

FEDERAL REGISTER

VOLUME 35

NUMBER 16

Friday, January 23, 1970

Washington, D.C.

Pages 933-1002

Agencies in this issue—

The President
Agricultural Stabilization and
Conservation Service
Customs Bureau
Emergency Preparedness Office
Federal Aviation Administration
Federal Home Loan Bank Board
Federal Power Commission
Federal Reserve System
Federal Trade Commission
Food and Drug Administration
Internal Revenue Service
Interstate Commerce Commission
National Park Service
Post Office Department
Securities and Exchange Commission
Tariff Commission

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Volume 82

UNITED STATES STATUTES AT LARGE

[90th Cong., 2d Sess.]

Contains laws and concurrent resolutions enacted by the Congress during 1968, reorganization plans, and Presidential proclamations. Also included are: a subject index, tables of prior

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

Price: \$16.25

Published by Office of the Federal Register, National Archives and Records Service, General Services Administration

Order from Superintendent of Documents, U.S. Government Printing Office
Washington, D.C. 20402



Area Code 202

Phone 962-8626

Published daily, Tuesday through Saturday (no publication on Sundays, Mondays, or on the day after an official Federal holiday), by the Office of the Federal Register, National Archives and Records Service, General Services Administration, Washington, D.C. 20408. (49 Stat. 500, as amended; 44 U.S.C., Ch. 15), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

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There are no restrictions on the republication of material appearing in the FEDERAL REGISTER or the CODE OF FEDERAL REGULATIONS.

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Title 3—THE PRESIDENT

Proclamation 3955

NATIONAL SAFE BOATING WEEK, 1970

By the President of the United States of America

A Proclamation

The pleasures of boating are known to many. Unfortunately, the potential hazards of boating are not so well known. As thousands of our fellow citizens take to the already-crowded waters each year, the potential danger to themselves—and to those who have enjoyed this pastime for many years—becomes increasingly apparent. Boating is and should be enjoyable, but it will remain that way only if the safety of all those engaged in boating is insured by knowledge and practice of boating safety rules.

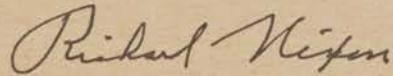
Recognizing the need for emphasis on boating safety, the Congress, by a joint resolution approved June 4, 1958 (72 Stat. 179), has requested that the President proclaim annually the week which includes July 4 as National Safe Boating Week.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby designate the week beginning June 28, 1970, as National Safe Boating Week.

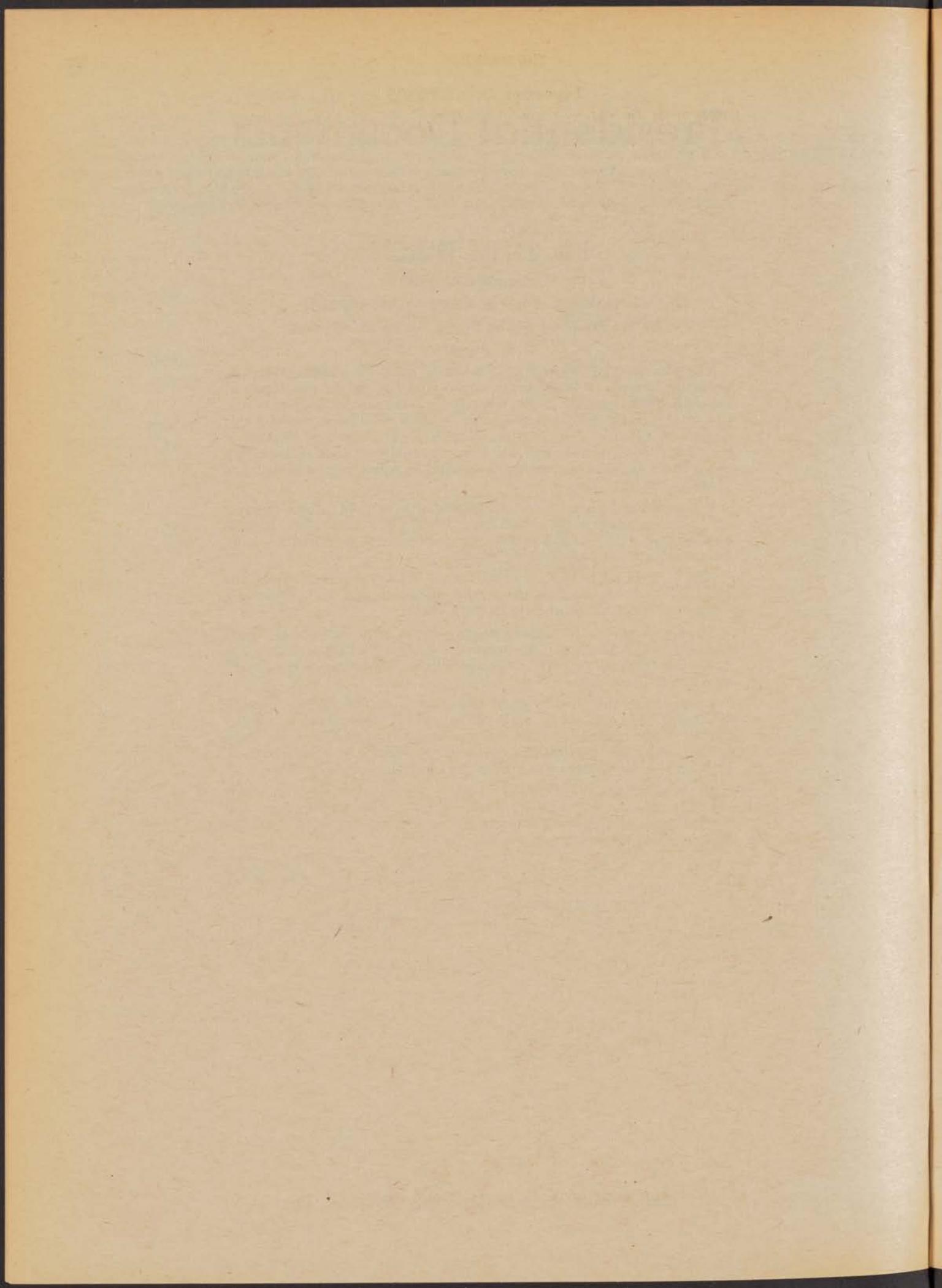
The theme for National Safe Boating Week 1970 reminds us, "Safe Boating Is No Accident." As insurance against accidents, I urge the American boatmen to take advantage of the numerous courses available in boating safety.

