or less—Runways 8/26, Standard, 5/4			T over 2-eng.—Runways 8/26, Standard; all others, RVR 24, 5/4					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Facility, LAX Radar; Procedure No. Radar-1, Amdt. 25; Eff. date, 30 Oct. 69; Sup. Amdt. No. 24; Dated, 21 Aug. 69.

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), and 601 of the 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 24, 1969.

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

[F.R. Doc. 69-11659; Filed, Oct. 6, 1969; 8:45 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 19—CHEESES, PROCESSED CHEESES, CHEESE FOODS, CHEESE SPREADS, AND RELATED FOODS

Colby Cheese, Identity Standard; Order Listing Liquid Smoke Product as an Optional Ingredient

In the matter of amending the definition and standard of identity for colby cheese (21 CFR 19.510) to permit optional addition, to impart a smoked flavor, of a clear aqueous solution prepared by condensing or precipitating wood smoke in water:

One comment (supportive) was received regarding the notice of proposed rulemaking in the above-identified matter that was published in the FEDERAL REGISTER of June 25, 1969 (34 F.R. 9809), in response to a petition filed jointly by County Line Cheese Co., Auburn, Ind. 46706, and Development Consultants, Inc., 5657 Vine Street, Cincinnati, Ohio 45216.

On the basis of the information submitted in the petition, the comment received, and other relevant material, the Commissioner of Food and Drugs concludes that it will promote honesty and fair dealing in the interest of consumers to adopt the amendments without substantive change.

Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371) and under authority delegated to the Commissioner

(21 CFR 2.120): It is ordered, That § 19.510 (d) and (e) be revised to read as follows:

§ 19.510 Colby cheese; identity; label statement of optional ingredients.

(d) (1) Colby cheese in the form of slices or cuts may have added to it a clear aqueous solution prepared by condensing or precipitating wood smoke in water.

(2) Colby cheese in the form of slices or cuts in consumer-sized packages may contain an optional mold-inhibiting ingredient consisting of sorbic acid, potassium sorbate, sodium sorbate, or any combination of two or more of these, in an amount not to exceed 0.3 percent by weight calculated as sorbic acid.

(e) (1) If colby cheese has added to it a clear aqueous solution prepared by condensing or precipitating wood smoke in water as provided in paragraph (d) (1) of this section, the name of the food is immediately followed by the words "with added smoke flavoring" with all words in this phrase of the same type size, style, and color without intervening written, printed, or graphic matter.

(2) If colby cheese in sliced or cut form contains an optional mold-inhibiting ingredient as specified in paragraph (d) (2) of this section, the label shall bear the statement "_____ added to retard mold growth" or "_____ added as a preservative," the blank being filled in with the common name or names of the mold-inhibiting ingredient or ingredients used.

(3) Whenever the name of the food appears on the label so conspicuously as to be easily seen under customary conditions of purchase, the statement specified in subparagraph (2) of this paragraph, showing the optional ingredient used, shall immediately and conspicu-

ously precede or follow such name, without intervening written, printed, or graphic matter except for the statement "with added smoke flavoring," as set forth in subparagraph (1) of this paragraph.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing, and such objections must be supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in six copies.

Effective date. This order shall become effective 60 days from the date of its publication in the FEDERAL REGISTER, except as to any provisions that may be stayed by the filing of proper objections. Notice of the filing of objections or lack thereof will be announced by publication in the FEDERAL REGISTER.

(Secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371)

Dated: September 29, 1969.

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

[F.R. Doc. 69-11938; Filed, Oct. 6, 1969; 8:45 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Chapter II—Federal Housing Administration, Department of Housing and Urban Development

SUBCHAPTER Q-1—MORTGAGE INSURANCE FOR NONPROFIT HOSPITALS

PART 242—NONPROFIT HOSPITALS

Subpart A—Eligibility Requirements

FUNDS AND FINANCES

In § 242.57 paragraph (b) is amended to read as follows:

§ 242.57 Funds and finances—insured advances—general requirements.

(b) *Letter of credit.* The mortgagee may accept a letter of credit in lieu of the cash deposit required by this section. If a letter of credit is accepted in lieu of the cash deposit required by paragraph (a) (1), the mortgage proceeds may be advanced prior to any demand being made on the letter of credit.

(Sec. 211, 52 Stat. 23; 12 U.S.C. 1715b. Interpretations or applies sec. 242, 82 Stat. 5999; 12 U.S.C. 1715z-7)

Issued at Washington, D.C., October 1, 1969.

[SEAL]

WILLIAM B. ROSS,
Acting Federal
Housing Commissioner.

[F.R. Doc. 69-11953; Filed, Oct. 6, 1969; 8:47 a.m.]

Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER A—INCOME TAX

[T.D. 7016]

PART 1—INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1953

Consolidated Return Regulations

Section 1.1502-75 of the Income Tax Regulations (26 CFR Part 1) under subchapter A of chapter 6 of the Internal Revenue Code of 1954 is amended by adding the following new subdivision (iii) at the end of paragraph (d) (3):

§ 1.1502-75 Filing of consolidated returns.

(d) *When group remains in existence.* . . .

(3) *Reverse acquisitions.* . . .

(iii) The provisions of subdivision (ii) of this subparagraph shall not apply to any acquisition occurring in a taxable year ending after October 7, 1969, unless the first corporation elects to have such subdivision apply. The election shall be made by means of a statement, signed by

any officer who is duly authorized to act on behalf of the first corporation, stating that the corporation elects to have the provisions of § 1.1502-75(d) (3) (ii) apply and identifying the acquisition to which such provisions will apply. The statement shall be filed, on or before the due date (including extensions of time) of the return for the group's first consolidated return year ending after the date of the acquisition, with the internal revenue officer with whom such return is required to be filed.

Because this Treasury decision will not be detrimental to any taxpayer, it is found that it is unnecessary to issue this Treasury decision with notice and public procedure thereon under section 553(b) of title 5 of the United States Code or subject to the effective date limitation of section 553(d) of such title.

(Secs. 1502 and 7805 of the Internal Revenue Code of 1954; 68A Stat. 367, 917; 26 U.S.C. 1502, 7805)

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

Approved: October 2, 1969.

EDWIN S. COHEN,
Assistant Secretary
of the Treasury.

[F.R. Doc. 69-11970; Filed, Oct. 6, 1969; 8:48 a.m.]

Title 29—LABOR

Chapter V—Wage and Hour Division, Department of Labor

PART 657—TOBACCO INDUSTRY IN PUERTO RICO

Wage Order

Pursuant to sections 5, 6, and 8 of the Fair Labor Standards Act of 1938 (52 Stat. 1062, 1064, as amended; 29 U.S.C. 205, 206, 208) and by means of Administrative Order No. 607 and Reorganization Plan No. 6 of 1960 (3 CFR 1949-1953 Comp. p. 1004), the Secretary of Labor appointed and convened Industry Committee No. 86 for the Tobacco Industry in Puerto Rico. The Committee was referred the question of the minimum wage rate or rates to be paid to employees in the industry under section 6(e) of the Fair Labor Standards Act. The order also provided timely notice of the hearing to be held by the Committee.

Following an investigation and hearing conducted pursuant to the notice, the Committee has filed with the Administrator of the Wage and Hour and Public Contracts Divisions of the Department of Labor a report of its findings of fact and recommendations with respect to the matters referred to it.

Accordingly, as authorized and required by section 8 of the Fair Labor Standards Act of 1938, Reorganization Plan No. 6 of 1950, and 29 CFR 511.18, the recommendations of Industry Committee No. 86 are hereby published, to be effective October 23, 1969, in this order

amending § 657.2 of Title 29, Code of Federal Regulations, as follows:

§ 657.2 Wage rates.

(a) *Pre-1961 Coverage Classification*

(1) *Filler tobacco processing classification.* (i) The minimum wage for this classification is 70 cents per hour.

(ii) This classification is defined as the processing of all filler tobaccos including, but without limitation, the grading, fermenting, hand stemming, packing, storing, drying, and handling, of filler tobaccos prior to their use in the manufacture of cigars or other finished products, and including all activities performed as a necessary incident to such processing in the place of employment where such processing is carried on: *Provided, however,* That this classification shall not include such activities when they are performed as part of an integrated machine processing operation: *And, provided further,* That this classification shall not include the shredding, chopping, threshing, stemming of such tobaccos by machine and operations immediately incidental thereto.

(2) *Wrapper type tobacco processing classification.* (i) The minimum wage for this classification is \$1.25 per hour.

(3) *Machine threshing, other operation classification.* (i) The minimum wage for this classification is \$1.425 per hour.

(4) *General classification.* (i) The minimum wage for this classification is \$1.51 per hour.

(5) [Deleted]

(b) *1961 Coverage Classification.* (1) The minimum wage for this classification is \$1.51 per hour.

(2) This classification is defined as all activities which were brought within the purview of section 6 of the Act solely by reason of the Fair Labor Standards Amendments of 1961.

(c) *1966 Coverage Classification.* (1) The minimum wage for this classification is \$1.30 per hour for the period ending January 31, 1970; \$1.45 per hour for the period beginning February 1, 1970, and ending January 31, 1971; and \$1.60 per hour thereafter.

(2) This classification is defined as all activities which were brought within the purview of section 6 of the Act solely by reason of the Fair Labor Standards Amendments of 1966.

(Secs. 6, 8, 52 Stat. 1062, 1064, as amended; 29 U.S.C. 206, 208)

Signed at Washington, D.C., this 1st day of October 1969.

ROBERT D. MORAN,
Administrator, Wage and Hour
and Public Contracts Divisions.

[F.R. Doc. 69-12005; Filed, Oct. 6, 1969; 8:49 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 207—NAVIGATION REGULATIONS

Kenai River, Alaska

Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), § 207.787 is hereby prescribed governing the use, navigation, and administration of an area in Kenai River, at Kenai, Alaska, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 207.787 Kenai River, Kenai, Alaska; use, administration, and navigation.

(a) *The area.* The main channel area of the river, having a width of 150 feet, beginning at a point directly offshore from the centerline of the city dock and extending about 2,200 feet upstream to a point 200 feet upstream from the Inlet Co. dock.

(b) *The regulations.* (1) Vessels may navigate, anchor, or moor within the area until such time as notification is received or observation is made of intended passage to or from the docking areas.

(2) Notice of anticipated passage of towboats and barges shall be indicated 24 hours in advance by display of a red flag by the Inlet Co. from its warehouse.

[Regs., Sept. 17, 1969, 1507-32 (Kenai River, Kenai, Alaska) -ENGOW-ON]

(Sec. 7, 40 Stat. 266; 33 U.S.C. 1)

For the Adjutant General.

HAROLD SHARON,
Chief, Legislative and Precedent
Branch, Management Division,
TAGO.

[F.R. Doc. 69-11929; Filed, Oct. 6, 1969; 8:45 a.m.]

Title 31—MONEY AND FINANCE: TREASURY

Chapter II—Fiscal Service, Department of the Treasury

SUBCHAPTER A—BUREAU OF ACCOUNTS

PART 200—ACCEPTANCE OF CERTIFIED CHECKS IN PAYMENT OF ALL PUBLIC DUES INCLUDING SPECIAL CUSTOMS DEPOSITS

PART 280—ADMINISTRATION OF FOREIGN CURRENCIES AND CREDITS UNDER DISPOSITIONS OF SURPLUS PROPERTY ABROAD AND LEND-LEASE SETTLEMENTS

Part 200 governs the acceptance by receivers and collectors of public money of certified checks in payment for debts due the United States, under the Act of March 2, 1911, as amended (19 U.S.C.

198), which makes provision for payment by certified check of all public dues including duties on imports, special customs deposits, and internal taxes. The Department of the Treasury has determined that that regulation is not current, is unnecessary and should be revoked since it is not applicable to Bureau of Accounts operations, since the Bureau of Customs performs its collection functions under 19 CFR Part 24, and since section 6311 of the Internal Revenue Code of 1954 provides for receipt of checks and money orders for internal revenue taxes.

Part 280 (also appearing as Department Circular No. 799) prescribes regulations for the administration of foreign currencies or credits acquired by the Department of State from the disposal of Government surplus property located abroad under the Surplus Property Act of 1944, as amended, and for the accountability for funds payable under lend-lease settlements under the Act of March 11, 1941, as amended. Because the cited statutory authorities therefor have expired or been repealed, and because the part prescribes procedural rules of limited applicability not affecting members of the public, the Department has determined that the regulation which constitutes Part 280 is inappropriate for inclusion in the Code of Federal Regulations and should be revoked. Department Circular No. 799 will, however, in due course be incorporated into the *Treasury Fiscal Requirements Manual for Guidance of Departments and Agencies* issued by the Treasury Bureau of Accounts.

The Department also finds, in accord with 5 U.S.C. 553, that notice and public procedure thereon are not necessary, since the regulations revoked involve rules of agency practice and procedure.

Accordingly, Part 200 and Part 280, Chapter II of Title 31 of the Code of Federal Regulations are revoked.

Effective date: These revocations shall be effective upon publication in the FEDERAL REGISTER.

Dated: October 1, 1969.

JOHN K. CARLOCK,
Fiscal Assistant Secretary.

[F.R. Doc. 69-11969; Filed, Oct. 6, 1969; 8:48 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter II—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 4702]

[Wyoming 11090]

WYOMING

Withdrawal for Reclamation Project

By virtue of the authority contained in section 3 of the Act of June 17, 1902 (32

Stat. 388; 43 U.S.C. 416), as amended and supplemented, it is ordered as follows:

Subject to valid existing rights, the following described public land, which is under the jurisdiction of the Secretary of the Interior, is hereby withdrawn from all forms of appropriation under the public land laws, including the mining laws (30 U.S.C., ch. 2), but not from leasing under the mineral leasing laws, and reserved for the Yellowtail Reservoir of the Missouri River Basin Project:

SIXTH PRINCIPAL MERIDIAN

T. 57 N., R. 94 W.,

Sec. 28, that portion of NE $\frac{1}{4}$ NW $\frac{1}{4}$ described as lot 36 of Two Rivers Tracts.

The area described contains 10 acres in Big Horn County.

HARRISON LOESCH,
Assistant Secretary of the Interior.

OCTOBER 1, 1969.

[F.R. Doc. 69-11932; Filed, Oct. 6, 1969; 8:45 a.m.]

[Public Land Order 4703]

[Misc-1823147]

ARIZONA AND CALIFORNIA

Havasu Lake National Wildlife Refuge; Change of Name to Havasu National Wildlife Refuge

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

The name of the Havasu Lake National Wildlife Refuge, heretofore established by Executive Order No. 8647 of January 22, 1941, is hereby changed to Havasu National Wildlife Refuge.

HARRISON LOESCH,
Assistant Secretary of the Interior.

OCTOBER 1, 1969.

[F.R. Doc. 69-11933; Filed, Oct. 6, 1969; 8:45 a.m.]

[Public Land Order 4704]

[Arizona 2680]

ARIZONA

Withdrawal for National Forest Administrative Site and Roadside Zones

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Subject to valid existing rights, the following described national forest lands are hereby withdrawn from appropriation under the mining laws (30 U.S.C., ch. 2), but not from leasing under the mineral leasing laws, in aid of programs of the Department of Agriculture:

GILA AND SALT RIVER MERIDIAN

APACHE NATIONAL FOREST

U.S. Highway 666—Roadside Zones

A strip of land 300 feet each side of the centerline as the road passes through the following subdivisions:

T. 2 S., R. 29 E.,
Sec. 16, W $\frac{1}{2}$ NE $\frac{1}{4}$;
Sec. 32, NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$.

Strayhorse Administrative Site

T. 2 N., R. 29 E. (unsurveyed),
Sec. 2, SE $\frac{1}{4}$ SW $\frac{1}{4}$, except that portion previously withdrawn for a roadside zone (U.S. Highway 666) by Public Land Order No. 1583 of February 5, 1958.

The areas described aggregate approximately 128 acres.

2. The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the national forest lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resources other than under the mining laws.

HARRISON LOESCH,

Assistant Secretary of the Interior.

OCTOBER 1, 1969.

[F.R. Doc. 69-11934; Filed, Oct. 6, 1969; 8:45 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 32—HUNTING

William L. Finley National Wildlife Refuge, Oreg.

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

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

OREGON

WILLIAM L. FINLEY NATIONAL WILDLIFE REFUGE

Public hunting of pheasant and quail on certain lands within the William L. Finley National Wildlife Refuge is permitted in accordance with applicable State regulations governing upland game bird hunting.

Special conditions. (1) No hunting permitted after the first Sunday in November.

(2) All hunters must check in and out of the refuge daily by use of self-service permits.

(3) Hunters on the area served by each registration station will be limited to 100 at any one time.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally and which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1970.

JOHN D. FINDLAY,
Regional Director, Bureau of Sport Fisheries and Wildlife, Portland, Oreg.

SEPTEMBER 18, 1969.

[F.R. Doc. 69-11935; Filed, Oct. 6, 1969; 8:45 a.m.]

Title 10—ATOMIC ENERGY

Chapter 1—Atomic Energy Commission

PART 112—AMCHITKA NUCLEAR TEST

Effective Period

The warning area, which was the subject of these regulations and was scheduled to be in effect until October 15, 1969, has been canceled. Accordingly, the following amendment to Part 112 is issued to terminate the effective period of the regulation consistent with that cancellation.

Inasmuch as this action is intended to eliminate, rather than to impose, restrictions under regulations currently in effect, the Atomic Energy Commission has found that general notice of proposed rule-making and public procedures thereon are unnecessary and that good cause exists why this amendment should be made effective without the customary period of notice.

Pursuant to the Administrative Procedure Act, as amended (see specifically 5 U.S.C. 551-53), the following amendment is published as a document subject to codification, to be effective upon filing with the FEDERAL REGISTER.

Section 112.5 is hereby amended to read:

§ 112.5 Effective period.

These regulations shall remain in effect from September 30, 1969, until October 3, 1969.

(Sec. 161p, 42 U.S.C. 2201(p); interpret or apply secs. 2, 3, 91, 42 U.S.C. 2012, 2013, 2121)

Dated at Germantown, Md., this 3d day of October 1969.

For the Atomic Energy Commission.

R. E. HOLLINGSWORTH,
General Manager.

[F.R. Doc. 69-12070; Filed, Oct. 6, 1969; 11:30 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Housing and Urban Development

Section 213.3384 is amended to show that one position of Staff Assistant to the Deputy Assistant Secretary, Renewal Assistance Administration, is excepted under Schedule C and to reflect the current title of the Deputy Assistant Secretary. Effective on publication in the FEDERAL REGISTER, subparagraph (3) is amended and subparagraph (9) is added under paragraph (c) of § 213.3384 as set out below.

§ 213.3384 Department of Housing and Urban Development.

(c) *Office of the Assistant Secretary for Renewal and Housing Assistance.* * * *

(3) One Deputy Assistant Secretary, Renewal Assistance Administration. * * *

(9) One Staff Assistant to the Deputy Assistant Secretary, Renewal Assistance Administration.

(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. 69-11955; Filed, Oct. 6, 1969; 8:47 a.m.]

PART 213—EXCEPTED SERVICE

Department of the Interior

Section 213.3312 is amended to show that the position of Confidential Assistant to the Administrator, Southwestern Power Administration, is excepted under Schedule C in lieu of the position of Confidential Secretary, Office of the Administrator. Effective on publication in the FEDERAL REGISTER, subparagraph (3) of paragraph (k) of § 213.3312 is amended as set out below.

§ 213.3312 Department of the Interior.

(k) *Southwestern Power Administration.* * * *

(3) One Confidential Assistant to the Administrator.

(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. 69-11956; Filed, Oct. 6, 1969; 8:47 a.m.]

PART 213—EXCEPTED SERVICE

Small Business Administration

Section 213.3332 is amended to show that an additional position of Staff Assistant to the Associate Administrator for Procurement and Management Assistance is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, paragraph (q) of § 213.3332 is amended as set out below.

§ 213.3332 Small Business Administration.

(q) Two Staff Assistants to the Associate Administrator for Procurement and Management Assistance.

(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. 69-11957; Filed, Oct. 6, 1969; 8:47 a.m.]

PART 213—EXCEPTED SERVICE

Interstate Commerce Commission

Section 213.3322 is amended to show that one position of Congressional Liaison Assistant in the Office of the Chairman is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, paragraph (e) is added to § 213.3322 as set out below.

§ 213.3322 Interstate Commerce Commission.

(e) One Congressional Liaison Assistant.

(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. 69-12041; Filed, Oct. 6, 1969; 8:49 a.m.]

Title 7—AGRICULTURE

Chapter III—Agricultural Research Service, Department of Agriculture

PART 319—FOREIGN QUARANTINE NOTICES

Subpart—Indian Corn or Maize, Broomcorn, and Related Plants

DISINFECTION OF IMPORTED BROOMCORN AND BROOMCORN BROOMS

Pursuant to the authority conferred by § 319.41-5 of the regulations (7 CFR 319.41-5) supplemental to Indian Corn or Maize, Broomcorn, and Related Plants Quarantine No. 41 (Notice of quarantine No. 41, 7 CFR 319.41), under sections 1, 5, and 9 of the Plant Quarantine Act of 1912, as amended (7 U.S.C. 154, 159, 162), administrative instructions appearing as 7 CFR 319.41-5a are amended by adding a new paragraph (c) thereof to read as follows:

§ 319.41-5a Administrative instructions; methods used for the disinfection of imported broomcorn and broomcorn brooms.

(c) Other treatments. Any other treatments approved by the Director of the Division in specific cases.

(Secs. 1, 5, 9, 37 Stat. 315, 316, 318; 7 U.S.C. 154, 159, 162; 29 F.R. 16210, as amended, 33 F.R. 15485)

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

The purpose of this amendment is to authorize the Director of the Plant Quarantine Division to approve alternative procedures for treatment of broomcorn and articles made of broomcorn to

qualify them for entry into the United States, under the quarantine, in addition to the procedures specified in § 319.41-5a. The amendment will allow the use of the treatment most appropriate for specific conditions involved and will better effectuate the purposes of the quarantine to prevent further introduction of dangerous plant pests.

In order to be of maximum benefit to importers this amendment should be made effective as soon as possible. Therefore, pursuant to the administrative procedure provisions of 5 U.S.C. 553, it is found upon good cause that notice and other public procedures with respect to this amendment are impracticable and contrary to the public interest, and good cause is found for making the amendment effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Hyattsville, Md., this 2d day of October 1969.

[SEAL] F. A. JOHNSTON,
Director,
Plant Quarantine Division.

[F.R. Doc. 69-11972; Filed, Oct. 6, 1969; 8:48 a.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[CCC 1969 Cottonseed Oil and Meal Purchase Program Regulations, Amdt. 1]

PART 1443—OILSEEDS

Subpart—1969 Cottonseed Oil and Meal Purchase Program Regulations

MISCELLANEOUS AMENDMENTS

The regulations issued by Commodity Credit Corporation which contain the terms and conditions of the 1969 Cottonseed Oil and Meal Purchase Program, 34 F.R. 12987, are hereby amended as follows to permit crushers to submit tenders of cottonseed meal contaminated by aflatoxin.

1. In § 1443.63, the first sentence of paragraph (c) is amended to read as follows:

§ 1443.63 Tenders.

(c) Tenders of meal. CCC will not consider tenders of any cottonseed meal unless it exercises an option to do so by announcing that it will consider such tenders from crushers located within localities designated by CCC in order to continue, insofar as practicable, the normal movement of both oil and meal into commercial channels, except that CCC will, without exercising such option, consider tenders of specific lots of cottonseed meal which a participating crusher has reason to believe are unsuitable for feed use because of contamination by aflatoxin. . . .

2. In § 1443.64, the last sentence of paragraph (g) is amended to read as follows:

§ 1443.64 Purchases by CCC.

(g) Grade of meal and protein content. . . . Notwithstanding any other provision of this subpart, CCC may reject to the crusher any meal which is condemned or disqualified for use as animal feed by the Food and Drug Administration, U.S. Department of Health, Education, and Welfare, or subject to such condemnation or disqualifications, except that CCC will not reject to the crusher meal which is tendered to CCC under the exception specified in § 1443.63(c) because of contamination by aflatoxin: Provided, That such contamination did not result from the crusher's failure to exercise due care with respect to either cottonseed acquired by him or meal produced therefrom.

(Secs. 4 and 5, 62 Stat. 1070, as amended, secs. 301, 401, 63 Stat. 1051, as amended, sec. 601, 70 Stat. 212, 15 U.S.C. 714b and 714c, and 7 U.S.C. 1447, 1421, 1446d)

Effective date. Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on September 30, 1969.

CARROLL G. BRUNTHAVER,
Acting Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 69-11974; Filed, Oct. 6, 1969; 8:49 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 69-224]

PART 1—GENERAL PROVISIONS

Ports of Entry

SEPTEMBER 27, 1969.