I also invite the Governors of the States and the Commonwealth of Puerto Rico and appropriate officials of all other areas under the United States flag to provide for the observance of this week. And to the many fine organizations who will voluntarily give of their time during this year's observance, I offer my appreciation in advance.

IN WITNESS WHEREOF, I have hereunto set my hand this 21st day of January in the year of our Lord, nineteen hundred and seventy, and of the Independence of the United States of America the one hundred and ninety-fourth.



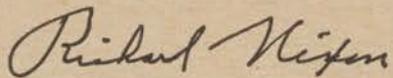
[F.R. Doc. 70-918; Filed, Jan. 21, 1970; 2:42 p.m.]



Executive Order 11505

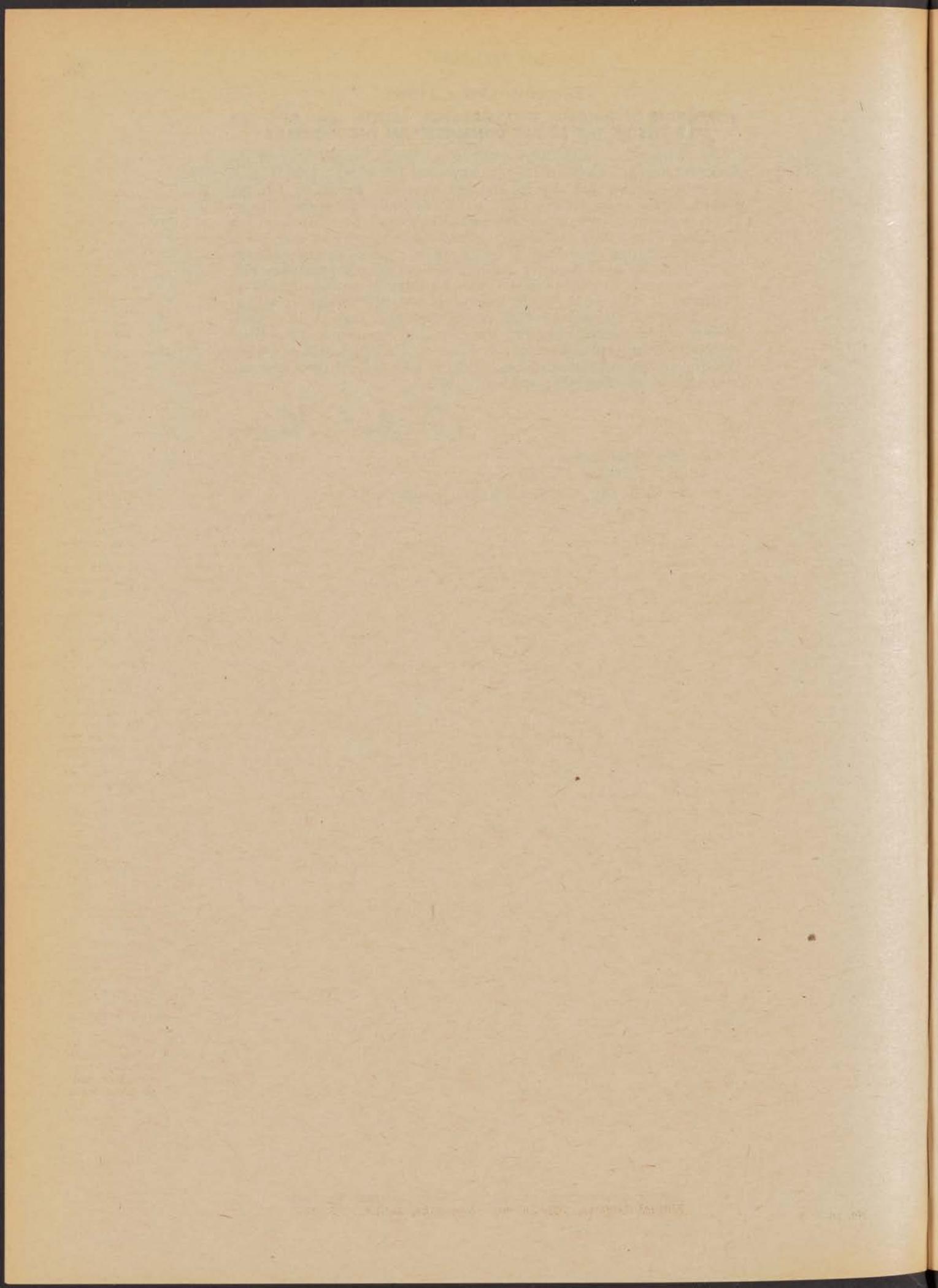
INSPECTION OF INCOME, EXCESS-PROFITS, ESTATE, AND GIFT TAX
RETURNS BY THE SENATE COMMITTEE ON THE JUDICIARY