The present port limits of St. Louis, Mo., as defined in (T.D. 67-57) have created certain inequities in providing service to importers, carriers, and the traveling public. To correct this situation and thereby provide a more complete and uniform type of customs service, it has been decided to extend the port limits of St. Louis, Mo., to encompass a greater area.

Accordingly, by virtue of the authority vested in the President by section 1 of the Act of August 1, 1914, as amended, 38 Stat. 623 (19 U.S.C. 2), which was delegated to the Secretary of the Treasury by the President by Executive Order No. 10289, September 17, 1951 (3 CFR, ch. II), and pursuant to authorization provided by Treasury Department Order No. 190, Rev. 6 (34 F.R. 6298), the geographical limits of the customs port of entry of St. Louis, Mo., in the St. Louis, Mo., customs district including East St. Louis, Ill., and the territory described in Treasury Decision 67-57 are extended to include all the area within the following boundaries:

Beginning at a point where Federal Interstate Highway 270 crosses the Mississippi

River; thence west along Federal Interstate Highway 270 to a point where this highway and State Highway 140 intersect; thence south along State Highway 140 to a point just north of where this highway intersects with State Highway 100 and becomes U.S. Highway 61; thence continuing in a south and southeasterly direction along U.S. Highway 61 across the Mississippi River to a point where this highway and State Highway 3 intersect; thence south along State Highway 3 to a point where this highway and State Highway 158 intersect; thence in a northeasterly direction along State Highway 158 to a point where this highway and State Highway 159 intersect; thence north along State Highway 159 to a point where this highway and Federal Interstate Highway 270 intersect; thence west along Federal Interstate Highway 270 to the Mississippi River, the point of beginning.

Section 1.2(c) of the Customs Regulations is amended by deleting "(including East St. Louis, Ill., and the territory described in T.D. 67-57)", in the column headed "Ports of Entry" in the St. Louis, Mo., customs district (Region IX), and inserting in lieu thereof "(including the territory described in T.D. 69-224)."

(80 Stat. 379, sec. 1, 37 Stat. 434, sec. 1, 38 Stat. 623, as amended, R.S. 251, sec. 624, 46 Stat. 759; 5 U.S.C. 301, 19 U.S.C. 1, 2, 66, 1624)

This Treasury decision shall become effective 30 days after publication in the **FEDERAL REGISTER**.

[SEAL] **EUGENE T. ROSSIDES,**
Assistant Secretary of the Treasury.

SEPTEMBER 7, 1969.

[F.R. Doc. 69-11968; Filed, Oct. 6, 1969;
8:48 a.m.]

Title 45—PUBLIC WELFARE

Subtitle A—Department of Health,
Education, and Welfare, General
Administration

PART 6—INVENTIONS AND PATENTS (GENERAL)

Licensing of Government-Owned Patents

Section 6.3 is amended to reflect the decision of the Department to issue conditional and exclusive licenses under patents and patent applications in those cases where it appears the public interest will be served thereby.

§ 6.3 Licensing of Government-owned patents.

Licenses to practice inventions covered by patents and pending patent applications owned by the U.S. Government as represented by this Department will generally be royalty free, revocable and non-exclusive. They will normally be issued to all applicants and will generally contain no limitations or standards relating to the quality or testing of the products to be manufactured, sold, or distributed thereunder.

Where it appears however that the public interest will be served under the circumstances of the particular case by licenses which impose conditions, such as those relating to quality or testing of products, requirement of payment of royalties to the Government, etc., or by the issuance of limited exclusive licenses by the Assistant Secretary for Health and Scientific Affairs after notice and opportunity for hearing thereon, such licenses may be issued.

Dated: October 1, 1969.

ROBERT H. FINCH,
Secretary.

[F.R. Doc. 69-11952; Filed, Oct. 6, 1969;
8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 55]

GRADING AND INSPECTION OF EGG PRODUCTS

Notice of Proposed Rule Making

Notice is hereby given that the U.S. Department of Agriculture is considering amendments to the Regulations Governing the Grading and Inspection of Egg Products, under authority contained in the Agricultural Marketing Act of 1946, as amended (7 U.S.C. 1621-1627).

STATEMENT OF CONSIDERATIONS

On May 30, 1969, miscellaneous proposed amendments to the Regulations Governing the Grading and Inspection of Egg Products (7 CFR Part 55) were published in the *FEDERAL REGISTER*, Vol. 34, No. 104. Comments were received from four interested parties.

As a result of the comments received, the Department has decided to propose additional changes to the regulations, some of which concern the proposals of May 30.

The proposed additional changes would require approval by the Administrator under certain conditions and time limitations for inedible egg products to enter official plants for processing into products which are properly denatured and labeled to indicate that they are not for human consumption.

As an added factor to insure the wholesomeness of the product, some adjustments would be made in the cooling requirements as previously proposed for liquid egg products with 10 percent or more salt added and for whites which are not subjected to stabilization.

In order to be consistent with the operating practices for frozen food products presently in use throughout the industry and to be in accordance with the recommendations for the proper freezing of egg products as set forth by the Public Health Service and the Frozen Food Code of the Association of Food and Drug Officials, the proposal would require that egg products which are to be frozen shall be solidly frozen or reduced to a temperature of 0° F. or lower instead of 10° F. or lower as presently required.

The proposal lists the specific minimum holding time that would be required for the fastest moving particle and the average moving particle of egg products in order for the product to be considered pasteurized. The inclusion of the fastest moving particle requirement is necessary to assure that when fully developed laminar flow occurs, the fastest moving particle of egg product will be held for

at least 1.75 minutes as compared to 3.5 minutes for the average moving particle, or when applicable, 3.1 minutes for the fastest moving particle as compared to 6.2 minutes for the average moving particle.

Certain other minor changes would be made for the sake of clarity.

All persons who desire to submit written data, views, or comments in connection with this proposal shall file the same in triplicate with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250, no later than November 10, 1969.

All submissions made pursuant to this notice will be made available for public inspection at the Office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

The proposed amendments are as follows:

1. In § 55.77, paragraph (d) would be revised to read as follows:

§ 55.77 General operating procedures.

(d) Noninspected egg products may not be brought into an official plant for processing, repackaging, or labeling, except that such products may be brought into an official plant for processing into products which are properly denatured and labeled in a manner that will clearly

indicate they are not for human consumption. The processing of such inedible product in the official plant may be accomplished; *Provided*, That prior approval is obtained from the Administrator and under such conditions and time limitations as the Administrator may specify. This processing must take place in separate areas or at times when no edible product is being processed, and in such instances, all equipment and processing areas must be thoroughly cleaned following the processing of inedible egg products. All processing equipment shall be thoroughly cleaned and sanitized prior to processing any edible product. Such inedible products, or other noninspected packaged products may be brought into an official plant for storage and reshipment; *Provided*, That they are handled in such a way that adequate segregation and inventory controls are maintained at all times.

2. In § 55.85, paragraphs (d), (e), (f), and (g) would be deleted and paragraph (c) would be revised to read as follows:

§ 55.85 Liquid egg cooling.

(c) The cooling and temperature of liquid egg products shall be as specified in Table I of this section.

TABLE I.—MINIMUM COOLING AND TEMPERATURE REQUIREMENTS FOR LIQUID EGG PRODUCTS

Product	Unpasteurized product temperature within 2 hours from time of breaking			Temperature within 2 hours after pasteurization	Temperature within 3 hours after stabilization
	Liquid (other than salt product) to be held 8 hours or less	Liquid (other than salt product) to be held in excess of 8 hours	Liquid salt product		
Whites (not to be stabilized).	55° F. or lower	45° F. or lower		45° F. or lower	
Whites (to be stabilized).	70° F. or lower	55° F. or lower		55° F. or lower	(1)
All other product (except product with 10 percent or more salt added).	45° F. or lower	45° F. or lower		If to be held 8 hours or less, 45° F. or lower. If to be held in excess of 8 hours, 40° F. or lower.	If to be held 8 hours or less, 45° F. or lower. If to be held in excess of 8 hours, 40° F. or lower.
Liquid egg product with 10 percent or more salt added.			If to be held 30 hours or less, 65° F. or lower. If to be held in excess of 30 hours, 45° F. or lower.	65° F. or lower ²	

¹ Stabilized liquid whites shall be dried as soon as possible after removal of glucose. The storage of stabilized liquid whites shall be limited to that necessary to provide a continuous operation.

² The cooling process shall be continued to assure that any salt product to be held in excess of 24 hours is cooled and maintained at 45° F. or lower.

3. Paragraph (b) of § 55.88 would be revised to read as follows:

§ 55.88 Freezing operations.

(b) *Requirements.* (1) All nonpasteurized egg products which are to be frozen shall be solidly frozen or reduced to a temperature of 0° F. or lower within 60 hours from time of breaking.

(2) All pasteurized egg products which are to be frozen shall be solidly frozen or reduced to a temperature of 0° F. or lower within 60 hours from time of pasteurization.

(3) The temperature of the products not solidly frozen shall be taken at the center of the container to determine compliance with this section.

4. Paragraph (c) of § 55.90 would be revised to read as follows:

§ 55.90 Defrosting operations.

(c) Frozen whites to be used in the production of dried albumen may be defrosted at room temperature. All other whites shall be defrosted in accordance with paragraph (d) of this section.

5. Section 55.101 would be revised to read as follows:

§ 55.101 Pasteurization of liquid eggs.

(a) *Pasteurization facilities.* The facilities for pasteurization of egg products shall be of adequate and approved construction so that all products will be processed as provided for in this section. Pasteurization equipment for liquid egg

product shall include a holding tube, an automatic flow diversion valve, thermal controls, and recording devices to determine compliance for pasteurization as set forth in paragraph (b) of this section. The temperature of the heated liquid egg product shall be continuously and automatically recorded during the process.

(b) *Pasteurizing operations.* Every particle of all products must be rapidly heated to the required temperature and held at that temperature for the required minimum holding time for the fastest moving particle or the average moving particle as set forth in this section for it to be considered pasteurized under the requirements of this part. The temperatures and holding times listed in Table I of this section are minimum. The product may be heated to higher temperatures and held for longer periods of time.

TABLE I.—PASTEURIZATION REQUIREMENTS¹

Liquid egg product	Minimum temperature requirements	Minimum holding time requirements	
		Fastest particle	Average particle
	^{° F.}	^{Minutes}	
Albumen (without use of chemicals).....	134	1.75	3.5
Whole egg.....	132	3.1	6.2
Whole egg blends (less than 2 percent added nonegg ingredients).....	140	1.75	3.5
Fortified whole egg and blends (24-38 percent egg solids, 2-12 percent added nonegg ingredients).....	142	1.75	3.5
	140	3.1	6.2
Salt whole egg (with 2 percent or more salt added).....	144	1.75	3.5
	142	3.1	6.2
Sugar whole egg (2-12 percent sugar added).....	146	1.75	3.5
	144	3.1	6.2
Plain yolk.....	142	1.75	3.5
	140	3.1	6.2
Sugar yolk (2 percent or more sugar added).....	146	1.75	3.5
	144	3.1	6.2
Salt yolk (2-12 percent salt added).....	146	1.75	3.5
	144	3.1	6.2

¹ Pasteurization of egg products not listed in this table shall be in accordance with paragraph (c) of this section.

(c) Other methods of pasteurization may be approved by the National Supervisor when such treatment give equivalent effects to those specified in paragraph (b) of this section for those products or other products and results in a salmonellae negative product.

Signed at Washington, D.C., this 2d day of October 1969.

G. R. GRANGE,
Deputy Administrator,
Marketing Services.

[F.R. Doc. 69-11973; Filed, Oct. 6, 1969;
8:46 a.m.]

[7 CFR Part 982]

FILBERTS GROWN IN OREGON AND WASHINGTON

Notice of Proposed Free and Restricted Percentages for 1969-70 Fiscal Year

Notice is hereby given of a proposal to establish, for the 1969-70 fiscal year, beginning August 1, 1969, free and restricted percentages of 85 and 15 percent, respectively, applicable to filberts grown in Oregon and Washington. The proposed percentages would be established in accordance with the provisions of the marketing agreement, as amended,

and Order No. 982, as amended (7 CFR Part 982), regulating the handling of filberts grown in Oregon and Washington, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). The proposal was unanimously recommended by the Filbert Control Board.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposal should file the same, in quadruplicate, with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250, not later than 8 days after publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during official hours of business (7 CFR 1.27(b)).

The proposed percentages are based upon the following estimates (inshell weight basis) for the 1969-70 fiscal year:

- (1) Production of 14.600 million pounds;
- (2) Total requirements for 1969 crop merchantable filberts of 10.598 million pounds, which is the sum of an inshell trade demand of 10.500 million pounds and provision for inshell handler carry-

over on July 31, 1970, of 1.000 million pounds, less the inshell handler carry-over on August 1, 1969, of 0.902 million pounds not subject to regulation; and

(3) A total supply of merchantable filberts subject to regulation of 12.438 million pounds which is the estimated production of 14.600 million pounds, less 2.336 million pounds nonmerchantable production, plus 0.174 million pounds of carryin subject to regulation.

On the basis of the foregoing estimates, free and restricted percentages of 85 percent and 15 percent, respectively, appear to be appropriate for the 1969-70 season.

The proposal is as follows:

§ 982.219 Free and restricted percentages for merchantable filberts during the 1969-70 fiscal year.

The following percentages are established for merchantable filberts for the fiscal year beginning August 1, 1969:

Free percentage..... 85
Restricted percentage..... 15

Dated: October 1, 1969.

FLOYD F. HEDLUND,
Director,
Fruit and Vegetable Division.

[F.R. Doc. 69-11937; Filed, Oct. 6, 1969;
8:45 a.m.]

**DEPARTMENT OF HEALTH,
EDUCATION, AND WELFARE**

Public Health Service

[42 CFR Part 81]

AIR QUALITY CONTROL REGIONS

**Notice of Proposed Designation of
Louisville Interstate Air Quality
Control Region; Notice of Consulta-
tion With Appropriate State and
Local Authorities**

Pursuant to authority delegated by the Secretary and redelegated to the Commissioner of the National Air Pollution Control Administration (33 F.R. 9909), notice is hereby given of a proposal to designate the Louisville Interstate Air Quality Control Region (Kentucky-Indiana) as set forth in the following new § 81.35 which would be added to Part 81 of Title 42, Code of Federal Regulations. It is proposed to make such designation effective upon republication.

Interested persons may submit written data, views, or arguments in triplicate to the Office of the Commissioner, National Air Pollution Control Administration, Ballston Center Tower II, Room 905, 801 North Randolph Street, Arlington, Va. 22203. All relevant material received not later than 30 days after the publication of this notice will be considered.

Interested authorities of the States of Kentucky and Indiana and appropriate local authorities, both within and without the proposed region, who are affected

by or interested in the proposed designation, are hereby given notice of an opportunity to consult with representatives of the Secretary concerning such designation. Such consultation will take place at the New Federal Building, Room 183, 600 Federal Place, Louisville, Ky., beginning at 10 a.m., October 17, 1969.

Mr. Doyle J. Borchers is hereby designated as Chairman for the consultation. The Chairman shall fix the time, date, and place of later sessions and may convene, reconvene, recess, and adjourn the sessions as he deems appropriate to expedite the proceedings.

State and local authorities wishing to participate in the consultation should notify the Office of the Commissioner, National Air Pollution Control Admin-

istration, Ballston Center Tower II, Room 905, 801 North Randolph Street, Arlington, Va. 22203 of such intention at least 1 week prior to the consultation. A report prepared for the consultation is available upon request to the Office of the Commissioner.

In Part 81 a new § 81.35 is proposed to be added to read as follows:

§ 81.35 Louisville Interstate Air Quality Control Region.

The Louisville Interstate Air Quality Control Region (Kentucky-Indiana) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geograph-

ically located within the outermost boundaries of the area so delimited):

In the State of Kentucky:
Jefferson County.

In the State of Indiana:
Clark County. Floyd County.

This action is proposed under the authority of sections 107(a) and 301(a) of the Clean Air Act, section 2, Public Law 90-148, 81 Stat. 490, 504, 42 U.S.C. 1857c-2(a), 1857g(a).

Dated: October 2, 1969.

JOHN H. LUDWIG,
*Acting Commissioner, National
Air Pollution Control Admin-
istration.*

[F.R. Doc. 69-11965; Filed, Oct. 6, 1969;
8:48 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 69-223]

AIRCRAFT IN FOREIGN TRADE

Supplies and Equipment for Aircraft of Foreign Registry

SEPTEMBER 30, 1969.

Treasury Decision 53432(3) dated February 10, 1954, stated that in accordance with section 309(d) of the Tariff Act of 1930, as amended (19 U.S.C. 1309(d)), the Secretary of Commerce had found and advised the Secretary of the Treasury that Italy allows privileges to aircraft registered in the United States and engaged in foreign trade substantially reciprocal to the privileges provided for in sections 309(a) and 317 of the Tariff Act of 1930, as amended (19 U.S.C. 1309(a), 1317), in respect of aircraft registered in a foreign country and actually engaged in foreign trade.

On September 22, 1969, the Department of Commerce issued a finding that Italy does not allow exemption from duty or tax on ground equipment brought into that country for aircraft of United States registry engaged in foreign trade.

Accordingly, effective September 23, 1969, ground equipment may not be withdrawn under section 309(a) (3) of the Tariff Act of 1930, as amended, for aircraft registered in Italy.

[SEAL] EDWIN F. RAINS,
Acting Commissioner of Customs.

[F.R. Doc. 69-11966; Filed, Oct. 6, 1969;
8:48 a.m.]

[T.D. 69-222]

WHITE OR IRISH POTATOES, OTHER THAN CERTIFIED SEED

Tariff-Rate Quota

SEPTEMBER 30, 1969.

The tariff-rate quota for white or Irish potatoes, other than certified seed, pursuant to item 137.25, Tariff Schedules of the United States, for the 12-month period beginning September 15, 1969, is 45 million pounds.

The estimate of the production of white or Irish potatoes, including seed potatoes, in the United States for the calendar year 1969, made by the U.S. Department of Agriculture as of September 1, 1969, was 30,590,500,000 pounds.

In accordance with headnote 2, part 8A, of schedule 1, Tariff Schedules of the United States, the quantity is not increased because the estimated production is greater than 21 billion pounds.

[SEAL] EDWIN F. RAINS,
Acting Commissioner of Customs.

[F.R. Doc. 69-11967; Filed, Oct. 6, 1969;
8:48 a.m.]

Office of the Secretary

AMINOACETIC ACID (GLYCINE) FROM JAPAN

Notice of Tentative Negative Determination

SEPTEMBER 27, 1969.

Information was received on March 1, 1968, that Aminoacetic Acid (Glycine) from Japan was being sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended (19 U.S.C. 160 et seq.) (referred to in this notice as "the Act"). This information was the subject of an "Antidumping Proceeding Notice" which was published in the FEDERAL REGISTER of September 17, 1968, on page 14079.

I hereby make a tentative determination that Aminoacetic Acid (Glycine) from Japan is not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Act (19 U.S.C. 160(a)).

Statement of reasons on which this tentative determination is based. Information gathered during the course of the investigation indicated that sales of glycine in the home market were sufficient to afford a proper basis of comparison.

One of the manufacturers sold to a company in the United States which was related within the meaning of section 207 of the Act. The other manufacturer sold to a purchaser who was not related within the meaning of the Act.

Purchase price or exporter's sales price, as appropriate, was compared with adjusted home market price for fair value purposes.

Purchase price was based on the f.o.b. price for export to the United States. From this price inland freight was deducted.

Exporter's sales price was based on the resale price by the U.S. subsidiary to unrelated purchasers in the United States. Deductions from this price were made for inland freight in Japan, ocean freight and insurance, U.S. duty, brokerage charges, and U.S. freight. Adjustments were made, as appropriate, for selling expenses incurred in the United States and commissions.

Adjusted home market price was based on the weighted-average delivered price to purchasers in the home market. Inland freight in Japan was deducted from this price. Adjustment was made for differences between the credit terms and packing charges incurred on sales to the United States and those on home market sales, as appropriate.

Comparison between purchase price or exporter's sales price and home market price revealed that exporter's sales price and purchase price were lower than home market price.

Upon being advised of the above, exporters of the glycine from Japan provided assurances that they would make

no sales to the United States at less than fair value within the meaning of the Antidumping Act.

In accordance with § 53.33(b), Customs Regulations (19 CFR 53.33(b)), interested parties may present written views or arguments, or request in writing, that the Secretary of the Treasury afford an opportunity to present oral views.

Any such written views, arguments, or requests should be addressed to the Commissioner of Customs, 2100 K Street, NW., Washington, D.C. 20226, in time to be received by his office not later than 30 days from the date of publication of this notice in the FEDERAL REGISTER.

This tentative determination and the statement of reasons therefor are published pursuant to § 53.33 of the Customs Regulations (19 CFR 53.33).

[SEAL] EUGENE T. ROSSIDES,
Assistant Secretary of the Treasury.

[F.R. Doc. 69-11971; Filed, Oct. 6, 1969;
8:48 a.m.]

DEPARTMENT OF THE INTERIOR

National Park Service

NATIONAL REGISTER OF HISTORIC PLACES

By notice in the FEDERAL REGISTER of February 25, 1969, at page 2582, there was published a list of the properties included in the National Register of Historic Places. This list has been amended by notices in the FEDERAL REGISTER on April 2 (pp. 6018-19), May 6 (p. 7338), June 3 (pp. 8713-14), June 28 (pp. 10007-8), August 5 (pp. 12722-23), and September 3 (p. 14002).

Further notice is hereby given that certain amendments or revisions, in the nature of additions, deletions, or corrections to the previously published list are adopted as set out below.

It is the responsibility of all Federal agencies to take cognizance of the properties included in the National Register as herein amended and revised in accordance with section 106 of the National Historic Preservation Act of 1966, 80 Stat. 915, 16 U.S.C. 470.

The following correction is to be made:

MISSOURI

Saline County

Grand Pass vicinity, Gumbo Point Archaeological Site, SE¼SE¼NE¼ sec. 11, SW¼NW¼ sec. 12, T. 51 N., R. 23 W.

The following properties have been added to the National Register since September 3, 1969:

ILLINOIS

Rock Island County

Rock Island, Rock Island Arsenal, Island of Rock Island.

MAINE

* Aroostook County

Fort Kent vicinity, *Fort Kent Memorial*, c. ¼ mile southwest of Fort Kent off Maine 11.

Franklin County (also in Kennebec, Sagadahoc, and Somerset counties)

Popham Beach vicinity to Coburn Gore, *Arnold Trail to Quebec*, along Kennebec River, through Wyman Lake and Flagstaff Lake, along Dead River and Chain of Ponds to Quebec, Canada.

Kennebec County

Arnold Trail to Quebec (see Franklin County).

Lincoln County

Edgecomb, *Fort Edgecomb Memorial*, on Davis Island in the Sheepscot River. Pemaquid Beach vicinity, *Fort William Henry*, northwest of Pemaquid Beach.

Sagadahoc County

Arnold Trail to Quebec (see Franklin County).

Popham Beach vicinity, *Fort Popham Memorial*, north of Popham Beach on Hunsell Point.

Somerset County

Arnold Trail to Quebec (see Franklin County).

Waldo County

Prospect vicinity, *Fort Knox State Park*.

Washington County

Machiasport vicinity, *Fort O'Brien (Fort Machias)*, south of Machiasport on secondary road.

York County

Kittery Point vicinity, *Fort McClary*, off Maine 103 near Fort McClary State Park.

MARYLAND

Baltimore (independent city)

Old Roman Catholic Cathedral, 401 Cathedral Street.

Shot Tower, southeast corner, Fayette and Front Streets.

MICHIGAN

Cheboygan County

Mackinac City vicinity, *Mackinac Point Lighthouse*, Michilimackinac State Park.

Chippewa County

Drummond Township, *Fort Drummond*, western end of Drummond Island.

MISSOURI

Greene County

Ash Grove vicinity, *Boone (Nathan) House*, 1.75 miles north of Ash Grove on Missouri V.

Jackson County

Independence, *Vaile (Harvey M.) Mansion*, 1500 North Liberty Street.

NEW MEXICO

Bernalillo County

Albuquerque, *San Felipe de Neri Church*, Old Town Plaza.

OKLAHOMA

Le Flore County

Spiro vicinity, *Spiro Mound Group*, NE¼ sec. 29 W½ of NW¼ sec. 28, T. 10 N, R. 26 E.

VIRGINIA

Alleghany County

Conington, *Humpback Bridge*, over Dunlop Creek, 12 miles south of Route 60, 0.8 mile southwest of intersection of Route 60 and Route 651.

Augusta County (also in Nelson County)

Waynesboro, *Swannanoa*, 0.5 mile west of Route 610, 0.4 mile south of intersection of Route 610 and Route 250.

Clarke County

Berryville vicinity, *Long Branch*, 0.1 mile north of Long Branch, 18 miles southwest of Route 626, 0.1 mile west of intersection of Route 626 and Route 624.

Charles City County

Hopewell vicinity, *Shirley*, 0.4 mile southwest of Route 608, 1.5 miles west of intersection of Route 608 and Route 5.

Charlotte County

Brookneal vicinity, *Staunton Hill*, 0.8 mile west of Turnip Creek, 0.2 mile southeast of Route 619, 1.4 miles southwest of intersection of Route 619 and Route 693.

Fluvanna County

Columbia, *Point of Fork*, West bank of Rivanna River, 0.3 mile north of southeast end of Route 624, 1.3 miles southeast of intersection of Route 624 and Route 656.

Gloucester County

Gloucester vicinity, *Rosewell*, 0.1 mile west of Carter Creek, 15 miles southeast of Route 644, 0.3 mile south of intersection of Route 644 and Route 632.

Hanover County

Hanover Court House, *Hanover County Courthouse*, east side of Route 301 at intersection of Route 1006 and Route 301.

Hopewell (independent city)

Appomattox Manor, at the confluence of the James and Appomattox Rivers, on the south bank.

King William County

King William, *King William County Courthouse*, east side of Route 619, 0.1 mile north of intersection of Route 619 and Route 30.

Mecklenburg County

Clarksville vicinity, *Prestwold*, 0.1 mile north of Roanoke River, 16 miles southwest of intersection of Route 15 and Route 701, 1 mile north of Clarksville city limits.

Nelson County

Waynesboro, *Swannanoa* (see Augusta County).

New Kent County

New Kent Court House, *St. Peter's Church*, north side of Route 642, 0.4 mile northeast of intersection of Route 642 and Route 609.

Northampton County

Bridgetown vicinity, *Winona*, 0.7 mile south of Route 619, 0.4 mile northwest of intersection of Route 619 and Route 622.

Richmond (independent city)

Richmond City Hall, bounded by 10th, Broad, 11th, and Capitol Streets.

Richmond (independent city) vicinity, *Meno-* kin, 0.8 mile southwest of Route 690, 1.2 miles northwest of intersection of Route 690 and Route 621.

Surrey County

Jamestown vicinity, *Chippokes Plantation*, south bank of James River between College Run on the west and Lower Chippokes Creek on the east, opposite Jamestown Island.

Wythe County

Max Meadows vicinity, *Shot Tower*, 0.1 mile west of intersection of Route 608 and Route 52, 2.3 miles southeast of intersection of Route 52 and Route 619.

WYOMING

Laramie County

Cheyenne Governor's Mansion, 300 East 21st Street.

Niobrara County

Van Tassel Ferdinand Branstetter Post No. 1, *American Legion*, lots 1 and 2, block 8, sec. 17, T. 31 N., R. 60 W.

Weston County

Newcastle vicinity, *Jenny Stockade*, NE¼ NW¼ sec. 7, T. 44 N., R. 60 W.

ERNEST ALLEN CONNALLY,
Chief, Office of Archeology
and Historic Preservation.

[F.R. Doc. 69-11947; Filed, Oct. 6, 1969;
8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Forest Service

MIDDLE FORK CLEARWATER WILD
AND SCENIC RIVERClassification, Boundaries, and
Development Plan

Pursuant to authority delegated to the Chief, Forest Service, by the Secretary of Agriculture dated November 29, 1964 (29 F.R. 16210), the classification, boundaries, and development plan for the Middle Fork of the Clearwater Wild and Scenic River Area, including the Lochsa and Selway Rivers, in the Bitterroot, Clearwater, and Nezperce National Forests, Idaho, are established as herein-after set forth. The material which follows is all contained in the River Plan for the Middle Fork of the Clearwater River, copies of which were furnished the President of the Senate and the Speaker of the House of Representatives on October 1, 1969, in accordance with subsection 3(b) of the Wild and Scenic Rivers Act (82 Stat. 908).

EDWARD P. CLIFF,
Chief, Forest Service.

RIVER PLAN

MIDDLE FORK CLEARWATER INCLUDING THE LOCHSA AND SELWAY OF THE NATIONAL WILD AND SCENIC RIVER SYSTEM

This is a résumé of the management policies and planned development for the Middle Fork Clearwater Wild and Scenic River System. It outlines the basis for management direction throughout the river system, indicates future developments and provides a background for coordinating resource and activity plans for all private and public lands within the Middle Fork System. There is a variety of source material recorded in

the Office of the Forest Supervisor, Clearwater National Forest, Orofino, Idaho, that contributed substantially to the management direction for the river system, including the Special Planning Area Multiple-Use Management Guide, Recreation Composite Plan, public meeting records, photographs and other related material. Review of the source material at the Forest Supervisors' Offices is invited.

BASIC DATA

The Middle Fork Clearwater River System is formed by two main forks, the Lochsa and Selway Rivers, all which rise on the west slopes of the rugged Bitterroot Mountains. This river system, located in northcentral Idaho, is the major river drainage north of the Salmon River. It has a total drainage area of 3,420 square miles. All of the area considered in this system is located in the county of Idaho, State of Idaho, mostly within the Clearwater, Nezperce, and Bitterroot National Forests.

Classification

The Middle Fork of the Clearwater River System was determined to contain two of the three river classes defined in the Act, "recreational" and "wild."

The recreational river classification includes the Middle Fork of the Clearwater from Kooskia to Lowell, the Lochsa from Lowell to the Powell Ranger Station, and the Selway from Lowell to Race Creek and from Paradise to the Magruder Ranger Station.

The major factors which led to recreational river classification are roads which parallel these river segments. The roads make the rivers readily accessible. They encroach on the rivers in places. Portions of these rivers also have development along their shorelines in the form of homes and commercial facilities on private lands as well as administrative and recreational facilities on public lands.

Although the Selway from Paradise to the Magruder Ranger Station is classified as recreational river because of the road along it, this segment will continue to be managed to retain its relatively natural appearance. Recreation facilities provided will be modest and consistent with the nature of the environment.

The wild river classification includes the Selway River from Race Creek to Paradise Guard Station and from the Magruder Ranger Station to the headwaters of the Selway in the Salmon River Breaks Primitive Area.

The river segments in this classification have no road access. Access is provided by trail throughout and by five isolated, low-standard airstrips. Two of these were developed by the Forest Service and three by private parties. There are 14,500 acres within the boundaries of the 54 miles classified as wild river. The recreational river portion of the system contains 41,500 acres along 131 river miles.

Boundary

The boundaries of the river area have been estimated to include, within the statutory limitations of an average of not more than 320 acres per mile, those lands most directly related to the environment of the rivers and their shorelines and to the protection of scenic and recreational values. On surveyed land the boundary follows legal subdivisions. On unsurveyed land outside of wilderness and primitive areas, it follows topographic features where possible. Within wilderness and primitive areas it is one-quarter mile on each side of the river paralleling the river except for the inclusion of private properties. River boundaries are described in the appendix. They are also shown on maps on file and available in the Offices of the Forest Supervisors, Clearwater National Forest,

Orofino, Idaho; Nezperce National Forest, Grangeville, Idaho; and Bitterroot National Forest, Hamilton, Mont., and the Regional Forester, Northern Region, Missoula, Mont.

OBJECTIVES

1. Provide the range of quality recreation opportunities most clearly characteristic of and in harmony with the special attributes of each river segment.
2. Protect and enhance aesthetic, scenic, historic, fish and wildlife, and other values that will contribute to public use and enjoyment of this free-flowing river and its immediate environment.
3. Provide optimum recreational enjoyment consistent with protection of environmental quality.
4. Manage all uses on those portions of the river within the Selway-Bitterroot Wilderness and the Salmon River Breaks Primitive Area so as also to preserve the wilderness resource.
5. Manage use of river area so as to minimize adverse effects on water quality.
6. Provide coordinated resource use programs which will enhance or be compatible with the foregoing objectives.
7. Strive for continued participation of States, other agencies, local government, and private landowners in future planning and administration of the Middle Fork of the Clearwater System.

COORDINATION

Coordination direction is established to insure the proper relation between resource uses, land uses, or activities. General coordinating requirements are applicable to the entire area within the river boundaries. Special coordinating requirements which apply only to lands within either the recreational or wild river sections of the river are also listed.

General Coordinating Requirements

1. The Forest Service will make the necessary analysis of recreational use to develop criteria for estimating optimum use levels of various segments and establish management accordingly.
2. Locate facilities outside of the immediate foreground of rivers, streams, trails, or other natural attractions to allow appropriate use without unacceptable depreciation of the river environment.
3. Visitor use will be distributed or limited as necessary to prevent loss of river values.
4. Identify and protect historic, scenic, geologic, archaeological, and similar sites or areas.
5. Plan and administer commercial services, including outfitters and guides, in such fashion as to serve the public needs while maintaining river values.
6. When planning recreation developments, provide for protection of rivers, streams, and underground water supplies from pollution.
7. Design all recreation developments to provide safe and enjoyable public use of the river environment. Developments in wilderness will conform to wilderness requirements.
8. With a few exceptions, public and private recreation developments will ordinarily be confined to complexes, such complexes being spaced to leave large segments of the river undeveloped. Simple float or trail camps may be spaced along the river.

Range. 1. Manage grazing along rivers to protect riparian vegetation and to prevent damage to streambanks and channels.

2. Coordinate stock grazing use with recreation by special management practices such as fencing recreation sites and avoiding trailing or other practices which concentrate livestock.

3. Priority will be given to wildlife needs if conflict occurs between wildlife and commercial or recreation stock use.

Timber. 1. Consider timber for recreation, watershed protection, and esthetic values rather than for commercial production.

2. Commercial timber harvest will generally be confined to areas outside the boundaries of the river area. Commercial operations could be needed to meet objectives under the recreational river coordinating requirements.

3. On National Forest land timber management planning will provide for necessary adjustments in the allowable cut to carry out the management direction for the river area.

Water. 1. Permit no permanent alterations of natural channels which significantly affect the free flow of water.

2. Protection of rivers will include controlling pollution, debris accumulation, and siltation to the degree necessary to maintain the water quality within defined parameter or measurable units.

3. Optimum flows for environmental needs are to be reserved. Studies will be made to determine optimum flows and whether there may be opportunities within the wild and recreational river objectives to improve flow.

Wildlife. 1. Direct fish management programs toward the maintenance of the anadromous fish run, the native trout fishery and perpetuating endangered species.

2. Wildlife habitat improvement measures will be undertaken to maintain the Clearwater-Selway big game herd to the extent that this can be done without adverse impacts to the river environment and wilderness.

Land Occupancies. 1. Present permitted uses on Federal land which are not compatible with river management objectives will be ultimately terminated.

2. All improvements and structures should be designed and located to accomplish their intended use in a way that is compatible with or enhances the river environment.

3. Access to private lands shall be by means which have the least adverse effects on the river environment.

4. Avoid improvements which cause use of resources beyond a reasonable capacity.

5. Limit new commercial service facilities (stores, motels, etc.) to designated complex areas, Lowell and Smith Creek-Syringa area are the two designated areas at present.

Minerals. 1. Insure protection of surface resources as provided for under Public Law 90-542 and applicable State laws on private lands or through scenic easements.

2. Recognize rights of mining claimants on claims located before passage of the Wild and Scenic Rivers Act. Gain cooperation of the miner to reduce impacts on the river environment.

Transportation. 1. Access roads to serve private lands are to be controlled by scenic easements to insure compatibility with development of the special planning area and with river environment protection.

2. Locate roads and trails to avoid encroachment on river banks and to harmonize with objectives for which the river area is established.

Landownership Adjustment. 1. The Forest Service will develop a landownership adjustment plan for non-Federal lands within the river area. This plan will establish prescriptions necessary to conform to the Act, including a listing of constraints, standards and guidelines necessary to insure that the broad objectives for the river will be met.

2. Acquire lands in fee title where needed to fully protect and develop the river environs through a willing buyer-seller relationship.

3. National Forest lands in this special area will not be used as base lands for exchange.

Fire Control. 1. Use fire suppression measures and techniques which will have the minimum impact on river area values.

2. Fire may be used as a management tool to maintain natural environmental conditions.

Recreational River Coordinating Requirements

There are, in addition to general coordinating requirements applicable to the entire river area, specific coordinating requirements which apply to lands within the river segments classified as recreational. These specific requirements are listed below.

Recreation. 1. Provide appropriate sanitation facilities necessary to meet public health needs and to prevent site deterioration and water pollution.

2. Any recreation developments considered should be located so as to allow appropriate and safe use without unacceptable depreciation of the rivers' environment.

3. Identify, interpret and protect historic, scenic, archaeological, and similar sites.

4. Plan and administer outfitter and guide services to serve public need while at the same time maintaining zone values.

Range. There should be no concentrated domestic stock grazing or holding corrals on the rivers' shorelines on public lands. (This does not pertain to winter feeding of small herds of domestic stock or to pasture grazing on private lands.)

Timber. 1. Timber cutting will be done only for the following:

a. Public safety and/or recreational purposes in selected areas.

b. Control of fire, insects and disease when such cutting is determined to be the only practical method of control.

c. Approved road and trail locations.

2. Timber cutting will be compatible with or enhance key recreational and scenic values.

3. The values of standing trees for watershed, aesthetic or other recreational purposes will be considered in the choice of measures for controlling fire, insects and disease.

Water. 1. Coordination with all resources, uses and developments will be needed to assure high quality water.

2. Coordination with all agencies, State and Federal, private landowners and water users will be necessary to protect water quality.

3. Modify projects within the river system if necessary to insure high water quality.

4. Gullied, eroding streams, polluted water, and vegetation and soil disturbed by humans, domestic animals, wildlife, large burns, and landslides are examples of undesirable watershed conditions in classified river areas. Where these conditions have a major impact on river values they should be restored.

5. All watershed improvement projects will be designed as to location, type of treatment and work methods to insure compatibility with the free-flowing intent of the Wild and Scenic Rivers Act.

Wildlife. 1. Provide an appropriate habitat to sustain a variety of wildlife for public enjoyment.

2. Permit no predator control stations.

3. Promote visual wildlife enjoyment opportunities for the visitor.

Land Occupancies. 1. On private land secure scenic easements to achieve necessary environmental controls. Limit only those uses and developments which interfere with public use and enjoyment of the river or detract from scenic values.

2. All improvements on public lands should be designed, located and constructed to be compatible with or enhance the river environment. They should be the examples of compatibility within the river system.

3. Access to private lands and occupancy roads across public lands shall be by means which have the least adverse effect on the river system and landscape values.

Transportation. 1. Design road improvements and construct to the carrying capacity

of the zone and optimum enhancement of recreation values.

2. The improvement of existing access, traffic flow patterns and the consideration of alternate routes are factors which will be evaluated in the light of public enjoyment and safe movement.

3. Interior access facilities should be designed, located, constructed and maintained to minimize alteration of the natural landscape and impairment of the scenic values.

4. Coordinate construction and maintenance of roads and trails with need for fish and wildlife harvest. These are key recreation values in the system.

Fire Control. 1. Use fire control measures and techniques which achieve fire control objectives with a minimum adverse impact on the river values. Give preference to methods and equipment that will least alter the landscape and related values.

2. Any prescribed burning, hazard reduction, and incineration will be on a tightly controlled basis to avoid air pollution problems and protect developments and key resource values.

3. Fire planning and preattack planning are to consider wild river values.

4. Fire may be used as a management tool when required to maintain natural ecological or environmental conditions or sustain key values in the river areas.

Wild River Coordinating Requirements

There are, in addition to general coordinating requirements applicable to the entire river area, specific coordinating requirements which apply to lands within the river segments classified as wild. These specific requirements are listed below.

Recreation. 1. Within the Selway-Bitterroot Wilderness, only developments which conform with wilderness management standards will be permitted.

2. Continue to allow unrestricted recreation use without number limitations only so long as the wilderness and wild river environment are not harmed.

3. Enforce "pack it in and pack it out" policy for all wild river zone users.

4. Shorelines must remain essentially primitive in wild river zones.

Timber. Timber cutting will not be permitted in the wild river area except when compatible with existing classifications and primitive recreation experience such as clearing trails, control of fire, tent poles, etc.

Land Occupancy. 1. No new structure or installation will be permitted within the boundary of the wild river that can be seen from the river or its shorelines unless it can be made inconspicuous or in harmony with the area.

2. Any new improvements on private land will be compatible and in harmony with the surrounding environment. There will be no new habitation or substantial additions to capacity at existing habitations.

Transportation. Trails will be designed to standards consistent with wild river objectives. Within the wilderness they will conform to wilderness requirements.

DEVELOPMENT

The development plan provides for recreation and transportation improvements, landscape rehabilitation, land ownership adjustment including scenic easement acquisition and water quality control. It includes estimated needs for 10 years or to the year 1980. There are additional opportunities for development over that projected for the 10-year period. These have been inventoried and will be programed for construction as the need arises.

Recreation developments proposed along the Middle Fork includes two campgrounds (one a private development), a picnic area,

three boat-launching sites and a visitor center.

To be provided along the Lochsa are one new campground and the improvement or expansion of six existing campgrounds, an outfitter station, and restoration of an historic ranger station.

On the Selway, downriver from the Selway-Bitterroot Wilderness, will be six new small campgrounds and one major campground expansion, two vista points, and one boat-launching site. In the Magruder area small campgrounds are planned at the Magruder Crossing and at Raven Creek. A few minimum development camping spots will also be provided at selected sites along the river. Any recreational development within the Wilderness will be limited to facilities needed to protect wilderness value.

The estimated recreation development and operation costs for the next 10 years are \$1,730,000. Needed bridges, roads, and trail construction and reconstruction total \$315,000. Approximately \$150,000 for stabilizing landslides, restoring barrow areas and seeding grass on roadbanks is needed along the Lochsa and lower Selway Rivers. It is estimated that scenic easements necessary to achieve the objectives set forth in the coordinating requirements for private land will cost \$1,481,000. The major portion of this money would be used along the Middle Fork Clearwater and lower Selway.

A water monitoring system should be set up to permit frequent checking on the quality and quantity of the water in the river system. It is estimated this monitoring system and its operation will cost \$100,000 during the 10-year planning period.

BOUNDARY DESCRIPTION

Middle Fork of the Clearwater River

By virtue of the authority vested in the Secretary of Agriculture and pursuant to the Wild and Scenic Rivers Act of October 2, 1968 (Public Law 90-542, 82 Stat. 906), the boundary of the Middle Fork of the Clearwater River as listed in section 3 of the above act is hereby designated to be as follows:

Segment No. 1—Recreational River Classification Within Surveyed Lands.

The official boundary for this segment includes portions of the Middle Fork of the Clearwater, Lochsa, and Selway Rivers and is that exterior line which encompasses the following described areas:

IDAHO

CLEARWATER AND NEEPERCE NATIONAL FORESTS—BOISE MERIDIAN

T. 32 N., R. 4 E.

Sec. 1, lots 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, and 12, NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$;

Sec. 2, lots 1, 2, 3, 4, and 5, NW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$;

Sec. 3, lots 1, 2, 5, 6, 7, 8, 9, 10, and 11, E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 4, S $\frac{1}{2}$ of lot 6, lot 7, S $\frac{1}{2}$ of lot 9, lots 10 and 11, S $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 9, lots 1 and 2, NE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$;

Sec. 10, lots 1 and 2, NW $\frac{1}{4}$ NE $\frac{1}{4}$;

T. 33 N., R. 4 E.,

Sec. 34, lots 1 and 2, NE $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 35, lots 1, 2, 4, 5, 6, and 7, S $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 36, lots 1, 4, 5, and 12.

T. 32 N., R. 5 E.,

Sec. 2, lots 5, 6, 7, 8, and 9, S $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 3, lots 2, 3, 4, 5, 6, 7, 8, 9, NE $\frac{1}{4}$ of lot 10, and lot 11;

Sec. 4, lots 1, 2, 3, 5, 6, 7, 8, 9, and 10, SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 5, lots 5, 6, 7, 8, 9, 10, 11, and 12, S $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$;

Sec. 6, lots 5, 6, 7, 8, 9, 10, 11, and 12, N $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 11, lots 1, 2, 3, 4, 5, and 6, N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 12, lots 1, 2, 3, 4, 5, and 6, SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ W $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 13, N $\frac{1}{2}$ N $\frac{1}{2}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 14, NE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$;
 T. 33 N., R. 5 E.,
 Sec. 33, SW $\frac{1}{4}$ SE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 34, SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 T. 32 N., R. 6 E.,
 Sec. 1, lots 5, 6, 7, 8, and 9, W $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 2, lots 5, 6, 7, 8, 9, 10, and 11, N $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 3, lots 5, 6, 7, 8, 9, 10, 11, and 12, NW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 4, W $\frac{1}{2}$ of lot 2, lots 3, 4, 5, 6, 7, 8, and all except SW $\frac{1}{4}$ of lot 9, N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 5, lots 1, 2, 3, 5, 6, 7, 8, 9, and all except SE $\frac{1}{4}$ of lot 10, N $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 6, lots 8, 9, and 10, SE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 7, lots 1, 2, SE $\frac{1}{4}$ of lot 3, lots 4, 5, 6, and all except SE $\frac{1}{4}$ of lot 7, N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 8, NW $\frac{1}{4}$ of lot 4;
 Sec. 10, N $\frac{1}{2}$ of lot 1;
 Sec. 11, N $\frac{1}{2}$ of lot 2, N $\frac{1}{2}$ of lot 3, N $\frac{1}{2}$ of lot 4;
 Sec. 12, lots 1, 2, and 3, E $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$;
 T. 33 N., R. 6 E.,
 Sec. 32, lots 1 and 2, NE $\frac{1}{4}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 33, lot 1, SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 T. 32 N., R. 7 E.,
 Sec. 4, NW $\frac{1}{4}$ of lot 1, lots 2, 4, 5, 6, 7, 8, 9, and 10, W $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, that portion of H.E.S. No. 41 which lies within sec. 4, W $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 5, lots 5, 6, and 7, SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ S $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 6, lots 7, 8, 9, and 10, S $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 7, lots 1, 2, 3, and 4, NE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 8, lots 1, 2, 3, and all except the south 20 acres of lot 4, NE $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 9, lots 1, 2, 3, 4, 5, 6, 7, and 8, NW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 10, all except NE $\frac{1}{4}$ of lot 7, SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 15, lots 1, 2, 3, 4, 5, 6, 7, and 8, W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 16, lots 1, 2, 3, 4, and all except W $\frac{1}{2}$ of lot 5, N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 22, all except north 20 acres of lot 1, lots 2, 3, and all except SW $\frac{1}{4}$ of lot 4, lots 5 and 6, NE $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 23, lots 1, 2, 3, 4, and 5, SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 24, lots 1, 2, and 3, S $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 25, lots 1, 2, 3, 4, 5, 6, 7, and all except SW $\frac{1}{4}$ of lot 8, NE $\frac{1}{4}$ of lot 9, NE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 26, lots 1, 2, 3, N $\frac{1}{2}$ of lot 4, NE $\frac{1}{4}$ of lot 5, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$;
 T. 33 N., R. 7 E.,
 Sec. 1, all except north 20 acres of lot 5, lots 6, 7, 8, and 9, S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 11, all except the NW $\frac{1}{4}$ of lot 1, lot 2, all except the NW $\frac{1}{4}$ of lot 3, lots 4 and 5, E $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$;

Sec. 12, lots 1, 2, 3, 4, 5, and 6, N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 14, lots 1, 2, 3, 4, all except the NE $\frac{1}{4}$ of lot 5, lots 6, 7, and 8, NE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 22, lot 1, S $\frac{1}{2}$ of lot 2, lots 3, 4, 5, 6, 7, 8, 9, and 10, S $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 23, lots 1, 2, 3, 4, W $\frac{1}{2}$ of lot 5, all except south 40 acres of lot 6, W $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 27, lots 1, 2, 3, 4, 5, 6, 7, 8, and 9, W $\frac{1}{2}$ W $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 28, lots 1, 5, 6, and 7, and that portion of H.E.S. No. 99 which lies in sec. 28, S $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 33, lot 1, E $\frac{1}{2}$ of lot 2, lots 3, 4, 5, and 6, SE $\frac{1}{4}$ of lot 7, lots 8, 9, and 10, W $\frac{1}{2}$ of lot 11, that portion of H.E.S. No. 99 which lies within sec. 33, NW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, and that portion of H.E.S. No. 41 which lies within sec. 33.
 T. 37 N., R. 14 E.,
 Sec. 28, W $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 29, W $\frac{1}{2}$ W $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 30, all except NW $\frac{1}{4}$ of lot 3, lot 4, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
 Sec. 31, NE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 32, N $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 33, W $\frac{1}{2}$ W $\frac{1}{2}$ NW $\frac{1}{4}$;

Segment No. 2—Recreational River Classification Within Unserved Lands.

The official boundary for this segment of the river is that boundary which is shown on a map titled Boundary Map, Middle Fork Clearwater Wild and Recreational River which is on file and available in the offices of the Forest Supervisor, Clearwater National Forest, Orofino, Idaho; Forest Supervisor, Nezperce National Forest, Grangeville, Idaho; Forest Supervisor, Bitterroot National Forest, Hamilton, Mont., and the Regional Forester, Northern Region, Missoula, Mont. Said boundary includes portions of the Lochsa and Selway Rivers and is located in and through the following described areas:

IDAHO

CLEARWATER, NEZPERCE, AND BITTERROOT NATIONAL FORESTS—BOISE MERIDIAN

T. 32 N., R. 8 E.—Unserved, but which probably will be when surveyed,
 Secs. 19, 21, 22, 25, 26, 27, 28, 29, 30, 32, 34, 35, and 36.
 T. 31 N., R. 9 E.—Unserved, but which probably will be when surveyed,
 Secs. 1, 2, 3, 4, 5, 11, 12, and 13.
 T. 32 N., R. 9 E.—Unserved, but which probably will be when surveyed,
 Secs. 29, 30, 31, 32, 33, 34, and 35.
 T. 31 N., R. 9 E.—Unserved, but which probably will be when surveyed,
 Secs. 6 and 7.
 T. 28 N., R. 13 E.—Unserved, but which probably will be when surveyed,
 Secs. 12, 13, and 24.
 T. 26 N., R. 14 E.—Unserved, but which probably will be when surveyed,
 Secs. 2, 3, 9, 10, 11, and 15.
 T. 27 N., R. 14 E.—Unserved, but which probably will be when surveyed,
 Secs. 3, 4, 9, 10, 15, 16, 21, 22, 27, 28, 34, and 35.
 T. 28 N., R. 14 E.—Unserved, but which probably will be when surveyed,
 Secs. 5, 6, 7, 8, 18, 19, 20, 28, 29, 30, 32, 33, and 34.
 T. 29 N., R. 14 E.—Unserved, but which probably will be when surveyed,
 Secs. 8, 9, 16, 17, 20, 21, 28, 29, 30, 31, and 32.

The following described parcels are located adjacent to the Lochsa River in Idaho County, Idaho:

T. 33 N., R. 8 E.—Unserved, but which probably will be when surveyed,
 Secs. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11.
 T. 34 N., R. 8 E.—Unserved, but which probably will be when surveyed,
 Secs. 13, 24, 25, and 35.
 T. 34 N., R. 9 E.—Unserved, but which probably will be when surveyed,
 Secs. 4, 5, 6, 7, 8, 17, 18, 19, and 30.
 T. 35 N., R. 9 E.—Unserved, but which probably will be when surveyed,
 Secs. 13, 22, 23, 24, 25, 26, 27, 28, 32, 33, 34, and 35.
 T. 35 N., R. 10 E.—Unserved, but which probably will be when surveyed,
 Secs. 2, 3, 4, 7, 8, 9, 17, 18, and 19.
 T. 36 N., R. 12 E.—Unserved, but which probably will be when surveyed,
 Secs. 25, 26, 34, 35, and 36.
 T. 36 N., R. 11 E.—Unserved, but which probably will be when surveyed,
 Secs. 13, 14, 15, 16, 20, 21, 22, 23, 24, 28, 29, 30, 31, and 32.
 T. 36 N., R. 12 E.—Unserved, but which probably will be when surveyed,
 Secs. 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, and 19.
 T. 36 N., R. 13 E.—Unserved, but which probably will be when surveyed,
 Secs. 3, 4, 5, 6, 7, 8, and 18.
 T. 37 N., R. 13 E.—Unserved, but which probably will be when surveyed,
 Secs. 25, 26, 32, 33, 34, 35, and 36.

Segment No. 3—Wild River Classification Within Unserved Lands.

The official boundary of this segment includes portions of the Selway River and is that exterior line which encompasses all lands within one-quarter of a mile of the banks of said river. Said lands are located within the following described areas. Exceptions to this are in the vicinity of patented homesteads Nos. 455, 453, and 454 where the boundary is extended beyond one-quarter mile to include them.

IDAHO

NEZPERCE AND BITTERROOT NATIONAL FORESTS—BOISE MERIDIAN

T. 31 N., R. 10 E.—Unserved, but which probably will be when surveyed,
 Secs. 3, 4, 5, 6, 7, 8, and 9.
 T. 32 N., R. 10 E.—Unserved, but which probably will be when surveyed,
 Secs. 25, 26, 33, 34, 35, and 36.
 T. 32 N., R. 11 E.—Unserved, but which probably will be when surveyed,
 Secs. 13, 14, 19, 20, 21, 22, 23, 24, 26, 27, 28, and 29.
 T. 32 N., R. 12 E.—Unserved, but which probably will be when surveyed,
 Secs. 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 24, and 25.
 T. 30 N., R. 13 E.—Unserved, but which probably will be when surveyed,
 Secs. 3, 4, 9, 10, 15, 16, 21, 22, 23, 25, 26, 27, 28, 35, and 36.
 T. 31 N., R. 13 E.—Unserved, but which probably will be when surveyed,
 Secs. 4, 5, 9, 10, 15, 16, 21, 22, 27, 28, 33, and 34.
 T. 32 N., R. 13 E.—Unserved, but which probably will be when surveyed,
 Secs. 18, 19, 29, 30, 31, 32, and 33.
 T. 25 N., R. 14 E.—Unserved, but which probably will be when surveyed,
 Secs. 2, 3, 10, 11, 14, 15, 16, 21, and 22.
 T. 26 N., R. 14 E.—Unserved, but which probably will be when surveyed,
 Secs. 9, 10, 15, 16, 21, 22, 27, 28, and 34.
 T. 29 N., R. 14 E.—Unserved, but which probably will be when surveyed,
 Secs. 5, 6, 7, and 8.

T. 30 N., R. 14 E.—Unsurveyed, but which will probably be when surveyed, Sec. 31.

[P.R. Doc. 69-11922; Filed, Oct. 6, 1969; 8:45 a.m.]

ROGUE WILD AND SCENIC RIVER

Classification, Boundaries, and Development Plan

Pursuant to authority delegated to the Chief, Forest Service, by the Secretary of Agriculture dated November 29, 1964 (29 F.R. 16210), the classification, boundaries, and development plan for that part of the Rogue Wild and Scenic River within the Siskiyou National Forest, Oreg., are established as hereinafter set forth. The material which follows is all contained in the River Plan for the Rogue River, copies of which were furnished the President of the Senate and the Speaker of the House of Representatives on October 1, 1969, in accordance with subsection 3(b) of the Wild and Scenic Rivers Act (82 Stat. 908).

EDWARD P. CLIFF,
Chief, Forest Service.

ROGUE RIVER PLAN

SISKIYOU NATIONAL FOREST

INTRODUCTION

Public Law 90-542, the "Wild and Scenic Rivers Act" designated the Rogue River, from the mouth of the Applegate River downstream to the Lobster Creek Bridge, as a component of the National Wild and Scenic Rivers System. The river is to be administered by agencies of the Departments of the Interior and Agriculture as agreed upon by the Secretaries of said Departments.

The Act charges that "Each component of the National Wild and Scenic Rivers System shall be administered in such manner as to protect and enhance the values which caused it to be included in said system without, insofar as is consistent therewith, limiting other uses that do not substantially interfere with public use and enjoyment of these values. In such administration, primary emphasis shall be given to protecting its esthetic, scenic, historic, archeologic, and scientific features."

Of the 84 miles of the Rogue River which have been designated a component of the National Wild and Scenic Rivers System, the lower 37½ miles are located within the boundaries of the Siskiyou National Forest and will be administered by the Forest Service of the U.S. Department of Agriculture.

There is a total of 11,731 acres included within the boundaries. This is an average of 315 acres per mile which is about one quarter mile on each side of the river.

There are four distinct segments in this portion of the river; one has been classified as a wild river area, another as a scenic river area, and two as recreational river areas.

WILD RIVER AREA

Class Definition

This is a section of river which is free of impoundments and generally inaccessible except by trail, with watersheds or shorelines essentially primitive, and waters unpolluted. It represents a vestige of primitive America.

Wild river areas may include an occasional low-standard road, airstrip, habitation, or other kind of improvement at infrequent intervals which is already established, provided

the effects are limited to the immediate vicinity of the exception, the river otherwise meets the criteria for wild, and to the user of the river it appears "wild" for the rest of its length.

River Description

One part of the river has been classified as a wild river area. It extends from Watson Creek in sec. 17, T. 34 S., R. 11 W., upstream to the east Forest boundary at Marial—a distance of 12½ miles. At that point it connects with a river area which is administered by the Department of the Interior and which has also been classified as wild.

This section of river flows through a near-natural environment which possesses many areas of outstanding natural beauty. In Mule Creek Canyon, the river winds its way through a very tight channel bounded on both sides by vertical rock faces rising 40-50 feet above the water. The water appears unsure of its course as it boils, swirls, and churns through the canyon which is less than 20 feet wide in places. An eerie, isolated feeling grips the traveler because the noise level of the churning, gushing water blots out the sound of human voices. The canyon walls in this area are so steep that they can be seen unbroken from the water's edge to the ridgetop, a distance of 2,000 vertical feet at one point. The river is very picturesque in itself as the water flows around and over boulders, gravel bars, and deep holes. Rapids, riffles, and pools, each of which has its own characteristics are quite interesting and diverse. Blossom Bar rapids and the Devil's stairs rapids provide "picture-taking" scenery of white water conditions. Clay Hill stillwater, above Flea Creek, is a welcome change of pace after leaving the exciting white water conditions of the narrow canyon. This area is more open with a mixture of boulders covered with light-green colored moss, grass covered slopes, small caves, and live oak trees.

The area is not without some manmade improvements. There is a small settlement at Marial which is reached by a low-standard dirt road, the only one within the section. The road extends to within several hundred feet of the highwater line, but is not visible from the river. There are five homes located here which were originally constructed on invalid mining claims. They are now under special-use permits which expire at the end of 1979. These permits will not be renewed. Marial Lodge is a special use which will be continued because of the vital role it plays in serving the needs of recreationists. There is also a Forest Service station that houses a trail crew and a fire prevention guard. The Forest Service station and most of the residences are not visible from the river.

There is one other Forest Service station located at Brushy Bar, about 5½ miles below Marial. It is not visible from the river.

Of the 4,925 acres of land included within the wild river area, approximately 431 acres, or 9 percent, are privately owned. Private land development includes four lodges and about seven other buildings, mostly private residences. Seven of the buildings are visible from the river, but several of them blend very well and are not conspicuous. Most of the private land is in fairly large parcels held by four owners. There are, however, a number of smaller parcels with individual owners.

The four lodges provide overnight accommodations for river users, mostly fishermen. Two of the lodges have low-standard airstrips associated with them which are used in flying people and supplies in and out of the area.

A commercial jetboat business brings up to 17 passengers at a time to Paradise Bar, about 3 miles downstream from Marial.

Normally, the boat makes one round trip per day. In addition, all the lodge owners transport people and supplies upstream from Gold Beach via powerboats. Another source of powerboat use in this section of river is sport fishermen, both private and commercially guided. Even though there are some nonconforming uses along this section of the river, it is still essentially primitive in character. The use of powerboats is established and is publicly accepted in this section of the river. A number of the developments will be eliminated when the special uses are terminated. Of the others, the effects are limited to their immediate location. This section of river appears "wild" for the rest of its length and the river meets the other criteria for wild river area classification.

SCENIC RIVER AREA

Class Definition

This is a section of river that is free of impoundments, with shoreline or watershed still largely primitive and shoreline largely undeveloped but accessible in places by roads. Public roads open to use by motor vehicles may not parallel the river in close proximity. Substantial amounts of use by powerboats may be permitted.

River Description

One section of the river has been classified as a scenic river area. It extends from the creek in sec. 36, T. 35 S., R. 13 W., upstream to Blue Jay Creek in sec. 11, T. 35 S., R. 12 W., a distance of 7½ miles.

The river in this section is a wider, quieter, and less exciting river to boat than is the wild river area. There are some small riffles, but generally the water is flat. Large gravel bars are present in much of the area. The adjacent land generally slopes away from the river at an angle that is not too steep. An exception to this is in Copper Canyon where the river narrows down and the canyon walls rise abruptly from the river and can be seen unbroken for about 800 vertical feet. Vegetation in the scenic river area is generally dense and extends to the high-water mark essentially unbroken.

There is a higher percentage of private land in this section than in the wild river area, of which 936 acres, or 38 percent, of the 2,523 acres are privately owned. Only five structures can be seen from the river, however. In one place, a powerline crosses the river but it is almost unnoticeable. There is road access to the river's edge in two locations. One is on private land and is not now used by the public. The other, at Tom East Creek, is so rough that it is even difficult for 4-wheel drive vehicles to use it. The Gold Beach-Agness Road can barely be seen in one spot. There is one location where a number of years ago the timber was clearcut to the water's edge for a frontal distance of several hundred yards. It is now completely revegetated with no raw soil exposed. In another 10 years, it should be almost unnoticeable.

Another activity which has considerable, but temporary, impact on the area is the regularly scheduled run of excursion jet boats which make daily trips through this section. These boats are a special design approved by the Coast Guard for use on the Rogue River because they have proved themselves safe through many years of operation. The large boats carry 49 passengers. These trips provide the opportunity for approximately 40,000 people annually to experience the river and its scenery.

While there are a number of intrusions of man's activities in this section, the shoreline is largely undeveloped, the river still offers high quality natural scenery, and the character of the area remains largely primitive.

RECREATIONAL RIVER AREA

Class Definition

This is a section of river which is readily accessible by public roads or other provision for motorized access, has visible public roads which parallel the river, has habitations and other developments within close proximity to the river, and has undergone substantial modification to the scenery by man.

It also possesses high potential for development of recreation occupancy sites near the river as well as sites for launching and mooring boats.

River Description

There are two separate sections of the river which have been classified as recreational river areas:

(a) Lower recreational river area—from Lobster Creek Bridge upstream to the creek in sec. 36, T. 35 S., R. 13 W., a distance of 7 miles.

(b) Upper recreational river area—from Blue Jay Creek in sec. 11, T. 35 S., R. 12 W., upstream to Watson Creek in sec. 17, T. 34 S., R. 11 W., a distance of 10 miles.

The scenery along the river's edge is similar in both areas; that is, fairly dense vegetation (where not disturbed) on hills which slope fairly gently back from the water's edge. The river itself, however, is distinctly different in the two areas. The upper area down to Agness has numerous stretches of riffles which present some exciting white water action. The lower area is very similar to the river in the scenic river area, only it is flatter and wider. To operate a boat on this stretch of river does not require the experience and skill which it takes to operate above Agness and, as a result, many boats of all types are found in this section. The 49-passenger excursion jet boats make daily trips through the lower section and dock at resorts in the upper area.

There are a number of potential recreation development sites which have been identified in both areas. Some of the sites are presently in private ownership and should be acquired. There are also a number of places where there is vehicle access to the river's edge. With improvement, these areas can be developed into satisfactory boat launching and mooring sites.

Man has created considerable impact to the scenery in these areas. Both segments of river have paralleling roads which are visible in many places. The upper area has a visible road on both sides of the river in two places. In some cases, the road fills extend down into the river. In others, permanent earthwork scars resulting from road construction are visible. There are visible powerlines which parallel and cross the river in a number of places in both recreation river areas. Also, there are two highway bridges which dominate the scenes in which they appear. One spans the Rogue River itself and the other crosses the Illinois River right at its confluence with the Rogue.

There are 501 acres, or 28 percent, of the total 1,764 acres of land in the lower recreational river area that are privately owned. In this area, there are only a few dwellings which are visible from the river. There is, however, a privately owned and operated trailer park which can be seen.

About 1,579 acres of land in the upper recreational river area are privately owned. This is 63 percent of the total 2,519 acres, which is the highest percentage of private land along the river. There are numerous homes visible from the river, smoke and noise from a small sawmill are obvious, and there are many areas visible where the timber has been clear-cut close to the river.

Agness is the logical place to develop a center for services and supplies for both local

residents and the river-using public. To perform this function, it will be necessary to allow a greater variety of uses and a higher density of development in Agness and the immediate vicinity than any place else on the river. This must be done in a way which conforms with the purposes and intent of the Wild and Scenic Rivers Act. To this end, the Forest Service will attempt to coordinate with Curry County in the development of a plan and zoning ordinance to cover the private land in this area which falls within the wild and scenic river boundaries.

At such time that a valid zoning ordinance is duly adopted by Curry County which the Forest Service feels meets the purposes of the Act, such zoning ordinance will become a part of this plan and will be substituted for all provisions covering private land inside the boundaries in the Agness area, provided that the Forest Service retains the right to approve any variance or any amendment to the zoning ordinance before it can become effective.

Until such time that said zoning ordinance is duly adopted, the area within and adjacent to the community of Agness will be administered according to the management directions for the rest of the recreational river area.

If a satisfactory zoning ordinance is not adopted, the Forest Service will prepare a plan and management directions for the private land inside the wild and scenic river boundaries for this area. This plan will be the basis for the development of the Agness area so management objectives are met.

MANAGEMENT OBJECTIVES

Wild River Area

The wild river area will be managed to (1) preserve its essentially primitive character and outstanding scenic attractions, (2) maintain or improve the quality of the water which enters the river, (3) improve the fish and wildlife habitat, and (4) provide opportunities for river-oriented recreation which is dependent on the free-flowing condition of the river and consistent with the primitive character of the surroundings.

Scenic River Area

The scenic river area will be managed to (1) maintain or enhance the condition of the high quality scenery and the largely undeveloped character of its shoreline, (2) maintain or improve the quality of the water which enters the river, (3) improve the fish and wildlife habitat, (4) provide opportunities for river-oriented recreation which is consistent with its largely undeveloped nature and dependent on its free-flowing condition, and (5) utilize other resources and permit other activities which maintain or enhance the quality of the wildlife habitat, river fishery, scenic attractions, or recreation values.

Recreational River Area

Recreational river areas will be managed to (1) provide opportunities for a wide range of recreation activities which are oriented to the river and enhanced by its free-flowing condition, (2) maintain or improve the quality of the water which enters the river, (3) improve the fish and wildlife habitat, (4) maintain or enhance the quality of the scenery, and (5) utilize other resources and permit other activities to the extent that they do not lower the quality of the wildlife habitat, river fishery, scenic attractions, or recreation value.

ADMINISTRATION

Separate, but coordinated, plans for the management of the Rogue River have been prepared by the Forest Service and the Bureau of Land Management.

Coordination will continue to assure that administration of the River is consistent.

The plan is a guide to the management of the use of the Rogue River National Wild and Scenic River within the Siskiyou National Forest. As such, it has been influenced not only by the Wild and Scenic Rivers legislation, but by the policies and directions in other plans and multiple-use guides pertinent to this area. These various plans are part of the management guides for the administration of the Siskiyou National Forest and may be reviewed at the office of the Forest Supervisor in Grants Pass, Oreg.

In the development of the plan, public participation has been obtained through an ad hoc steering committee, public meetings, and consultation with individuals and groups.

NON-FEDERAL LAND

Within the boundaries of the Forest Service administered portion of the Rogue River, there is both Federal and private ownership. The acreage of private land is 3,447 acres and is 29 percent of the total acreage within the boundaries. The management directions which are contained in this plan, unless otherwise specified, apply to both private and federally owned lands.

Compliance with the management directions on land which remains in private ownership will be accomplished through acquisition of scenic easements to cover the affected portion of the private land. A scenic easement is the right to control the use of land (including the air space above such land) for the purpose of protecting the scenic view from the river. A scenic easement cannot affect, without the owner's consent, any regular use exercised prior to the acquisition of the easement.

If a scenic easement is purchased which restricts an owner's right to improve or alter his land, compensation will be made to the owner in an amount equal to the decrease in the value of the right restricted.

Scenic easements will be written so that improvement or alteration of the property, or change in land use which may impair the scenic quality, will require review and approval by the Forest Service before such activity may begin. Conforming and nonconforming uses of land are covered in this plan in a general way. Specific application of these guides will necessarily be determined on the ground on a case-by-case basis.

The Forest Service will attempt to acquire fee title to those tracts of land which are necessary to meet the recreation development schedule which appears later in the plan. It will also consider acquisition of any other parcel of land which becomes available if it is in the public interest to do so. The Land Adjustment Plan indicates needed action.

RECREATION DEVELOPMENT PROGRAM

General

In the wild river area, demand for use will probably be greater than the area can accommodate and still retain a primitive character. Therefore, capacity will be limited to that which is consistent with the management objectives of the area. No more facilities will be provided than are necessary to accommodate the established capacity, even though there is more usable land available.

On the other hand, the recreational and scenic river areas are limited in the amount of usable land which is available for development. Because of this, demand will probably be greater than it is physically possible to provide facilities for.

Because it seems probable that there will be an overall greater demand for use of the river than the river can handle, it will be

MIDDLE FORK SALMON WILD AND SCENIC RIVER

Classification, Boundaries, and Development Plan

Pursuant to authority delegated to the Chief, Forest Service, by the Secretary of Agriculture dated November 29, 1964 (29 U.S.C. 16210), the classification, boundaries, and development plan for the Middle Fork of the Salmon Wild and Scenic River Area in the Boise, Challis, Payette, and Salmon National Forests, Idaho, are established as hereinafter set forth. The material which follows is all contained in the River Plan for the Middle Fork of the Salmon River, copies of which were furnished the President of the Senate and the Speaker of the House of Representatives on October 1, 1969, in accordance with subsection 3(b) of the Wild and Scenic Rivers Act (82 Stat. 908).

EDWARD P. CLIFF,
Chief, Forest Service.

A WILD AND SCENIC RIVER

The Middle Fork of the Salmon River and adjacent land are classified as a "Wild River" area, except for the Dagger Falls roadhead area, which is classified as a "Scenic River" area, under the provisions of the Wild and Scenic Rivers Act.

Wild River areas are defined in the act as "Those rivers or sections of rivers that are free of impoundments and generally inaccessible except by trail, with watersheds or shorelines essentially primitive and waters unpolluted. These represent vestiges of primitive America."

For a Wild River area, the term "generally inaccessible" is interpreted to mean free of roads, airstrips, and other provisions for motorized overland access. The term "essentially primitive" is interpreted to mean free of habitation and other substantial evidence of man's intrusion. Exceptions to these interpretations are that an occasional habitation, low-standard road, airstrip, or other kind of improvement—at infrequent intervals and already established—will not preclude "wild" classification, provided the effects are limited to the immediate vicinity of the exceptions; that the river otherwise meets the criteria for "wild;" and to the users along the river it appears "wild" for the rest of its length.

The short Scenic River section extends from Dagger Creek to approximately one-half mile below Dagger Falls. Scenic River areas are defined in the act as "Those rivers or sections of rivers that are free of impoundments, with shorelines or watersheds still largely primitive and shorelines largely undeveloped, but accessible in places by roads."

The boundary of the Wild and Scenic River area is described in detail in the appendix. Approximately 32,000 acres are within the boundary.

The Middle Fork Salmon River in central Idaho flows through one of the deepest gorges in North America. The river is born at the confluence of Marsh and Bear Valley Creeks, some 20 miles northwest of Stanley, and plunges northeasterly 104 miles to join the Main Salmon River.

For its lower 80 miles, the Middle Fork flows through the Idaho Primitive area. This 1½-million-acre area was established in 1931 to preserve and perpetuate natural conditions. The Primitive Area is being reviewed as to its suitability or unsuitability for preservation as Wilderness in accordance with the Wilderness Act of 1964. That portion of the Wild River within the Idaho Primitive

Area is subject to the provisions of both the Wild and Scenic River Act and the law and regulations governing primitive areas. In case of conflict, the more restrictive provisions apply.

The Middle Fork is to be administered by the Forest Service in a manner that protects and enhances the values which caused it to be included in the National Wild and Scenic Rivers System. To accomplish this, the river area will be managed to:

- Maintain the natural free-flowing condition of the river.
- Protect water quality.
- Protect scenic, recreational, geologic, fish and wildlife, historic, archeologic, and other similar values.
- Maintain the essential primitive conditions of the shorelines.
- Provide recreation opportunities in harmony with the wild and scenic nature of the river.

NATURE'S HANDIWORK

IMPASSABLE CANYON

The variable white, pink, and grey granites of the Idaho Batholith dominate the upper reaches of the river. Near the junction with the Main Salmon, gneiss, porphyry, and schists appear in the bedrock mix. Through this the river has carved the steep-walled "Impassable Canyon" thousands of feet deep. Natural geologic erosion continues on many of these steep slopes. Alluvial fans at the mouths of canyons and narrow terraces along the edge of the river provide limited flats within the canyon.

WHITE WATER

Bear Valley and Marsh Creeks join to form the Middle Fork of the Salmon River. Water from Sulphur, Pistol, Indian, Loon, Camas, and Big Creeks, and Rapid River, along with numerous other side streams, add to the river as it flows some 104 miles to the Main Salmon River. The natural character and water purity of the Middle Fork are dependent upon maintaining the continuing purity of all the tributaries.

Free flowing—the river is characterized by stretches of comparatively smooth water abruptly and invariably followed by one or more swift and rocky rapids. Seasonal fluctuations are normal. High water every spring rearranges some of the sandbars that provide camp spots during the low water of midsummer and fall.

VEGETATION AND CLIMATE

The climate and vegetation change with elevation. Near the headwaters, at 6,400 feet elevation, Douglas-fir, lodgepole pine, and Engelmann spruce form a forest canopy which is broken by lush meadows and open south-facing slopes. Cool summer temperatures and heavy winter snows also favor lupine, penstemon, wild geranium, and bunch grasses in this higher country.

Temperatures warm and precipitation lessens down-river. Ponderosa pine replaces Douglas-fir, and steep slopes support mountain mahogany, bitterbrush, and other plants and shrubs adapted to the heat and drought. In the deep lower canyon, the summer sun raises temperatures into the 90's. Towering cumulus clouds often appear in mid-afternoon, bringing thundershower activity and lightning storms. Light snowpaks are normal in winter, attracting wildlife from high country to spend the winter.

WILDLIFE

Elk, mule deer, bighorn sheep, mountain goat, cougar, and black bear are the larger wildlife species. A variety of fur bearers and smaller mammals also live near the river. Cougar, coyote, and bobcat fill a key niche in

the natural ecology of the Middle Fork by limiting big game populations.

Blue, ruffed, and Franklin grouse are native game birds. Chukar and Hungarian partridge have been introduced and are seen in the lower canyon. Most common of the many species of small birds are the "bobbing" water ouzel, belted kingfisher, western tanager, and Idaho's State bird, the mountain bluebird.

Rattlesnakes are the most prominent reptile, particularly in the lower elevations.

SALMON AND TROUT

Nearly one-third of the migrating chinook salmon in the Salmon River drainage spawn in the Middle Fork and its tributaries. The steelhead, an ocean-going trout, migrates up the river during fall and winter to spawn each spring. The native cutthroat, Dolly Varden, and rainbow trout are major fishing attractions. Whitefish are present and appear to be increasing in number.

MAN IN THE CANYON

INDIAN TIMES—SHEEPEATERS AND BEFORE

In the early 1860's, explorers and trappers found Shoshone Indians living in the Salmon River Mountains. Recent archeological analysis of bonechips, tools, and mussel shells, found in rock shelters, confirms that primitive man probably lived in the rugged canyon 8,000 years ago.

In 1879, the Sheepstealer campaign was launched from Fort Boise to subdue the Indians, who were accused of murdering several settlers and Chinese miners. The so-called Sheepstealer Indians—actually Shoshone Indians—had been joined by Indian refugees of the Bannock War. Captain Reuben P. Bernard (later made a general) led the trek through the unexplored canyon of the Middle Fork, which he called the "Impassable Canyon." The troopers suffered hardships and mishaps, including one skirmish with the Indians and the death of one soldier. Some weeks later, two lieutenants succeeded in negotiating the Indians' surrender.

PROSPECTORS AND HOMESTEADERS

Prospectors found little to hold their interest in the isolated Middle Fork Canyon. Ore in the nearby Yellow Jacket and Thunder Mountain districts proved more tempting. Several homesteaders moved into the area in the early 1900's to raise food for the nearby miners. During the same period, the National Forests were created. In 1931 much of the Middle Fork drainage was designated by the Chief of the Forest Service as a part of the Idaho Primitive Area.

During the 1940's, the Idaho Fish and Game Department purchased several of the private ranches to provide more forage for wintering big game.

RECREATIONISTS TODAY

As the airplane came into use, some homesteaders' pastures became crude landing fields. Firefighters used this new mobility for supplies and smokejumper transportation. Today, flights by experienced mountain pilots are routinely made to half a dozen improved airfields along the river to transport boaters, hunters, fishermen, mail, and supplies. The airfields are, however, tricky. Special care and pilot skills are needed to safely use them.

A few remaining rustic ranches have become headquarters for packers and guides, guest ranches, and recreational homesites.

In 1930, running the rapids below the mouth of Wilson Creek was termed "suicidal." But, with the advent of the rubber boat and white-water kayaks, the adventurous can now regularly run the full length of the Middle Fork. Guided float-boating

parties are a regular service for those who wish to enjoy the wild and scenic river. The river has been little changed by the activities of man. It remains free flowing with its banks largely in natural condition.

PROTECTION AND DEVELOPMENT

WATER—FREE FLOWING AND HIGH QUALITY

The Middle Fork, fed by many large creeks and smaller streams, has been classified a Wild River, except for a short section of Scenic River near Dagger Falls, because of its high quality water, free-flowing condition, and other values. Watershed conditions are generally good, with much of the area protected by forests, shrubs, and grass. On some areas, due to the steepness of the terrain and unstable soil condition, the rate of natural erosion and sedimentation is quite high.

The clear water in the Middle Fork is produced mostly on high mountain watersheds near the headwaters and tributaries of the river, outside the Wild and Scenic River area. These watersheds receive more than 60 inches of precipitation per year, mostly in the form of snow.

A few tributaries, due to mining or other activities outside the area, contribute or have the potential for contributing siltation or pollution to the river.

A few small water diversions have been installed, mostly on tributaries within or near the area. The water diverted from these tributaries is used for irrigation, for operation of small hydroelectric plants, and for domestic purposes on National Forest, State, and private lands. Water is pumped directly out of the Middle Fork for irrigation on the Forest Service landing field at Indian Creek.

Objectives of the Forest Service in administering the water resource in the Wild and Scenic River include maintaining or restoring satisfactory conditions in the watersheds; maintaining riverbanks in essentially primitive conditions; providing exceptional opportunities for river-oriented recreation; and keeping the waters of the Middle Fork in an unpolluted, free-flowing condition, with no new impoundment, diversion, straightening, riprapping, nor other modification.

After midsummer, the waterflow drops off, and it is difficult to float the upper river except with the smallest float boat. In late summer, floating use is almost entirely below Indian Creek. Since this part of the river can be reached only by trail or air, such use is usually by those who are flown or packed in.

The tributaries outside the Wild and Scenic River and outside the Idaho Primitive Area may be investigated for possible opportunities for water storage to permit low flow augmentation. If such opportunities exist, the desirability of development would be evaluated.

RECREATION—AN OPPORTUNITY

The Middle Fork Salmon Wild and Scenic River is well known nationally for outstanding opportunities it offers for white-water float boating, fishing, and general enjoyment of a rugged, back-country river canyon. Outstanding attractions include the deep, emerald-hued pools of the river, alternating with swift currents and white-water rapids; the scenic mountainous background; the abundant wildlife; and the feeling of solitude the visitor can find in this remote area.

Float boating the river during the summer months is very popular. Most boaters float the river with commercial boat outfitters. Others float in private parties. Large rubber rafts are used by most floaters. Boaters spend 5 to 7 days on the river and enjoy fishing, camping, and sightseeing. Boating use is increasing each year and will likely double by

1975. No boat motors of any type are permitted.

Many people are flown into the various landing fields in the area to fish for salmon and steelhead trout or to hunt for mule deer, elk, bighorn sheep, and mountain goats. Big game animals are plentiful in and near the Wild and Scenic River area. Aircraft use is increasing each year.

Visitors can drive to the Middle Fork area via the Dagger Falls road, which enters the Scenic River area approximately 8 miles down river from the origin of the Middle Fork. Two campgrounds and a boat-launching ramp are located within the Scenic River area at the end of this road. Boaters, campers, fishermen, and sightseers are presently using these facilities. Some modification of these facilities is needed to protect Scenic River values in the Dagger Falls area and to alleviate conflicts in uses, principally between single-day and overnight use. Such modification may include removal of overnight camping facilities from the immediate vicinity of Dagger Falls and expansion of such facilities in other nearby sites within or adjacent to the Scenic River area. Improvement or relocation of the boat ramp facilities and enlargement of the parking and boat-unloading areas may be desirable.

Some trail machine users have enjoyed riding the trails from the headwaters of the Wild and Scenic River downstream to the Idaho Primitive Area boundary. With classification of the area as a Wild and Scenic River, trail machine use is permitted only on the main roads in the Dagger Falls area.

Trail use by backpackers attracts many visitors each year. Organized groups of Boy Scouts and others enjoy hiking in the remote Middle Fork area. The trail from Dagger Falls upstream is particularly attractive to small family groups who may enjoy the pristine beauty and solitude of the upper river reaches.

The Forest Service will administer the recreation resource of the Middle Fork Salmon River to provide relatively primitive recreation opportunities in harmony with the nature of the river, and to protect the scenic, fish and wildlife, archeologic, and other outstanding recreation values.

During 1968, approximately 1,600 people floated the Middle Fork. Recent trends indicate that float boating use will likely double by 1975. The most concentrated use of the river is in the vicinity of Dagger Falls. Approximately 4,000 people visit this area annually. These visitors enjoy fishing for salmon and trout, camping, picnicking, hiking, sightseeing, and other recreation activities. An estimated 3,000 people are flown into the various landing fields each year to enjoy fishing and other river activities. Trail riding and hiking have attracted nearly 1,000 visitors annually in recent years. Another 400 people come to the river area to hunt for big game and other wildlife species near the river. By 1975, an estimated 15,000 visitors may seek to enjoy the Wild and Scenic River area annually.

The river area has a limited capacity for accommodating recreation use while retaining those special qualities that qualify it as a Wild and Scenic River. Excessive human use by those attracted to its rugged beauty and everchanging scene can severely damage or otherwise adversely affect the very things they have come to enjoy.

An objective of the Forest Service is to develop criteria and establish guidelines as to the optimum use capacity of the area consistent with Wild and Scenic River values. Management efforts will be focused on proper distribution and use of the area. When it becomes necessary, a limitation on the amount of use will be needed.

Seventeen camp spots have been minimally developed along the river to provide boaters and other visitors with essential sanitation facilities. Toilet facilities are planned for 19 additional camp spots by 1975. Camp spot development within the Wild River area will conform to Forest Service Wilderness standards. Although many visitors who camp along the river prefer to use the minimally developed camp spots, they are not required to do so.

A BETTER UNDERSTANDING

Many natural features and archeological and historical sites are of interest to the Middle Fork visitor. A limited amount of information on these is available in Forest Service maps and brochures of the area. Additional information can be obtained from Forest Service personnel at headquarters, along the river, and from commercial boaters.

Interpretation of Wild and Scenic River features will be done primarily through expanded use of brochures, maps, other printed material, and signing. New signing within the Wild River area will conform to Wilderness signing standards. The goal is to provide a better understanding of the Middle Fork for visitors, but accomplish this in a manner that does not detract from Wild and Scenic River values. The feasibility of constructing an appropriate and safe observation site at Dagger Falls will be studied.

TRAVEL TO AND THROUGH

Visitors can drive directly to the Middle Fork over the Dagger Falls road which enters from Bear Valley. Major road access to the vicinity is provided by State and Federal highways.

Eight landing fields within the Wild River area provide access to visitors who wish to be flown into the area. Several of these landing fields are generally considered usable for emergency use only. All landings require special techniques and mountain pilot skill. Small aircraft charter service is available in several nearby towns.

Any landing field found to be nonessential or undesirable for meeting administrative or visitor needs in the Wild River area may eventually need to be phased out. Access for big game harvest, fire control, and other needs will be carefully analyzed before any closure is implemented.

Many trails originating at roadheads well outside the Wild River area provide access to it. A foot and horse trail closely parallels the Middle Fork, from its origin to Big Creek, on one side of the river, and in some segments on both sides. Several trail bridges span the river.

Water transportation for recreational purposes is of national significance. Float boating is the only practical means of transportation through the deep narrow canyons of the lower river area.

The Forest Service will maintain or develop needed facilities for appropriate access to and within the Wild and Scenic River area.

Trail machine use has been fairly popular on the trail within the upstream portion of the Wild and Scenic River area outside the Idaho Primitive Area. Such use generally is not in harmony with other uses in this Wild and Scenic River area and will be terminated. Trail machine use will be permitted only on the main Dagger Falls road.

WILDLIFE AND FISH

Maintaining a balance between the big game and its limited winter range is a major challenge of both game and land managers. Idaho Department of Fish and Game biologists and Forest Service officers work together to maintain and improve big game habitat. Population control, a key to big game management in this remote area, is dependent

upon hunters and the natural activities of cougar, coyote, and other carnivores.

The needs of all species of wildlife, from the chipmunk to the mighty elk, receive management consideration. Special management attention is given to the small population of bald eagles, a rare species.

Chukar and Hungarian partridge are introduced species thriving along the river. Wild turkeys were planted along the Main Salmon River and may eventually spread to favorable habitat along the Middle Fork. No new exotic species will be introduced into the Wild and Scenic River area.

The clean gravel bottoms of the Middle Fork and its tributaries are prime spawning beds for chinook salmon and steelhead trout. Native cutthroat, rainbow, and Dolly Varden trout are popular sports fish for the float boaters. Fishing pressures on these trout and the increasing population of whitefish present a challenging management problem for fishery biologists. Minimizing pollution, as well as maintaining a normal waterflow for tributaries, will assure a quality aquatic habitat in the Middle Fork. Specific control measures may eventually be needed to prevent an overpopulation of rough fish.

Hunting and fishing licenses are required by State law for visitors wishing to pursue these activities.

FOREST AND RANGE LANDS

The variety of grasses, flowers, shrubs, and trees found along the Middle Fork of the Salmon River is typical of many parts of central Idaho. Flowers change with the seasons.

Some trees have been cut within the Wild and Scenic River area to provide construction materials for homesteads and for a limited amount of mineral prospecting. A small sawmill has operated for several years on private land at the Pistol Creek Ranch. Commercial timber harvesting is considered to be inconsistent with the management of this Wild and Scenic River.

Some forest stands have been damaged by localized, heavy, recreational uses. Reducing the forest resource impacts from increased recreation use is an important task.

It is reasonable to expect that a normal loss of trees will occur due to activities of bark beetles, other insects, and diseases. If damage to Wild and Scenic River values reaches intolerable levels, carefully planned control may be necessary.

Cattle and sheep once used parts of the area; but due to its remoteness and the generally unsuitable terrain, grazing by these animals ended some years ago. The major demand for forage in the area is for big game, primarily during the winter months, and for commercial, recreation, and administrative pack and saddle stock during summer and fall. It is anticipated that the demand for forage for pack and saddle stock will soon exceed the existing supply, particularly in heavily used areas. Packing in feed for use of commercial and recreational stock, at least in such areas, will become necessary. Many campsites will need to be protected from trampling and sanitation damage by pack and saddle stock. Concentrations of pack and saddle stock near open streams will be avoided to protect water quality.

On these rangelands, insect-control measures are seldom needed. However, key winter ranges essential for big game survival may need to be treated if insect infestations are seriously and persistently damaging browse plants.

PROSPECTING AND MINING

Little mining activity is present in the Wild and Scenic River area. Only 13 claims show evidence of past use. The Wild and Scenic Rivers Act withdraws from further mineral entry the bed of the Wild River, its banks,

and the land within one-quarter mile on each side of the river. The Scenic River area is not withdrawn by the act but will be withdrawn administratively.

Owners of existing claims will be encouraged to remove improvements and return their claims to near-natural conditions, when no longer needed for mining purposes. Protecting water quality is a major goal in working with mining claimants, both within and outside the Wild and Scenic River area. Mining activities outside the boundary can also affect the character of the Wild and Scenic River area. Dredging in Bear Valley and mining in Loon, Camas, and Pistol Creeks have contributed to sedimentation and pollution in these tributaries and the Middle Fork. The Forest Service will work with mining interests and State and local agencies to minimize effects of such operations.

FIRE

The potential for large destructive fires exists in the Middle Fork area. Extreme burning conditions develop during the summer and early fall months. Most fires are lightning caused, but man-caused fires are an increasing threat. The steep slopes, rocky canyon walls, and limited access make fire suppression activities difficult. Smokejumpers, aerial retardants, and helitack crews are the main line of initial fire attack. Followup suppression activities often depend on the use of some airfields in the area.

An increasingly effective fire prevention program will be aimed at limiting the number of man-caused fires. In addition, fast airborne initial attacks will continue to be an essential part of fire protection along the river.

ADMINISTRATION

Administering the Wild and Scenic River requires Forest Service personnel with responsibilities for protection and management of the resources and activities in the area. They maintain trails and other Wild and Scenic River improvements, help to protect the area from fire, and provide needed facilities for the visitor. They work to keep Forest Service landing fields safe for skilled pilots to use in flying visitors to and from the area. They also assist visitors through contacts and by providing emergency help when needed.

One of the popular aspects of recreation on the Middle Fork is the near absence of controls on use. This must change somewhat, as increased recreation use necessitates some additional regulation of use to protect the Wild and Scenic River environment, the outstanding water quality of the Middle Fork, and other features. Such regulation should be minimal, so as not to detract significantly from the visitor's river experience. Except in the developed sites around Dagger Falls, packing out of unburnable refuse to specified collection locations is a requirement of all river users. Federal and State laws and regulations concerning littering, use of fire, and other activities applicable to the Middle Fork will be enforced by river administrators. As recreation demands increase, the following user requirements will eventually need to be implemented:

- Limits on size and number of boat parties.
- Assignment of camp spots.
- Use of a permit system for entry into the area.

It is the goal of Forest Service administrators to protect the environment and to manage the recreation and related resources of the Middle Fork of the Salmon River for the benefit and enjoyment of present and future generations.

Most river employees live in cabins located at Forest Service guard stations within the Wild River area. Some live in tents. Most

live and work in the area during a 7-month work season. The Middle Fork boat patrol and other river patrolmen work within the Wild and Scenic River area, but have their headquarters outside it.

Some guard stations and other administrative facilities have some improvements that are not harmonious with the Wild River environment. Removal or altering of some facilities and equipment will enhance the environmental qualities of certain sites. Some facilities are old and inadequate, and a few are no longer needed. Some new facilities may be needed.

The Forest Service will continue to provide administrative personnel to protect and maintain the Wild and Scenic River environment and to help the public. Needed facilities will be designed, constructed, and maintained to be harmonious with it.

RANCHES AND HOMESITES

Eight parcels of privately owned land, comprising 769 acres, are within the Wild River area. Some landowners provide commercial services and facilities for visitors. Others have developed their land for summer home residences. Not all private lands are developed.

One ranch has been subdivided and several homes have been built on the riverbank. Two ranches are corporate-owned and have been developed with facilities to accommodate guests. Private lands have potential for further development.

Continuation of current uses are subject to the landowners' personal plans and desires. Some potential future uses of private lands may not be compatible with Wild River management objectives.

The Forest Service will work closely with individual landowners to determine how future development and use of private land can be compatible with Wild River values. Some of the general objectives applicable to all private lands in the area are:

- Permit no new habitations nor substantially increased capacity.
- Permit other new structures that are essential for continuance of existing uses, or acceptable new uses, but make such structures inconspicuous and in harmony with the environment.
- Encourage the alteration of existing improvements that do not harmonize with the environment.

Assurance of the compatibility of future uses of private land generally can be provided cooperatively by means of scenic easement acquisition by the Forest Service. The Wild and Scenic Rivers Act provides for such acquisitions.

The Forest Service is interested in acquiring fee title to private land needed to protect or enhance public use or enjoyment within the Wild River area when its owner voluntarily makes it available. In such acquisition, reservations by the landowner for his continued personal occupancy and use for a reasonable period of time can be negotiated.

IDAHO STATE LANDS

Lands within the Wild River area owned by State of Idaho agencies comprise 1,013 acres and include one partial school section and six ranches.

The partial State school section is under lease and used in conjunction with adjacent private property.

The Idaho Fish and Game Department purchased six ranches from private landowners in the early 1940's to reduce competition for forage between domestic livestock and big game. Some of these lands are leased to commercial outfitters for hunting camps and for grazing outfitter pack and saddle stock. Two of these ranches have small blocks of privately owned land within them.

The Forest Service will cooperate with the State to achieve coordination of management consistent with Wild River objectives.

**MIDDLE FORK SALMON WILD RIVER AREA
DESCRIPTION OF EXTERIOR BOUNDARY**

The exterior boundary of the Middle Fork Salmon Wild River Area is herein described by metes and bounds, with all coordinates, bearings, and distances being referred to the Idaho State-Plane Coordinate System, Central Zone, as established by the U.S. Coast and Geodetic Survey and based on the positions of USC&GS triangulation stations Long Tom Mountain (USFS) 1945: X=352,356.44; Y=1,340,292.69; and Middle 1945: X=348,500.06; Y=1,325,165.79.

Beginning at Angle Point 1 with coordinates X=347,308.050; Y=1,329,961.701; said point bears S. 46°07'04" W., a distance of 1,737.055 feet from USC&GS Station Middle 1945; and bears S. 17°11'16" W., a distance of 17,083.938 feet from USC&GS Station Long Tom Mountain (USFS) 1945; said point is also located near and westerly from the confluence of the Middle Fork Salmon River with that of the Salmon River, Idaho; thence along the courses and distances in the following table:

Angle points		Bearing	Distance (feet)
From	To		
1	2	S. 51°09'13" W.	2,527
2	3	S. 29°49' W.	2,496
3	4	S. 49°34' W.	5,336
4	5	S. 44°44' W.	4,865
5	6	S. 54°03' W.	4,830
6	7	S. 37°41' W.	4,877
7	8	S. 9°53' W.	2,613
8	9	S. 71°08' W.	3,461
9	10	S. 21°08' W.	18,198
10	11	S. 17°23' W.	4,569
11	12	S. 31°47' W.	3,827
12	13	S. 8°15' E.	5,340
13	14	S. 26°33' W.	6,205
14	15	S. 19°07' E.	3,376
15	16	S. 2°00' E.	4,648
16	17	S. 21°46' E.	3,082
17	18	S. 25°29' W.	5,305
18	19	S. 11°17' W.	4,730
19	20	S. 34°28' E.	5,409
20	21	S. 44°45' W.	3,080
21	22	S. 3°39' W.	5,406
22	23	S. 9°25' W.	20,794
23	24	S. 6°40' W.	8,192
24	25	S. 31°03' W.	6,743
25	26	S. 7°34' E.	5,194
26	27	S. 31°17' E.	7,435
27	28	S. 25°29' W.	5,462
28	29	S. 9°34' E.	3,728
29	30	S. 1°45' E.	9,370
30	31	S. 8°12' W.	2,838
31	32	S. 80°40' W.	4,033
32	33	S. 73°09' W.	5,742
33	34	S. 0°07' E.	2,620
34	35	S. 10°54' E.	4,228
35	36	S. 40°00' W.	2,652
36	37	S. 18°30' E.	2,695
37	38	S. 74°59' W.	5,850
38	39	S. 45°17' W.	2,062
39	40	S. 6°22' W.	1,700
40	41	S. 1°53' W.	1,679
41	42	S. 79°09' W.	1,506
42	43	S. 29°10' W.	2,058
43	44	S. 27°12' W.	4,700
44	45	S. 51°34' W.	1,344
45	46	S. 80°50' W.	3,330
46	47	S. 40°22' W.	8,008
47	48	S. 60°51' W.	2,072
48	49	S. 65°54' W.	2,946
49	50	S. 45°13' W.	6,145
50	51	S. 60°17' W.	2,088
51	52	S. 28°10' W.	2,891
52	53	S. 8°42' W.	2,030
53	54	S. 70°34' W.	2,919
54	55	S. 20°05' W.	4,499
55	56	S. 08°10' W.	3,916
56	57	S. 54°33' W.	4,796
57	58	S. 6°21' W.	1,833
58	59	S. 82°28' W.	3,959
59	60	N. 47°49' W.	4,305
60	61	N. 80°15' W.	4,861
61	62	S. 75°29' W.	4,968
62	63	N. 13°32' W.	4,857
63	64	N. 73°19' W.	2,063
64	65	N. 87°47' W.	1,168
65	66	N. 48°41' W.	4,608
66	67	N. 67°56' W.	4,654
67	68	N. 43°10' W.	6,766
68	69	N. 86°59' W.	3,108

Angle points		Bearing	Distance (feet)
From	To		
69	70	S. 60°27' W.	9,082
70	71	S. 42°44' W.	5,786
71	72	S. 63°49' W.	5,215
72	73	S. 26°09' W.	2,214
73	74	S. 0°39' E.	4,120
74	75	S. 11°38' E.	2,874
75	76	S. 1°10' W.	5,129
76	77	S. 6°16' W.	3,305
77	78	S. 18°48' W.	14,020
78	79	S. 23°08' E.	1,298
79	80	S. 58°08' W.	4,458
80	81	S. 26°16' W.	3,575
81	82	S. 46°09' W.	4,477
82	83	N. 82°51' E.	4,660
83	84	N. 85°43' W.	3,153
84	85	S. 21°25' W.	3,134
85	86	S. 69°17' W.	5,703
86	87	S. 47°21' W.	3,869
87	88	N. 71°14' W.	2,152
88	89	N. 62°00' W.	1,943
89	90	S. 08°44' W.	2,114
90	91	S. 8°27' W.	4,148
91	92	S. 29°30' W.	8,024
92	93	S. 40°29' W.	1,072
93	94	S. 14°27' E.	1,419
94	95	S. 2°30' E.	2,445
95	96	S. 52°31' W.	3,940
96	97	S. 0°30' W.	8,133
97	98	S. 47°08' E.	2,885
98	99	S. 00°20' E.	3,783
99	100	S. 32°20' E.	6,680
100	101	S. 86°20' E.	8,606
101	102	S. 29°22' E.	3,686
102	103	S. 25°25' W.	2,855
103	104	S. 30°24' E.	2,778
104	105	S. 29°45' E.	4,025
105	106	S. 5°21' E.	2,270
106	107	S. 36°29' W.	4,166
107	108	S. 7°58' E.	5,724
108	109	S. 32°44' E.	2,390
109	110	N. 45°28' E.	1,819
110	111	N. 14°52' E.	3,987
111	112	N. 1°06' W.	5,827
112	113	N. 13°00' W.	3,021
113	114	N. 0°29' W.	1,660
114	115	N. 27°23' W.	5,125
115	116	N. 7°49' E.	2,414
116	117	N. 31°31' W.	1,404
117	118	N. 41°21' W.	4,286
118	119	S. 84°55' W.	7,166
119	120	N. 9°45' W.	2,339
120	121	N. 43°20' W.	3,117
121	122	N. 10°51' W.	4,483
122	123	N. 22°41' W.	3,112
123	124	N. 10°45' W.	5,918
124	125	N. 4°54' W.	4,283
125	126	N. 37°08' E.	3,445
126	127	N. 31°34' E.	5,446
127	128	N. 78°11' E.	5,666
128	129	N. 53°33' E.	4,571
129	130	N. 70°41' E.	3,346
130	131	N. 87°07' E.	2,783
131	132	N. 37°04' E.	2,677
132	133	S. 85°42' E.	5,366
133	134	N. 22°28' E.	3,657
134	135	N. 50°30' E.	8,889
135	136	N. 19°52' E.	7,574
136	137	N. 24°10' E.	4,194
137	138	N. 19°25' E.	3,084
138	139	N. 2°17' E.	2,674
139	140	N. 2°18' W.	2,315
140	141	N. 32°10' E.	4,248
141	142	N. 4°18' E.	3,818
142	143	N. 11°45' E.	6,888
143	144	N. 30°08' E.	4,646
144	145	N. 57°15' E.	5,503
145	146	N. 52°10' E.	3,888
146	147	N. 62°37' E.	2,760
147	148	S. 20°58' E.	1,735
148	149	S. 47°38' E.	5,440
149	150	S. 55°17' E.	2,043
150	151	S. 55°34' E.	4,533
151	152	S. 12°12' E.	5,115
152	153	N. 85°36' E.	3,636
153	154	S. 1°44' E.	6,119
154	155	S. 11°45' W.	1,672
155	156	S. 40°55' E.	1,346
156	157	S. 70°58' E.	891
157	158	N. 70°29' E.	6,305
158	159	N. 11°53' E.	2,632
159	160	N. 49°50' E.	3,251
160	161	S. 48°50' E.	3,620
161	162	S. 68°18' E.	2,569
162	163	N. 80°40' E.	4,994
163	164	N. 9°14' E.	2,464
164	165	N. 68°58' E.	3,128
165	166	N. 53°43' E.	1,798
166	167	N. 50°57' E.	2,713
167	168	N. 20°10' E.	4,678
168	169	N. 53°58' E.	5,716
169	170	N. 23°13' E.	2,916
170	171	N. 62°09' E.	1,660
171	172	N. 42°12' E.	2,892
172	173	N. 67°21' E.	3,841
173	174	S. 84°23' E.	1,888

Angle points		Bearing	Distance (feet)
From	To		
174	175	N. 47°47' E.	5,953
175	176	N. 14°43' E.	3,402
176	177	N. 84°33' E.	7,630
177	178	N. 5°35' E.	6,196
178	179	N. 39°14' E.	5,399
179	180	N. 55°29' E.	6,114
180	181	N. 69°45' E.	2,225
181	182	N. 9°58' E.	3,729
182	183	N. 13°00' E.	1,295
183	184	N. 0°30' W.	4,812
184	185	N. 61°58' E.	3,691
185	186	N. 82°32' E.	3,663
186	187	N. 36°44' E.	4,353
187	188	N. 37°03' W.	3,493
188	189	N. 23°30' W.	4,644
189	190	N. 14°00' W.	4,290
190	191	N. 8°07' E.	2,136
191	192	N. 24°09' E.	3,034
192	193	N. 6°00' E.	3,006
193	194	N. 8°37' W.	5,442
194	195	N. 5°10' E.	20,577
195	196	N. 1°50' E.	30,540
196	197	N. 67°29' W.	3,812
197	198	N. 13°01' E.	7,279
198	199	N. 23°40' E.	2,713
199	200	N. 35°01' W.	2,909
200	201	N. 11°28' E.	2,548
201	202	N. 7°08' W.	4,424
202	203	N. 23°59' E.	3,173
203	204	N. 5°47' E.	8,392
204	205	N. 60°49' E.	6,771
205	206	N. 25°22' E.	8,800
206	207	N. 11°54' E.	4,830
207	208	N. 34°41' E.	3,709
208	209	N. 60°41' E.	3,381
209	210	N. 8°20' E.	2,683
210	211	N. 28°17' E.	5,139
211	212	N. 51°50' E.	4,524
212	213	N. 51°19' E.	9,386
213	214	N. 30°23' E.	5,000
214	215	N. 14°54' W.	2,070
215	1	N. 53°34'02" W.	387.17

Said Point 1 being the point of beginning. Area contains 32,038 acres, more or less.

All distances are based on sea level and require adjustment to obtain ground-level distances.

X=East.

Y=North.

[F.R. Doc. 89-11925; Filed, Oct. 6, 1969; 8:45 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-139]

UNIVERSITY OF WASHINGTON

Notice of Issuance of Amendment to Facility License

The Atomic Energy Commission (the Commission) has issued, effective as of the date of issuance, Amendment No. 8 to Facility License No. R-73 dated April 31, 1961. The license presently authorizes the University of Washington to possess, use and operate the Argonaut-type nuclear reactor on the University's campus at Seattle, Wash., at power levels up to 100 kilowatts (thermal). The amendment extends the expiration date to October 13, 1989.

The Commission has found that the application for the amendment complies with the requirements of the Atomic Energy Act of 1964, as amended (the Act), and the Commission's regulations published in 10 CFR, Chapter I and that the issuance of the amendment will not be inimical to the common defense and security or to the health and safety of the public.

Within fifteen (15) days from the date of publication of the notice in the *FEDERAL REGISTER*, the applicant may file a request for a hearing and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the Commission's "Rules of Practice" in 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see (1) the licensee's application for license amendment dated August 20, 1969; and (2) the amendment to facility license, which are available for public inspection at the Commission's Public Document Room at 1717 H Street NW., Washington, D.C. Copies of item (2) above may be obtained at the Commission's Public Document Room, or upon request addressed to the Atomic Energy Commission, Washington, D.C. 20545, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 25th day of September 1969.

For the Atomic Energy Commission,

DENNIS L. ZIEMANN,
Acting as Assistant Director for
Reactor Operations, Division
of Reactor Licensing.

[F.R. Doc. 69-11954; Filed, Oct. 6, 1969;
8:47 a.m.]

[Docket No. 50-345]

WESTINGHOUSE ELECTRIC INTERNATIONAL CO.

Notice of Application for and Proposed Issuance of Facility Export License

Please take notice that Westinghouse Electric International Co., a division of the Westinghouse Electric Corp., 200 Park Avenue, New York, N.Y. 10017, has submitted an application dated July 7, 1969, for a license to authorize the export of a 350 megawatt electric nuclear power reactor to Nordostschweizerische Kraftwerke, A. G., Baden, Switzerland.

Upon finding that the reactor components proposed for export are within the scope of and consistent with the terms of the Agreement for Cooperation Between the Governments of the United States of America and Switzerland and, unless within 15 days after the publication of this notice in the *FEDERAL REGISTER*, a request for a hearing is filed with the U.S. Atomic Energy Commission by the applicant, or a petition for leave to intervene is filed by any person whose interest may be affected by the proceeding, the Director of Regulation will cause to be issued to Westinghouse Electric International Co., a facility export license containing the authority set forth in the text below and cause to be published in the *FEDERAL REGISTER* a notice of issuance of the license. If a request for

a hearing or a petition for leave to intervene is filed within the time prescribed in the notice, the Secretary will issue a notice of hearing or an appropriate order.

Pursuant to the Atomic Energy Act of 1954, as amended, and Title 10, Chapter I, Code of Federal Regulations, the Commission has found that:

(a) The application complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter I, Code of Federal Regulations, and

(b) The reactor components proposed to be exported are a utilization facility as defined in said Act and regulations.

In its review of applications solely to authorize the export of production or utilization facilities, the Commission does not evaluate the health and safety characteristics of the facility to be exported.

A copy of the application, dated July 7, 1969, is on file in the Atomic Energy Commission's Public Document Room located at 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 12th day of September 1969.

For the Atomic Energy Commission,

EBER R. PRICE,
Director, Division of
State and Licensee Relations.

PROPOSED EXPORT LICENSE

Pursuant to the Atomic Energy Act of 1954, as amended, and the regulations of the U.S. Atomic Energy Commission issued pursuant thereto, and in reliance on statements and representations heretofore made, Westinghouse Electric International Co., a division of Westinghouse Electric Corp., is authorized to export components of a 350 megawatt electric nuclear power reactor to Nordostschweizerische Kraftwerke, A. G., Baden, Switzerland, subject to the terms and provisions herein. The license to export extends to the licensee's duly authorized shipping agent.

Neither this license nor any right under this license shall be assigned or otherwise transferred in violation of the provisions of the Atomic Energy Act of 1954.

This license is subject to the right of recapture or control reserved by section 108 of the Atomic Energy Act of 1954, and to all other provisions of said Act, now or hereafter in effect and to all valid rules and regulations of the U.S. Atomic Energy Commission. This license is effective as of the date of issuance and shall expire on March 31, 1972.

For the Atomic Energy Commission,

[F.R. Doc. 69-11928; Filed, Oct. 6, 1969;
8:45 a.m.]

STATE OF GEORGIA

Proposed Agreement for Assumption of Certain AEC Regulatory Authority

Notice is hereby given that the U.S. Atomic Energy Commission is publishing for public comment, prior to action thereon, a proposed agreement received from the Governor of the State of Georgia for the assumption of certain of the

Commission's regulatory authority pursuant to section 274 of the Atomic Energy Act of 1954, as amended.

A résumé, prepared by the State of Georgia and summarizing the State's proposed program for control over sources of radiation, is set forth below as an appendix to this notice. A copy of the program, including proposed Georgia regulations, is available for public inspection in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., or may be obtained by writing to the Director, Division of State and Licensee Relations, U.S. Atomic Energy Commission, Washington, D.C. 20545. All interested persons desiring to submit comments and suggestions for the consideration of the Commission in connection with the proposed agreement should send them, in triplicate, to the Secretary, U.S. Atomic Energy Commission, Washington, D.C. 20545. Attention: Chief, Public Proceedings Branch, within 30 days after initial publication of this notice in the *FEDERAL REGISTER*.

Exemptions from the Commission's regulatory authority which would implement this proposed agreement, as well as other agreements which may be entered into under section 274 of the Atomic Energy Act, as amended, were published as Part 150 of the Commission's regulations in *FEDERAL REGISTER* issuances of February 14, 1962, 27 F.R. 1351; April 3, 1965, 30 F.R. 4352; September 22, 1965, 30 F.R. 12069; March 19, 1966, 31 F.R. 4668; March 30, 1966, 31 F.R. 5120; December 2, 1966, 31 F.R. 15145; July 15, 1967, 32 F.R. 10432; June 27, 1968, 33 F.R. 9388; and April 16, 1969, 34 F.R. 6517. In reviewing this proposed agreement, interested persons should also consider the aforementioned exemptions.

Dated at Germantown, Md., this 19th day of September 1969.

For the Atomic Energy Commission,

W. B. McCool,
Secretary.

PROPOSED AGREEMENT BETWEEN THE U.S. ATOMIC ENERGY COMMISSION AND THE STATE OF GEORGIA FOR DISCONTINUANCE OF CERTAIN COMMISSION REGULATORY AUTHORITY AND RESPONSIBILITY WITHIN THE STATE PURSUANT TO SECTION 274 OF THE ATOMIC ENERGY ACT OF 1954, AS AMENDED

Whereas, the U.S. Atomic Energy Commission (hereinafter referred to as the Commission) is authorized under section 274 of the Atomic Energy Act of 1954, as amended (hereinafter referred to as the Act), to enter into agreements with the Governor of any State providing for discontinuance of the regulatory authority of the Commission within the State under chapters 6, 7, and 8, and section 161 of the Act with respect to byproduct materials, source materials, and special nuclear materials in quantities not sufficient to form a critical mass; and

Whereas, the Governor of the State of Georgia is authorized under section 88-1307 of the Georgia Health Code (Georgia Laws 1964, pp. 499, 571) to enter into this Agreement with the Commission; and

Whereas, the Governor of the State of Georgia certified on August 29, 1969, that the State of Georgia (hereinafter referred to as the State) has a program for the control of radiation hazards adequate to protect the

public health and safety with respect to the materials within the State covered by this Agreement, and that the State desires to assume regulatory responsibility for such materials; and

Whereas, the Commission found on ----- that the program of the State for the regulation of the materials covered by this Agreement is compatible with the Commission's program for the regulation of such materials and is adequate to protect the public health and safety; and

Whereas, the State and the Commission recognize the desirability and importance of cooperation between the Commission and the State in the formulation of standards for protection against hazards of radiation and in assuring that State and Commission programs for protection against hazards of radiation will be coordinated and compatible; and

Whereas, the Commission and the State recognize the desirability of reciprocal recognition of licenses and exemptions from licensing of those materials subject to this Agreement; and

Whereas, this Agreement is entered into pursuant to the provisions of the Atomic Energy Act of 1954, as amended;

Now, therefore, it is hereby agreed between the Commission and the Governor of the State, acting in behalf of the State, as follows:

ARTICLE I

Subject to the exceptions provided in Articles II, III, and IV, the Commission shall discontinue, as of the effective date of this Agreement, the regulatory authority of the Commission in the State under chapters 6, 7, and 8, and section 161 of the Act with respect to the following materials:

- A. Byproduct materials;
- B. Source materials; and
- C. Special nuclear materials in quantities not sufficient to form a critical mass.

ARTICLE II

This Agreement does not provide for discontinuance of any authority and the Commission shall retain authority and responsibility with respect to regulation of:

- A. The construction and operation of any production or utilization facility;
- B. The export from or import into the United States of byproduct, source, or special nuclear material, or of any production or utilization facility;
- C. The disposal into the ocean or sea of byproduct, source, or special nuclear waste materials as defined in regulations or orders of the Commission;
- D. The disposal of such other byproduct, source, or special nuclear material as the Commission from time to time determines by regulation or order should, because of the hazards or potential hazards thereof, not be so disposed of without a license from the Commission.

ARTICLE III

Notwithstanding this Agreement, the Commission may from time to time by rule, regulation, or order, require that the manufacturer, processor, or producer of any equipment, device, commodity, or other product containing source, byproduct, or special nuclear material shall not transfer possession or control of such product except pursuant to a license or an exemption from licensing issued by the Commission.

ARTICLE IV

This Agreement shall not affect the authority of the Commission under subsection 161 b. or l. of the Act to issue rules, regulations, or orders to protect the common defense and security, to protect restricted data

or to guard against the loss or diversion of special nuclear material.

ARTICLE V

The Commission will use its best efforts to cooperate with the State and other agreement States in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that State and Commission programs for protection against hazards of radiation will be coordinated and compatible. The State will use its best efforts to cooperate with the Commission and other agreement States in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that the State's program will continue to be compatible with the program of the Commission for the regulation of like materials. The State and the Commission will use their best efforts to keep each other informed of proposed changes in their respective rules and regulations and licensing, inspection and enforcement policies and criteria, and to obtain the comments and assistance of the other party thereon.

ARTICLE VI

The Commission and the State agree that it is desirable to provide for reciprocal recognition of licenses for the materials listed in Article I licensed by the other party or by any agreement State. Accordingly, the Commission and the State agree to use their best efforts to develop appropriate rules, regulations, and procedures by which such reciprocity will be accorded.

ARTICLE VII

The Commission, upon its own initiative after reasonable notice and opportunity for hearing to the State, or upon request of the Governor of the State, may terminate or suspend this Agreement and reassert the licensing and regulatory authority vested in it under the Act if the Commission finds that such termination or suspension is required to protect the public health and safety.

ARTICLE VIII

This Agreement shall become effective on December 15, 1969, and shall remain in effect unless and until such time as it is terminated pursuant to Article VII.

Done at -----, in triplicate, this ----- day of -----

FOR THE UNITED STATES ATOMIC ENERGY COMMISSION,

FOR THE STATE OF GEORGIA,

ORGANIZATION AND STAFF RESPONSIBILITIES

The Georgia Radiation Control Council, which consists of five members, is appointed by the Governor. This Council is responsible to and reports to the Georgia State Board of Health and has the duty of advising the Georgia Department of Public Health on matters pertaining to ionizing radiation and standards, rules, and regulations to be adopted, modified, promulgated, or repealed by the Department. The five (5) appointed Council members are selected from nominees of the Medical Association of Georgia, the Georgia Dental Society, the Georgia Radiological Society, the Associated Industries of Georgia, and the Georgia Veterinary Association. All members have recognized knowledge in the field of ionizing radiation and its biological effects.

The Radiological Health Service is located in the Branch of Environmental Health of the Georgia Department of Public Health. Personnel of the Service will be responsible

for the technical evaluation of applications for radioactive material licenses, preparation of licenses, and for conducting inspections of licensees. This work will be under the immediate direction of the Chief of the Radiological Materials Control Section, with the assistance of two Radiation Safety Officers I and one-time secretary.

Personnel of the X-Ray Control Section will be responsible for the registration and inspection of all radiation machines. Assisting the Chief of this Section will be one Radiation Safety Officer II, two Radiation Safety Officers I and one full-time secretary.

The Environmental Surveillance Section consists of a Chief and two technicians whose duties are to periodically monitor specified areas near nuclear reactors and to collect soil, water, and air samples in the environment.

All personnel of the Service will be involved on a part-time basis, with administrative duties and assignment to the Radiological Emergency Team.

FOREWORD

This document briefly describes some of the past activities and accomplishments of the Radiological Health Program within the Georgia Department of Public Health in the control and regulation of ionizing radiation for the protection of the State's citizens. Proposed programs, staffing, equipment, and facilities are presented for the assumption of additional responsibilities with respect to sources of ionizing radiation, as well as supporting information on authority, regulation, and organization.

The Governor, on behalf of the State of Georgia, is authorized to enter into an agreement with the Federal Government providing for discontinuance of certain of the Federal Government's responsibilities with respect to sources of ionizing radiation. This authority is granted in paragraph (a) section 88-1307 of the Georgia Radiation Control Act as amended by Act 297 (1965) and Act 971 (1968) of the Georgia General Assembly.

The Atomic Energy Commission (AEC) is authorized to enter into an agreement with the governor of a State whereby the Commission may transfer to the State certain licensing and regulatory control over byproduct material, source material, and special nuclear material in quantities not sufficient to form a critical mass. This authority is found in section 274b of the Atomic Energy Act of 1954, as amended.

HIGHLIGHTS IN THE HISTORY OF RADIATION PROTECTION ACTIVITIES CONDUCTED BY THE GEORGIA DEPARTMENT OF PUBLIC HEALTH

- 1943—Radium contamination surveys conducted by U.S. Public Health Service and Georgia Department of Public Health Industrial Hygiene personnel in a very large military dial refinishing facility at Warner Robins, Ga.
- 1949—First formal training of staff personnel in radiation safety and protection at National Institutes of Health courses.
- 1951—Additional staff training in X-ray control at Taft Sanitary Engineering Center in Cincinnati, Ohio.
- Surveyed all shoe fitting fluoroscopes in State to determine compliance with American Industrial Hygiene Association existing standards.
- Began systematic evaluation of X-ray equipment in offices of physicians and dentists.
- Radium Surveys made in all commercial airline dial painting facilities in the State.
- 1952—Radium surveys made in all military dial painting shops in the State.

- 1953—Began joint surveys of isotope users in company with Atomic Energy Commission personnel from Oak Ridge.
- Personnel participated in weapons testing program in Nevada.
- Began air surveillance program to determine amount of fallout from weapons testing program in Pacific and Nevada.
- 1955—Personnel again participated in weapons testing program in Nevada.
- 1956—Began environmental surveillance program (water, air and vegetation sampling) to support Lockheed Aircraft Corp. reactor development center at Dawsonville.
- Radiation protection activities given "Section" status in Industrial Hygiene Division.
- 1957—Personnel again participated in weapons testing program in Nevada.
- 1960—U.S. Public Health Service began state assignee program with Georgia Department of Public Health.
- 1961—Radiation stream monitoring program begun in Savannah, Chattahoochee and Etowah River systems.
- Laboratory capability for environmental surveillance greatly expanded.
- Milk surveillance begun in 10 major milk sheds in the State.
- 1962—Dental radiological health "Sur-Pak Survey" conducted in each dental office in State equipped with an X-ray machine.
- 1964—Radiation Control Act passed by the General Assembly of Georgia.
- Radiation Control Council appointed by Governor; meets for the first time in August.
- Proposed radiation control regulations dealing with X-ray and radioactive materials presented to Council for study.
- 1965—Radiological Health activities given "Service" status and separated from Industrial Hygiene program.
- Preregistration inventory performed to determine location of all users of radium and X-ray generating devices.
- Radium management studies begun in all hospitals and clinics throughout the State.
- 1966—Radium management studies begun in offices of all private practitioners in State.
- 1967—Radioactive materials control and X-ray control activities given Section status in Radiological Health Service.
- 1969—Regulations pertaining to "X-ray" and "Radioactive Materials" adopted by the State Board of Health.

REGULATORY PROCEDURES AND POLICY

LICENSING AND REGISTRATION

The Georgia radiation control program encompasses all sources of radiation. The regulations require licensing of all radioactive materials and registration of all radiation-producing machines except such sources or machines as may be specifically exempted from those requirements in accordance with the regulations.

The licensing procedures and criteria set forth in chapter 270-5-20 of the Georgia Department of Public Health Rules and Regulations will be consistent with those of the Atomic Energy Commission.

General licenses are issued for specified materials under specified conditions when it is determined that the issuance of a specific license is not necessary to protect the public and occupational health and safety. A general license is effective by regulation without the filing of applications with the Department or the issuance of a licensing document. A specific license or amendments thereto will be issued to named persons and will incor-

porate appropriate conditions and expiration date upon review and approval of an application. Prelicensing inspections will be conducted when deemed necessary by the Department.

When the Department determines such to be appropriate, it will request the advice of the Radiological Medical Advisory Committee, or appropriate members thereof, with respect to any matter pertaining to medical license application, or to criteria for reviewing such applications.

Members of the Radiological Medical Advisory Committee who have appropriate experience and training in nonroutine human uses of radioactive materials will be consulted. The Atomic Energy Commission's Advisory Committee on the medical use of isotopes will also be consulted when necessary. Appropriate research protocols will be required as part of an application. The Department will maintain knowledge of current developments, techniques and procedures for medical uses applicable to the licensing program through continuing contact and information exchange with the U.S. Atomic Energy Commission and other agreement States.

The registration program will be a continuation of the current activity except that (a) all radiation machines will be subject to the applicable provisions of the regulations, and (b) radium and accelerator produced radionuclides which were formerly registered, must now be licensed.

INSPECTIONS

Inspections for the purpose of evaluating radiation safety and determining compliance with appropriate regulations and provisions of licenses will be conducted as needed.

Inspection frequency will be based upon the extent of the hazard-potential and experience with the particular facility. It is expected that all specific licensees will be inspected at least once every 2 years. The following frequency is anticipated:

Specific Licensees:	
Waste Disposal Services.	Once each 6 months.
Industrial Radiography.	Once each 12 months.
Other Industrial.	Once each 24 months.
Medical	Once each 24 months.
Academic	Once each 24 months.
Other	Based on hazards associated with licensee's program.
Broad Licensees:	
Registered Facilities.	Once each 12 months.
	Based on hazards associated with registrant's program.

Inspections will be made by prearrangement with the licensee or may be unannounced at reasonable times, as the Department, in its judgment, determines to be most constructive. Consultation visits will be made frequently in the early years of the licensing and compliance program in order to establish understanding and cooperation.

Inspections will include the observation of pertinent facilities, operators, and equipment; a review of use procedures, radiation safety practices, and user qualifications; a review of records of radiation surveys, personnel exposure, and receipt and disposition of licensed materials—all as appropriate to the scope and conditions of the license and applicable regulations. In addition, independent measurements will be made as appropriate.

At the start and conclusion of an inspection, personal contact will be made at management-level whenever possible. Following inspections, results will be discussed with the licensee management.

Investigations will be made of all reported or alleged incidents to determine the conditions and exposure incident thereto and to determine the steps taken for correction, cleanup, and the prevention of similar incidents in the future.

Radiological assistance in the form of monitoring, liaison with appropriate authorities and recommendations for area security and cleanup will be available from the Department in the event of an emergency.

Reports will be prepared covering each inspection or investigation. The reports will be reviewed by the Chief of the Radioactive Materials Control Section and the Director of the Radiological Health Service.

COMPLIANCE AND ENFORCEMENT

The status of compliance with regulations, registration, or license conditions will be determined through inspections and evaluations of inspection reports.

When there are items of noncompliance, the licensee will be so informed at the time of inspection. When the items are minor and the licensee agrees at the time of inspection to correct them, written notice at the completion of the inspection will list the items of noncompliance, confirm corrections made at the time, and inform the person that a review of other corrective action will be made at the next inspection.

Where items of noncompliance of a more serious nature occur, the licensee will be informed by letter of the items of noncompliance and required to reply within a stated time as to the corrective action taken and the date such action was completed or will be complete. Assurance of corrective action will be determined by a followup inspection or at the time of the next regular inspection.

Upon request by the licensee, the terms and conditions of a license may be amended, consistent with the Act or regulations, to meet changing conditions in operations or to remedy technicalities of noncompliance of a minor nature. The Department may amend, suspend, or revoke a license in the event of continuing refusal of the licensee to comply with terms and conditions of the license, the Act or regulations, or failure to take adequate action concerning items of noncompliance. Prior to such action, the Department shall notify the licensee of its intent to amend, suspend or revoke the license and provide the opportunity for a hearing.

The Department will use its best efforts to attain compliance through cooperation and education. Only in instances where real or potential hazards exist, or cases of repeated noncompliance or willful violation will the full legal procedures normally be employed.

Where the Department finds that the public health, safety, or welfare imperatively requires emergency action, and incorporates such findings in its order, it may summarily suspend the license pending proceedings for revocation which shall be promptly instituted upon request of any interested person.

In the event of an emergency relating to any source of ionizing radiation which endangers the public peace, health, or safety, the Department shall have the authority to issue such orders for the protection of the public health and safety as may be appropriate, including orders to lay an embargo upon or impound radioactive materials and other source of ionizing radiation in the possession of any person who is not equipped to observe or fails to observe the provisions of the Act or any rules or regulations promulgated thereunder.

RADIATION EMERGENCIES

A Department of Health radiological emergency team was formed in 1964. The

function of this team is to respond to all radiological emergencies that might involve the public health and safety. Emergency kits have been prepared with all the necessary apparatus and radiation surveying equipment. Members of this team have been called on to decontaminate one major facility. In addition, the team has responded to many calls to investigate and handle lost or ruptured radioactive shipments, minor contamination in hospitals and offices, and suspected overexposure from X-ray generators.

Plans are currently being made to involve Law Enforcement personnel in a Statewide Emergency Network so that the Department will be promptly notified should radiological accidents occur.

EFFECTIVE DATE OF LICENSE TRANSFER

Any person who, on the effective date of the agreement with the Atomic Energy Commission, possesses a license issued by the Federal Government shall be deemed to possess a like license issued under chapter 88-1301 through 88-1313, Georgia Health Code (as passed by the Legislature in 1964 and amended by Act 297 of the General Assembly in 1965 and Act 971 of the General Assembly in 1968) which shall expire either 90 days after the receipt from the Department of a notice of expiration of such license, or on the date of expiration specified in the Federal license, whichever is earlier.

RULES OF ADMINISTRATION, PRACTICE, AND PROCEDURE

The Georgia State Board of Health, pursuant to the authority granted in 88-110 of the Code of Georgia (Georgia Laws 1964, pages 499, 507), chapter 88-3 of the Code of Georgia (Georgia Laws 1964, pages 499, 518), and the Georgia Administrative Procedure Act, has established rules of practice and procedure governing administrative procedures with reference to promulgation of rules and regulations, conducting hearings, appeals, proceedings, decisions, and orders these rules provide for:

1. Due notice to interested persons and opportunity to present data or views either orally or in writing prior to the adoption, amendment, or repeal of any rule.
2. Whenever the Department in its opinion finds that an emergency exists requiring immediate action to protect the public health and safety, the Department may, without notice or hearing, issue an order reciting the existence of such emergency and requiring that such action be taken as is necessary to meet the emergency.
3. An interested person may petition the Department requesting the promulgation, amendment, or repeal of a rule.
4. Declaratory judgment procedure available on petition by proper party to determine validity of statute, rule, or final decision of the Department.
5. Right to hearing after reasonable notice in a case in which legal rights, duties, or privileges of specific parties are required by law or constitutional right to be determined.
6. Any person who has exhausted all administrative remedies available within the Department and who is aggrieved by a final decision in a contested case is entitled to judicial review.

COMPATIBILITY AND RECIPROCITY

The Georgia State Board of Health has adopted rules and regulations for the control of radiation which are consistent with those of the U.S. Atomic Energy Commission and those of the other agreement States. In promulgating rules and regulations, the Board has, insofar as practicable, avoided requiring dual licensing and has provided for reciprocal recognition of other State and Federal licenses.

Routine staff meetings will be conducted involving all members of the division who are involved with the radiological health program to determine and maintain compatible programs with the U.S. Atomic Energy Commission and other agreement States. Periodic internal evaluation exercises will be conducted concerning all phases of the program. Written reports, inspection reports, records, and statistics will be compatible with the current Atomic Energy Commission program.

[F.R. Doc. 69-11375; Filed, Sept. 22, 1969; 8:48 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 19923; Order 69-10-4]

LIABILITY, CLAIMS, AND CREDIT RULES

Order Relating to Air Freight Tariff

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 1st day of October 1969.

By agreements filed July 17, 1968, August 8, September 5, and September 10, 1969, on behalf of the domestic airlines,¹ the carriers propose to revise their air freight tariff rules, most of which concern liability and claims matters, with one concerning the extension of credit.² The present credit rule reflects a previously Board-approved agreement,³ and the only change in the new rule from the present rule concerns the addition of a reference to the extension of credit to the consignee. These agreements are the product of a series of inter-carrier and shipper-carrier meetings during 1968 and 1969, as authorized by the Board in August 1968 (Order 68-8-18), and subsequently renewed and extended by Orders 69-3-4 and 69-6-32.⁴ Notices of all meetings and minutes thereon have been filed with the Board and distributed to interested shippers.

A joint request was filed with the Board on August 14, 1969, by the Univac Division of Sperry Rand Corp., and the Aquarium Supply Co. (Univac/Aquarium), asking (1) that the Board not act for 45 days upon the carrier agreements on liability and claim rules in order to permit these shippers an opportunity to prepare and submit views and comments on said agreement, and (2) that the Board renew and extend its permission for the discussions on liability rules in order that these shippers and others may renew or present further requests for desired rules changes.

By petition filed September 3, 1969, the carriers ask for an extension of their discussions, particularly for the purpose

of developing standard industry rules and practices on reserved air freight.⁵

Upon consideration of all relevant matters, the Board will approve the carriers' request for extension of their discussions, and their agreement with respect to the credit rule revision,⁶ but will defer action as to the remaining rules in the agreements. The revised credit rule embodies a previously Board-approved agreement wherein the carriers would extend 10-day credit to shippers, which the Board found not to be adverse to the public interest or in violation of the Act, and the only change in the new agreement from the present agreement concerns the addition of the extension of credit to the consignee. No person has protested this change.

Deferral of Board action on the remaining agreements on liability and claim rules will insure full opportunity for shippers to file comments, as Univac/Aquarium have requested. Board approval of the carriers' request for renewed discussion authority will be granted because the carriers' work is admittedly incomplete, and shippers appear sufficiently interested in pursuing their needs and desires through further discussions.

The Board has also been provided a first summary report by the carriers on freight loss and damage claim data, covering the first quarter of 1969, on behalf of 24 carriers⁷ and indicating that their claim loss ratio to revenue is \$0.01495 per revenue dollar. While this information is the first of such kind made available to the Board, the overall report is otherwise fairly meaningless as to claim loss/revenue ratios by commodity, and no data whatsoever as to the causal reasons for claims have been provided. The Board would prefer not to undertake a rule-making notice at this point in time to procure meaningful freight claim data, although such information would appear to be a prerequisite to the evaluation of liability limitations of the carriers, e.g., 50 cents per pound or \$50 per shipment, and lesser amounts on selected commodities, as well as proposed increases in rates generally. Accordingly, and inasmuch as we are extending the carriers' discussion authority for an additional 6 months, we will expect substantial accomplishment in this area on or before the expiration of this period.

In a similar vein, the Board has been advised by the carriers that the preparation of a claims manual or guide to shippers will not be undertaken until after Board action on the instant agreements covering revised liability rules, for the

¹ A detailed statement in support of their agreements was filed by counsel for the carriers on Sept. 10, 1969.

² Approval herein of the credit rule agreement of the carriers is without prejudice to any subsequent finding by the Board in rulemaking proceeding EDR-143: Uniform Credit, Billing and Collection Practices of the Air Freight Industry, Docket 19901.

³ Twenty-four carriers furnished data as to number of claims and claims paid, by selected commodities; four carriers also provided aggregate data as to total revenues for such commodities.

⁴ See Appendix A for list of carrier signatures to each agreement and subject matter contained therein. Filed as part of the original document.

⁵ Exception No. 1 to Rule 58(D), Official Air Freight Rules Tariff No. 1-B, CAB No. 96, Airline Tariff Publishers, Inc., agent.

⁶ Agreement 6150-A32, approved Sept. 4, 1962, Order E-18769, which the Board will consider now to be null and void.

⁷ The discussion authority expired with Sept. 3, 1969.

reason that a manual based on present rules would necessitate substantial revision should the Board approve said agreements. We disagree. As we visualize the needed manual, it would encompass at a minimum the following information:

- (a) Standard industry forms for the preparation and presentation by shippers of claims for loss, damage, or overcharge,* and supporting papers required;
- (b) Time limits for the filing of claims,* and a brief explanation as to the carrier (originating, intermediate, or delivering) with whom claims may or should be filed;
- (c) The name, title, and address of air carrier claim agents with whom claims may be filed;

(d) Standard industry practices and procedures (including time limits upon the carriers) for acknowledging claims, payment of claims, and denial of claims, and advice to claimants as to their rights subsequent to such filing, payment or denial of claims; and

(e) Brief explanations in simple language, with examples as appropriate, as to carrier liability limits and the effect thereof upon the determination of amounts to be claimed, and including such additional brief and simple explanations and examples as necessary to explain the terms and conditions of carrier liability and/or exclusion therefrom with respect to loss, damage, delay, and overcharge.

The Board believes the present outstanding discussion authority of the carriers on cargo rules, forms, and procedures through their trade association or tariff publishing agent is adequate to permit substantial progress on the above-described claims manual. Consequently, should substantial progress toward this end not be evident during the ensuing months, the Board will have little choice but to review and reconsider its outstanding approvals in this area.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a), 412, and 414 thereof, it is ordered, That:

1. Agreement CAB 20746-A1 as to only Exception 1 to Rule 58(D) is approved;
2. Board approval of Agreement CAB 6150-A32 is terminated;
3. Board action on the remaining rules in Agreements CAB 19891-A4, 20746-A1, 20746-A2, and 21288 is deferred until at least 45 days from the date of this order; and
4. The discussions authorized by Order 68-8-18, as amended by Orders 69-3-4 and 69-6-32 are hereby extended until 180 days from the date of this order; and

*The Board has previously approved such interline carrier forms and related procedures as a Non-Delivery or Arrival Notice, Over/Short/Damage Report, Loss and Damage Claim form, Shipment Inspection Report, and a Freight Inspection and Claim form.

*The carriers' agreement proposes to change a 270-day claim filing period to 9 months plus 9 days; thus a preliminary draft of a manual would necessitate editing in this instance should the Board approve the agreement.

5. All other conditions and provisions of Orders 68-8-18, 69-3-4, and 69-6-32 shall continue unchanged.

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

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 69-11948; Filed, Oct. 6, 1969;
8:46 a.m.]

[Docket No. 18381]

NONPRIORITY MAIL RATES CASE

Notice of Postponement of Oral Argument

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that the oral argument in the above-entitled proceeding now assigned to be held on October 8, 1969, is postponed to a date to be later assigned.

Dated at Washington, D.C., October 1, 1969.

[SEAL] THOMAS L. WRENN,
Chief Examiner.

[F.R. Doc. 69-11949; Filed, Oct. 6, 1969;
8:46 a.m.]

[Dockets Nos. 16349, 18381; Order 69-10-1]

EXECUTIVE AIRLINES, INC. ET AL.

Order To Show Cause

Issued under delegated authority October 1, 1969.

The establishment of final and temporary service mail rates for Executive Airlines, Inc., Cape & Islands Flight Service, Inc., and Massachusetts Air Industries, Inc., Docket 16349; Nonpriority Mail Rates, Docket 18381.

By Order 69-9-131, dated September 24, 1969, Northeast Airlines, Inc. (Northeast), was authorized to suspend service at Hyannis, Martha's Vineyard, and Nantucket, Mass. This authority was granted subject to the condition that adequate air taxi service between these points and Boston, Mass. would be provided during the period service was suspended by Northeast. Air taxi service between the points is being provided by Executive Airlines, Inc. (Executive), Cape & Islands Flight Service, Inc. (Cape & Islands), and Massachusetts Air Industries, Inc. (Massachusetts Air), and the Postmaster General has advised the Board that subsequent to October 1, 1969, these air taxi operators will be the only means by which mail can be transported by air in these markets.¹ The Postmaster

¹ The Postmaster General has filed a telegraphic communication with the Board on behalf of Executive which seeks an exemption from the Board's regulations insofar as they would prohibit this air taxi from carrying mail until a final mail rate is established. The Postmaster General notes that the requested exemption does not seek to establish an exclusive franchise for Executive but seeks only to have the services of at least one air taxi operator made available on Oct. 1, 1969.

General further states that these air taxi operators and the Post Office Department are in agreement that the domestic multielement service mail rates applicable to the transportation of priority and nonpriority mail should be established for this service. The Postmaster General further advises that these air taxi mail operations cannot commence until final rates for the carriage of mail have been established and requests expedited treatment in view of the pending suspension of service by Northeast on October 1, 1969.²

As noted above, the Board approved Northeast's suspension of service at Hyannis, Martha's Vineyard, and Nantucket, Mass., on the basis that adequate air taxi service would be provided between these points and Boston. No service mail rate is currently in effect for the service, either for Executive, Cape & Islands, or Massachusetts Air, and in order that these air taxi operators may be authorized to carry the mail, it is necessary that mail rates be established.

The rate in Order E-25610, August 28, 1967, for the air transportation of priority mail was established by the Board in the Domestic Service Mail Rate Investigation. We propose to establish a service rate for the air transportation of priority mail by Executive, Cape & Islands, and/or Massachusetts Air at the level established in Order E-25610, as amended, and the terms and provisions of that order also shall be applicable to Executive, Cape & Islands, and/or Massachusetts Air in the same manner as they were applicable to Northeast in providing mail services between Boston, Hyannis, Martha's Vineyard, and Nantucket, Mass.³

An open-rate situation has existed for the air transportation of nonpriority mail since April 6, 1967, when the Post Office petitioned for new nonpriority mail rates in Docket 18381. The rates currently being paid air carriers (including Northeast) for the transportation of nonpriority mail, established by Order E-17255, July 31, 1961, in the Nonpriority Mail Rate Case, are subject to such retroactive adjustment to April 6, 1967, as the final decision in Docket 18381 may provide. Since it is equitable that Executive, Cape & Islands and/or Massachusetts Air receive the same compensation as Northeast for the same services, we propose to establish temporary service rates for nonpriority mail

² This proceeding is being instituted by the Board pursuant to section 302.303 on the basis of the information supplied by the Postmaster General by telephonic request. However, the Postmaster General has advised the Board that these air taxi operators will make formal filings with the Board as soon as possible.

³ The rates applicable to Northeast are as follows:

Priority Mail by Air: 24 cents per ton-mile plus 9.36 cents per pound at Hyannis, Martha's Vineyard, and Nantucket and 2.34 cents per pound at Boston.

Nonpriority Mail by Air: 15.115 cents per ton-mile plus 3.320 cents per pound at Hyannis, Martha's Vineyard, and Nantucket and 1.66 cents per pound at Boston.

for Executive, Cape & Islands, and/or Massachusetts Air at the level established in Order E-17255, as amended. We will also make Executive, Cape & Islands, and Massachusetts Air parties to the proceedings in Docket 18381 so the temporary nonpriority mail rates established herein will be subject to any retroactive adjustment ordered in that proceeding.²

The Board finds it in the public interest to fix and determine the fair and reasonable rates of compensation to be paid to Executive Airlines, Inc., Cape & Islands Flight Service, Inc., and/or Massachusetts Air Industries, Inc., by the Postmaster General for the air transportation of mail, and the facilities used and useful therefor, and the services connected therewith, between Boston, Hyannis, Martha's Vineyard, and Nantucket, Mass. Upon consideration of the request of the Postmaster General, and other matters officially noticed, the Board proposes to issue an order³ to include the following findings and conclusions:

1. The fair and reasonable final service mail rates to be paid to Executive Airlines, Inc., Cape & Islands Flight Service, Inc., and/or Massachusetts Air Industries, Inc., pursuant to section 406 of the Act, for the transportation of priority mail by aircraft, the facilities used and useful therefor, and the services connected therewith between Boston, Hyannis, Martha's Vineyard, and Nantucket, Mass., shall be the rates established by the Board in Order E-25610, August 28, 1967, and shall be subject to the other provisions of that order;

2. The fair and reasonable temporary service mail rates to be paid Executive Airlines, Inc., Cape & Islands Flight Service, Inc., and/or Massachusetts Air Industries, Inc., pursuant to section 406 of the Act for the transportation of non-priority mail by aircraft, the facilities used and useful therefor, and the services connected therewith between Boston, Hyannis, Martha's Vineyard, and Nantucket, Mass., shall be the rates established by the Board in Order E-17255, July 31, 1961, as amended, subject to any retroactive adjustment made in Docket 18381; and

3. The service mail rates here fixed and determined are to be paid entirely by the Postmaster General.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particular sections 204(a) and 406 thereof, and regulations promulgated in 14 CFR Part 302 and 14 CFR 385.14(f),

It is ordered, That:

1. All interested persons and particularly Executive Airlines, Inc., Cape & Islands Flight Service, Inc., Massachusetts

Air Industries, Inc., the Postmaster General, and Northeast Airlines, Inc., are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final and temporary rates specified above, as the fair and reasonable rates of compensation to be paid to Cape & Islands Flight Service, Inc., and/or Massachusetts Air Industries, Inc., for the transportation of priority and nonpriority mail by aircraft, the facilities used and useful therefor, and the services connected therewith as specified above;

2. Further procedures herein shall be in accordance with 14 CFR Part 302 and notice of any objection to the rates or to the other findings and conclusions proposed herein shall be filed within 3 days and if notice is filed, written answer and supporting documents shall be filed within 10 days after service of this order;

3. If no notice of objection is filed within 3 days after service of this order, or if notice is filed and no answer is filed within 10 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 and temporary rates specified herein;

4. If answer is filed presenting issues for hearing, the issues involved in determining the fair and reasonable final and temporary rates 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);

5. Executive Airlines, Inc., Cape & Islands Flight Service, Inc., and Massachusetts Air Industries, Inc., are hereby made parties in Docket 18381; and

6. This order shall be served upon Executive Airlines, Inc., Cape & Islands Flight Service, Inc., Massachusetts Air, the Postmaster General, and Northeast Airlines, Inc.

This order will be published in the FEDERAL REGISTER.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 69-11950; Filed, Oct. 6, 1969;
8:47 a.m.]

[Docket No. 21422; Order 69-10-5]

UNITED AIR LINES, INC.

Order Regarding Service Rule Revision Filed

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 1st day of October, 1969.

By tariff posted August 26, 1969,¹ and marked for effectiveness October 10, 1969, United Air Lines, Inc. (United), proposes to amend its assembly service

¹ Rules 52(D)(3)(b) and 73(A)(5) of Official Air Freight Rules Tariff No. 1-B, CAB No. 96, Airline Tariff Publishers, Inc., agent.

rules to comport with Agreement CAB 19850 (to which United and 21 other air carriers are party). This agreement was approved by the Board on August 11, 1969, by Order 69-8-64. By subsequent filing, also for effectiveness October 10, 1969, Airlift International, Inc., American Airlines, Inc., Continental Air Lines, Inc., Piedmont Aviation, Inc., and Western Air Lines, Inc., have joined United in the revised assembly service rules.

In brief, the agreement provided and United's tariff rule would:

1. Establish a calendar-day assembly period in lieu of a "floating" 24-hour period;

2. Restrict assembly service on one shipment to a single-airport-of-origin;

3. Establish separate cube measurement (determination of dimensional weight), and separate assumed declared value/excess value declaration on each "part" of an assembly shipment, as opposed to the aggregate cube/value computed on the sum of all parts; and

4. Provide that charges on all assembly service shipments shall be collected from the consignee.

The relative merits of these changes are set forth in greater detail in Order 69-8-64. The changes were considered by the Board and were approved, notwithstanding certain objections to the carriers' agreement raised by the Air Freight Forwarders Association (AFFA).

By late filed complaint,² Emery Air Freight Corp. (Emery) requests suspension and investigation of United's proposed rule. The complaint alleges that it is late filed because the tariff revision effecting United's rule was received while certain staff persons were on vacation and that a review and internal report on the filing was therefore not made in sufficient time to permit a timely protest. Specifically, Emery protests the separate determination of dimensional weight and the separate determination of assumed or declared value on each part of an assembly shipment.³ In support of its opposition, Emery states that United makes no claim for the need for additional revenue, that separate valuation of assembly shipment parts will defeat the purpose of the service, and that such liability provisions are discriminatory. Similarly, the separate cubing of assembly service parts is stated by Emery to be discriminatory in that a single shipment equal to the aggregate volume of all parts of an assembly shipment would be cubed on the aggregate. Emery further cites the "surprise" nature of the tariff filing, and that it had no indication that the tariff rule in question would be filed or would be so constructed.

² Complaints were due Sept. 8; the complaint was received Sept. 12. United filed an answer to the complaint on Sept. 22, 1969.

³ The earlier protest by AFFA on behalf of Emery and other members of AFFA against Agreement CAB 19850 was centered on opposition to the carrier's proposed single-airport-of-origin rule, and the calendar day rule, and did not voice objections to the separate cubing or valuation of assembly shipment parts.

¹ Footnote on p. 15580.
² As this order to show cause is not a final action and merely provides for interested persons to be heard on the matters herein proposed, it is not subject to the review provisions of Part 385 (14 CFR, Part 385). Those provisions will apply to any final action taken by the staff in this matter under authority delegated in § 385.14(g).

In its answer to the complaint filed September 22, 1969, United cites the prior Board approval of the carriers' agreement and asks that the complaint be dismissed.

Upon consideration of the complaint, the answer, and other relevant matters, the Board finds that the complaint does not state facts which warrant investigation, and the request therefore will be denied and the complaint dismissed.⁴ The Board notes the practical problems in determining the cubic dimensional weight of a total shipment receiving assembly service. Moreover, we observe that the separate valuation of parts of an assembly shipment would give the shipper the benefit of a separate \$50 allowance on each part of an aggregate shipment, although the loss of a particular part of a large shipment would be limited to the higher of \$50 per part or \$0.50 per pound for each part. In these circumstances the tariff provisions revising the assembly service rule do not appear unreasonable or in violation of the Act. This is consistent with the Board's recent approval of Agreement CAB 19850 and its findings therein that the agreement provisions are not inconsistent with the Board's model rules on assembly and distribution service, nor adverse to the public interest.⁵

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 1002 thereof,

It is ordered, That:

The complaint of Emery Air Freight Corp. in Docket 21422 is dismissed.

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

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 69-11951; Filed, Oct. 6, 1969;
8:47 a.m.]

CIVIL SERVICE COMMISSION

DEPARTMENT OF INTERIOR

Notice of Grant of Authority To Make a 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 Interior to fill by noncareer executive assignment in the excepted service the position of Deputy Assistant

⁴The request for suspension was not received within the time limit established in the Board's regulations for receiving complaints requesting suspension (14 CFR 302.505). Since the Board does not find a basis for investigation, we do not reach the matter of the suspension issue.

⁵As previously noted in Order 69-8-64, the Board's approval of Agreement CAB 19850 with respect to the liability provisions of the carriers on the separate parts of an assembly shipment was without prejudice to a final determination of the reasonableness of the liability rule, which is now under review in the liability rules inquiry in Docket 19923.

Secretary for Programs, Office of the Assistant Secretary—Mineral Resources.

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 69-11958; Filed, Oct. 6, 1969;
8:47 a.m.]

DEPARTMENT OF INTERIOR

Notice of Revocation of Authority To Make a Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Department of Interior to fill by noncareer executive assignment in the excepted service the position of Assistant to the Secretary (Interagency Relations), Office of the Secretary.

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 69-11960; Filed, Oct. 6, 1969;
8:47 a.m.]

DEPARTMENT OF JUSTICE

Notice of Grant of Authority To Make a 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 Justice to fill by noncareer executive assignment in the excepted service the position of Staff Assistant, Internal Security Division.

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 69-11959; Filed, Oct. 6, 1969;
8:47 a.m.]

DEPARTMENT OF JUSTICE

Notice of Revocation 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 revokes the authority of the Department of Justice to fill by noncareer executive assignment the position of Chief, Appeals and Research Section, Internal Security Division. This position is removed from the excepted service.

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 69-11961; Filed, Oct. 6, 1969;
8:47 a.m.]

FEDERAL RESERVE SYSTEM

FIRST AT ORLANDO CORP.

Order Approving Acquisition of Bank Stock by Bank Holding Company

In the matter of the application of First at Orlando Corp., Orlando, Fla., for approval of acquisition of 80 percent or more of the voting shares of The Citizens State Bank, St. Cloud, Fla.

There has come before the Board of Governors, pursuant to section 3(a)(3) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(3)) and § 222.3(a) of Federal Reserve Regulation Y (12 CFR 222.3(a)), an application by First at Orlando Corp., Orlando, Fla., for the Board's prior approval of the acquisition of 80 percent or more of the voting shares of The Citizens State Bank, St. Cloud, Fla.

As required by section 3(b) of the Act, the Board gave written notice of receipt of the application to the Florida Commissioner of Banking and requested his views and recommendation. The Commissioner recommended approval of the application.

Notice of receipt of the application was published in the **FEDERAL REGISTER** on July 3, 1969 (34 F.R. 11236), providing an opportunity for interested persons to submit comments and views with respect to the proposal. A copy of the application was forwarded to the U.S. Department of Justice for its consideration. Time for filing comments and views has expired and all those received have been considered by the Board.

It is hereby ordered, For the reasons set forth in the Board's Statement¹ of this date, that said application be and hereby is approved, provided that the action so approved shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after the date of this order, unless such time shall be extended by the Board or by the Federal Reserve Bank of Atlanta pursuant to delegated authority.

Dated at Washington, D.C., this 29th day of September 1969.

By order of the Board of Governors.²

[SEAL] ELIZABETH L. CARMICHAEL,
Assistant Secretary.

[F.R. Doc. 69-11930; Filed, Oct. 6, 1969;
8:45 a.m.]

SECURITY FINANCIAL SERVICES, INC.

Order Approving Action To Become a Bank Holding Company

In the matter of the application of Security Financial Services, Inc., Sheboygan, Wis., for approval of action to

¹Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to the Federal Reserve Bank of Atlanta.

²Voting for this action: Chairman Martin and Governors Robertson, Mitchell, Mahel, Brimmer, and Sherrill. Absent and not voting: Governor Daane.

become a bank holding company through the acquisition of 80 percent or more of the voting shares of Security First National Bank of Sheboygan and South-West State Bank, both of Sheboygan, Wis.

There has come before the Board of Governors, pursuant to section 3(a)(1) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(1)) and § 222.3 (a) of Federal Reserve Regulation Y (12 CFR 222.3(a)), an application by Security Financial Services, Inc., Sheboygan, Wis., for the Board's prior approval of action whereby Applicant would become a bank holding company through the acquisition of 80 percent or more of the voting shares of Security First National Bank of Sheboygan and South-West State Bank, both of Sheboygan, Wis.

As required by section 3(b) of the Act, the Board gave written notice to the Comptroller of the Currency of receipt of the application and requested his views and recommendation. The Comptroller submitted views which are favorable to approval of the application.

Notice of receipt of the application, under the name of First Security Corp., which name was subsequently changed to Security Financial Services, Inc., was published in the FEDERAL REGISTER on January 14, 1969 (34 F.R. 532), which provided an opportunity for interested persons to submit comments and views with respect to the proposed transaction. A copy of the application was forwarded to the U.S. Department of Justice for its consideration. The time for filing comments and views has expired and all those received have been considered by the Board.

It is hereby ordered, For the reasons set forth in the Board's statement¹ of this date, that said application be and hereby is approved, provided that the action so approved shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after the date of this order, unless such period is extended for good cause by the Board or by the Federal Reserve Bank of Chicago pursuant to delegated authority.

Dated at Washington, D.C., this 29th day of September 1969.

By order of the Board of Governors,²

[SEAL] ELIZABETH L. CARMICHAEL,
Assistant Secretary.

[F.R. Doc. 69-11931; Filed, Oct. 6, 1969;
8:45 a.m.]

¹ Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to the Federal Reserve Bank of Chicago. Dissenting Statement of Governors Robertson, Malsel, and Brimmer also filed as part of the original document and available upon request.

² Voting for this action: Chairman Martin and Governors Mitchell, Daane, and Sherrill. Voting against this action: Governors Robertson, Malsel, and Brimmer.

SECURITIES AND EXCHANGE COMMISSION

[Files Nos. 7-3212-3218]

ALLIED SUPERMARKETS, INC., ET AL.

Notice of Applications for Unlisted Trading Privileges and of Opportunity for Hearing

OCTOBER 1, 1969.

In the matter of applications of the Philadelphia-Baltimore-Washington Stock Exchange for unlisted trading privileges in certain securities.

The above-named national securities exchange has filed applications with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stocks of the following companies, which securities are listed and registered on one or more other national securities exchanges:

	File No.
Allied Supermarkets, Inc.	7-3212
Amerada Hess Corp.	7-3213
American Photocopy Equipment Co. (Delaware)	7-3214
American General Insurance Co.	7-3215
Consolidated Oil & Gas, Inc.	7-3216
Digital Equipment Corp.	7-3217
Dun & Bradstreet, Inc.	7-3218

Upon receipt of a request, on or before October 16, 1969, from any interested person, the Commission will determine whether the application with respect to any of the companies named shall be set down for hearing. Any such request should state briefly the title of the security in which he is interested, the nature of the interest of the person making the request, and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on any of the said applications by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing with respect to any particular application, such application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-11939; Filed, Oct. 6, 1969;
8:46 a.m.]

[File No. 7-3224]

AMERADA HESS CORP.

Notice of Application for Unlisted Trading Privileges and of Opportunity for Hearing

OCTOBER 1, 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:

Amerada Hess Corp., \$3.50 cumulative convertible preferred stock, \$1 par value, File No. 7-3224.

Upon receipt of a request, on or before October 16, 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. 69-11940; Filed, Oct. 6, 1969;
8:46 a.m.]

[File No. 7-3225]

AMERADA HESS CORP.

Notice of Application for Unlisted Trading Privileges and of Opportunity for Hearing

OCTOBER 1, 1969.

In the matter of application of the Pacific Coast 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:

Amerada Hess Corp., \$3.50 cumulative convertible preferred stock, \$1 par value, File No. 7-3225.

Upon receipt of a request, on or before October 16, 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. 60-11941; Filed, Oct. 6, 1969;
8:46 a.m.]

[Files Nos. 7-3226-7-3227]

AMERADA HESS CORP. AND AMERICAN PHOTOCOPY EQUIPMENT CO.

Notice of Applications for Unlisted Trading Privileges and of Opportunity for Hearing

OCTOBER 1, 1969.

In the matter of applications of the Pacific Coast 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:

Amerada Hess Corp.	File No. 7-3226
American Photocopy Equipment Co.	7-3227
(Delaware)	7-3227

Upon receipt of a request, on or before October 16, 1969, from any interested person, the Commission will determine whether the application with respect to any of the companies named shall be set down for hearing. Any such request should state briefly the title of the security in which he is interested, the nature of the interest of the person making the request, and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on any of the said applications by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing with respect to any particular application, such application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBois,
Secretary.

[F.R. Doc. 60-11942; Filed, Oct. 6, 1969;
8:46 a.m.]

[File No. 7-3209]

AMERICAN PHOTOCOPY EQUIPMENT CO.

Notice of Application for Unlisted Trading Privileges and of Opportunity for Hearing

OCTOBER 1, 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 common stock of the following company, which security is listed and registered on one or more other national securities exchange:

American Photocopy Equipment Co. (Delaware), File No. 7-3209.

Upon receipt of a request, on or before October 16, 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. 60-11943; Filed, Oct. 6, 1969;
8:46 a.m.]

[File No. 7-3210]

AMERICAN PHOTOCOPY EQUIPMENT CO.

Notice of Application for Unlisted Trading Privileges and of Opportunity for Hearing

OCTOBER 1, 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:

American Photocopy Equipment Co. (Delaware), File No. 7-3210.

Upon receipt of a request, on or before October 16, 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. 60-11944; Filed, Oct. 6, 1969;
8:46 a.m.]

[File No. 7-3211]

AMERICAN PHOTOCOPY EQUIPMENT CO.

Notice of Application for Unlisted Trading Privileges and of Opportunity for Hearing

OCTOBER 1, 1969.

In the matter of application of the Midwest Stock Exchange for unlisted trading privileges in a certain security.

The above-named national securities exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stock of the following company, which security is listed and registered on one or more other national securities exchange:

American Photocopy Equipment Co. (Delaware), File No. 7-3211.

Upon receipt of a request, on or before October 1, 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, D.C. 21225, 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. 69-11945; Filed, Oct. 6, 1969;
8:46 a.m.]

CAPITOL HOLDING CORP.

Order Suspending Trading

OCTOBER 1, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading otherwise than on a national securities exchange in the common stock and all other securities of Capitol Holding Corp. is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15 (c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period October 2, 1969, through October 11, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-11946; Filed, Oct. 6, 1969;
8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[Section 5a Application No. 3; Amdt. 8]

EASTERN RAILROADS

Petition for Approval of Agreement

SEPTEMBER 22, 1969.

The Commission is in receipt of a petition in the above-entitled proceeding for approval of amendments to the agreement therein approved.

Filed August 13, 1969, by: Andrew C. Armstrong, General Attorney, The Chesapeake and Ohio Railway Co., 2 North Charles Street, Baltimore, Md. 21201.

The amendments involve: Changes in the agreement so as to (1) abolish the Official Classification Committee and the National Container Committee; (2) include in section 22 proposals the joint consideration of rates, charges, rules and regulations governing the transportation of United States Mail; (3) provide for public hearing and notice of the initiation of proposals governing

classification ratings and related matters; and (4) make other incidental changes made necessary by the foregoing changes.

The petition is docketed and may be inspected at the office of the Commission, in Washington, D.C.

Any interested person desiring to protest and participate in this proceeding shall notify the Commission in writing within 20 days from the date of publication of this notice in the FEDERAL REGISTER. As provided by the general rules of practice of the Commission, persons other than applicants should fully disclose their interests, and the position they intend to take with respect to the petition. Otherwise, the Commission, in its discretion may proceed to investigate and determine the matters involved without public hearing.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-11962; Filed, Oct. 6, 1969;
8:48 a.m.]

[Notice 918]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

OCTOBER 2, 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 87720 (Sub-No. 96 TA), filed September 29, 1969. Applicant: BASS TRANSPORTATION CO., INC., Star Route A, Old Croton Road, Flemington, N.J. 08822. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting, *Pulpboard and byproducts thereof, fiberboard and byproducts thereof, and paperboard and byproducts thereof*, from Akron, Ohio, to points in Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, Missouri, New Jersey, New York, Penn-

sylvania, Tennessee, Virginia, West Virginia, Wisconsin, Connecticut, Massachusetts, Rhode Island, and the District of Columbia. Restriction, under contract with Packaging Corporation of America, for 180 days. Supporting shipper: Packaging Corporation of America, 1632 Chicago Avenue, Evanston, Ill. 60204. Send protests to: Raymond T. Jones, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 410 Post Office Building, Trenton, N.J. 08608.

No. MC 110525 (Sub-No. 930 TA), filed September 29, 1969. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representative: Edwin H. van Deusen (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acetone and phenol*, in bulk, from the plantsite of United States Steel Corp., at or near Haverhill, Ohio, to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin, for 180 days. Supporting shipper: United States Steel Corp., 525 William Penn Place, Pittsburgh, Pa. 15230. Send protests to: Peter R. Guman, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 900 U.S. Customhouse, Second and Chestnut Streets, Philadelphia, Pa. 19106.

No. MC 115904 (Sub-No. 17 TA), filed September 26, 1969. Applicant: LOUIS GROVER, 1710 West Broadway, Idaho Falls, Idaho 83401. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Plasterboard*, from plantsites of United States Gypsum Co. and the Georgia Pacific Corp., near Sigurd, Utah, to points in Idaho south of the Salmon River, for 180 days. Note: Applicant does not intend to tack authority here applied for, or to interline with other carriers. Supporting shipper: Anderson Lumber Co., First Security Bank Building, Ogden, Utah 84000. Send protests to: C. W. Campbell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 455 Federal Building and U.S. Courthouse, 550 West Fort Street, Boise, Idaho 83702.

No. MC 128473 (Sub-No. 11 TA), filed September 29, 1969. Applicant: MONTANA EXPRESS, INC., Post Office Box 888, Laurel, Mont. 59044. Applicant's representative: J. F. Meglen, Post Office Box 1581, Billings, Mont. 59103. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Green salted hides*, from Billings, Butte, Bozeman, Glasgow, Great Falls, Havre, Helena, Kalispell, Lewistown, Miles City, Missoula, and Sidney, Mont., and Worland, Wyo., to Los Angeles and San Francisco, Calif., and Portland, Oreg., and Seattle, Wash., for 180 days. Supporting shipper: Pacific

Hide and Fur Depot, 2523 Minnesota Avenue, Billings, Mont. 59101. Send protests to: Paul J. Labane, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 251 U.S. Post Office Building, Billings, Mont. 59101.

No. MC 128939 (Sub-No. 6 TA), filed September 26, 1969. Applicant: AYRCO CORPORATION, 3921 Imlay Street, Toledo, Ohio 43612. Applicant's representative: Jim Ayres (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Beer and malt beverages*, from plantsites of G. Helleman Brewing Co., located at Sheboygan, Wis., La Crosse, Wis., and Newport, Ky., to Toledo, Ohio, for 150 days. Supporting shipper: Seaway Beverage Co., 3928 North Detroit Avenue, Toledo, Ohio 43612. Send protests to: Keith D. Warner, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 5234 Federal Office Building, 234 Summit Street, Toledo, Ohio 43604.

No. MC 133633 (Sub-No. 4 TA), filed September 24, 1969. Applicant: HIGHWAY EXPRESS, INC., 715 East Second Street, Hattiesburg, Miss. 39401. Applicant's representative: Michael E. West (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, and those requiring special equipment), between Hattiesburg, Miss., and New Orleans, La., and its commercial zone, from Hattiesburg, to New Orleans, and its commercial zone, over U.S. Highway 11 and/or Interstate Highways 59 and 10, serving all intermediate points, and serving Hattiesburg and New Orleans, for joinder and service; between Pascagoula, Miss.; Gulfport, Miss.; and New Orleans, La., its commercial zone irregular routes, for purposes of joinder and service; serving all intermediate points on U.S. Highway 90 between Gulfport, Miss., and New Orleans, La., in connection with applicant's present regular route authority under lead docket MC-133633 authorizing service between Gulfport Miss., and New Orleans, La., over U.S. Highway 90; (a) between New Orleans, La., and its commercial zone, on the one hand, and, on the other, Beaumont, New Augusta, Richton, McLain, Lucedale, and Leakesville, Miss., over irregular routes; (2) between Hattiesburg, Miss., and Mobile, Ala., and its commercial zone: From Hattiesburg, to Mobile, over U.S. Highway 98 and return over the same route, serving the intermediate points of Beaumont, New Augusta, McLain, and the off-route point of Richton, Miss., and Ovet, Miss.; between Poplarville, Miss., and Lucedale, Miss.; from Poplarville, over Mississippi Highway 26 to Lucedale, and return over the same route, serving all intermediate points on Mississippi Highway 26; between Lucedale, Miss., and Pascagoula, Miss.; from Lucedale

over Mississippi Highway 63 to Pascagoula, and return over the same route, serving all intermediate points, for 180 days. Note: No duplication of routes or authority being south and may be restricted against same. Applicant intends to join and tack at all service points. Supporting shippers: There are approximately 94 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: Alan C. Tarrant, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 212, 145 East Amite Building, Jackson, Miss. 39201.

No. MC 133964 TA (Correction), filed August 20, 1969, published in the FEDERAL REGISTER, issue of September 3, 1969, and republished this issue. Applicant: WATERSFRONT HAULERS, INC., Callopie and Delta Streets, Box 1503, Chamlette, La. 70043, New Orleans, La. 70130. Applicant's representative: E. A. Winter, 235 Rosewood Drive, Metairie, La. 70005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ships spare parts, supplies, equipment and machinery* (in bond), loose or in packages, truckload and less than truckload, from New Orleans, La., City Front docks and docks in the Chalmette, La., area, and New Orleans International Airport, to docks located at Burnside, Gramercy, Port Allen, and St. Rose, La., for 180 days. Note: The purpose of this republication is to correct the territorial description. Supporting shippers: Hansen & Tidemann, Inc., 442 Canal Street, New Orleans, La. 70130; Amerind Shipping Corp., 442 Canal Street, New Orleans, La. 70130; Ayers Steamship Co., Inc., 1803 International Trade Mart, New Orleans, La. 70130; Dalton Steamship Corp., 2300 International Trade Mart, New Orleans, La. 70130; Ormet Corp., Burnside, La. 70786; Ore Shipping Co., Box 5, Burnside, La. 70738; International Maritime Agency, Inc., New Orleans, La. 70130. Send protests to: W. R. Atkins, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 4009 Federal Building, New Orleans, La. 70113.

No. MC 133971 (Sub-No. 1 TA), filed September 29, 1969. Applicant: MURRAY TRUAX AND WALTER TRUAX, a partnership, doing business as TRUAX TRUCK LINE, Post Office Box 248, Egan, La. 70531. Applicant's representative: Edward A. Winter, 235 Rosewood Drive, Metairie, La. 70005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Roofing*, from Marrero, La., to points in Mississippi, for 180 days. Supporting shipper: Johns-Manville Products Corp., Post Office Box 128, Marrero, La. 70072. Send protests to: W. R. Atkins, District Supervisor, Interstate Commerce Commission, Bureau of Operations, T-4009 Federal Building, 701 Loyola Avenue, New Orleans, La. 70113.

MOTOR CARRIER OF PASSENGER

No. MC 134061 TA, filed September 29, 1969. Applicant: ROBERT JACKSON AND RAYMOND HENRY, a partnership, doing business as TRANS CONTINENTAL CHARTERS, 434 East 130th Street, Los Angeles, Calif. 90061. Applicant's representative: J. L. Beeler, 610 South Main Street, Suite 736, Los Angeles, Calif. 90014. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers*, restricted to members of religious groups and their baggage in charter operations, beginning and ending at points in the city of Los Angeles, Calif., and extending to points in Arizona and Nevada, for 180 days. Supporting shippers: Rev. G. J. Grovey (address not given); Rev. J. C. Griggs (address not given); and Rev. Robert W. Ross, 6401 South Normandie Avenue, Los Angeles, Calif. Send protests to: Interstate Commerce Commission, Bureau of Operations, Room 7708, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-11963; Filed, Oct. 6, 1969;
8:48 a.m.]

[Notice 420]

MOTOR CARRIER TRANSFER
PROCEEDINGS

OCTOBER 2, 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-71509. By order of September 29, 1969, the Motor Carrier Board approved the transfer to New England-New York Transport, Inc., Springfield, Mass., of certificate No. MC-99940 (Sub-No. 2) issued January 22, 1965, to Puritan Express Co. of Springfield, Inc., Springfield, Mass., authorizing the transportation of: *General Commodities*, with the usual exceptions, between Springfield, Mass., and specified counties in Massachusetts, in a radial movement. William L. Moberly, 1694 Main Street, Springfield, Mass. 01103, registered practitioner for applicants.

No. MC-FC-71584. By order of September 25, 1969, the Motor Carrier Board approved the transfer to Kodiak Refrigerated Lines, Inc., Woodland Hills,

Calif., of certificates Nos. MC-116544 (Sub-No. 43), and MC-116544 (Sub-No. 49) issued February 7, 1966, and June 25, 1965, respectively, to Wilson Brothers Truck Line, Inc., Carthage, Mo., authorizing the transportation of canned goods, and frozen foods, in mixed loads with canned goods or agricultural commodities as defined in section 203(b) (6) of the Act, from points in California to points in Alabama, Arkansas, Colorado, Florida, Georgia, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Tennessee, Wisconsin, and Wyoming; agricultural commodities, when transported at the same time and in the same vehicle with canned goods or frozen foods, from points in Arizona and California to the above-mentioned destination States; cheese, dry dietary mix, and dessert preparations, from Stillwater and Wanamingo, Minn., to points in Arizona, California, Colorado, Montana, and New Mexico; butter, from Stillwater, Wanamingo, Ogilvie, and Minneapolis, Minn., to points in Arizona, California, Colorado, Montana, and New Mexico; powdered milk, from points in Minnesota, and specified points in Wisconsin, to

points in Arizona, California, Colorado, Montana, and New Mexico and from Bongards, Minn., and points in Minnesota and Wisconsin within 100 miles of Bongards, to points in Idaho, Nevada, Oregon, Utah, Washington, and Wyoming; cheese, powdered whey, dry buttermilk, and bakery mix, from Bongards, Minn., to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming; dry buttermilk, from points in Minnesota and Wisconsin within 100 miles of Bongards, Minn., to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming; and cheese, condensed whey, dried whey, and butter, from Watkins, Minn., to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming. Harry Ross, 848 Warner Building, Washington, D.C. 20004, attorney for applicants.

No. MC-FC-71585. By order of September 29, 1969, the Motor Carrier Board approved the transfer to George Russo and Rocco R. Russo, a partnership, doing business as Russo Trucking Co., Bayonne, N.J., of that portion of operating rights in certificate No. MC-

119237 issued May 14, 1969, to Middlesex Transportation Co., a corporation, Bayonne, N.J., authorizing the transportation of groceries, between Philadelphia, Pa., and Perth Amboy, N.J. Dual operations were approved. Robert B. Pepper, registered practitioner, 297 Academy Street, Jersey City, N.J. 07306, representative for applicants.

No. MC-FC-71639. By order of September 25, 1969, the Motor Carrier Board approved the transfer to East Nebraska Motor Freight, Inc., Lincoln, Nebr., of the operating rights in certificate No. MC-62360, issued October 21, 1965, to Lincoln Motor Freight, Inc., Lincoln, Nebr., authorizing the transportation of: General commodities, with usual exceptions, between Omaha, Nebr., and Utica, Nebr., serving the intermediate and off-route points of Lincoln, Milford, Beaver Crossing, and Goehner, Nebr. Donald E. Leonard, Nelson, Harding, Richling, Leonard and Tate, Post Office Box 2028, 605 South 14th, Lincoln, Nebr. 68501, attorney for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-11964; Filed, Oct. 6, 1969;
8:48 a.m.]

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