By virtue of the authority vested in me by section 6103(a) of the Internal Revenue Code of 1954, as amended (26 U.S.C. 6103(a)), it is hereby ordered that any income, excess-profits, estate, or gift tax return for the years 1960 to 1969, inclusive, shall, during the Ninety-first Congress, be open to inspection by the Senate Committee on the Judiciary or any duly authorized subcommittee thereof, in connection with its investigation of the administration, operation, and enforcement of the Internal Security Act of 1950 and other internal security laws, pursuant to Senate Resolution 46, 91st Congress, agreed to February 17, 1969, and Senate Resolution 234, 91st Congress, agreed to as amended, October 16, 1969. Such inspection shall be in accordance and upon compliance with the rules and regulations prescribed by the Secretary of the Treasury in Treasury Decisions 6132 and 6133, relating to the inspection of returns by committees of the Congress, approved by the President on May 3, 1955.



THE WHITE HOUSE,
January 21, 1970.

[F.R. Doc. 70-919; Filed, Jan. 21, 1970; 2:44 p.m.]



Rules and Regulations

Title 17—COMMODITY AND SECURITIES EXCHANGES

Chapter II—Securities and Exchange Commission

[Releases Nos. 33-5027, 34-8760, 35-16536, 39-267, IC-5909, IA-252]

PART 200—ORGANIZATION; CONDUCT AND ETHICS; AND INFORMATION AND REQUESTS

Delegation of Authority to Director of Division of Corporate Regulation

The Securities and Exchange Commission has further amended its rules under which certain functions of the Commission have been delegated to Directors of Divisions and certain other staff officials.

The latest amendment delegates to the Director of the Division of Corporate Regulation authority under the Securities Act of 1933, with respect to investment companies registered under the Investment Company Act of 1940, the same functions that were delegated to the Director of the Division of Corporation Finance by Securities Act Release No. 5025 et al. announced Friday, November 21, 1969 (erroneously dated Oct. 21, 1969) (and published in the *FEDERAL REGISTER* for Dec. 13, 1969 at 34 F.R. 19652). This authority authorizes the Director to accelerate the effective date of registration statements, to consent to the filing of amendments prior to the effective date so as to be treated as a part of the registration statement, to determine that amendments filed prior to the effective date have been filed pursuant to an order of the Commission, and to make effective applications for qualification for crust indentures filed with registration statements. The Director of the Division previously had authority to take such action with respect to registration statements filed by investment companies registered under the Investment Company Act of 1940 on any form subsequent to the effectiveness of another registration statement covering the securities of the same issuer where the issuer is subject to and is filing reports pursuant to section 13 or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m or 15 U.S.C. 78o(d), respectively), or section 30 of the Investment Company Act of 1940 (15 U.S.C. 89a-29). The enlarged authority delegated to the Director of the Division relates primarily to action with respect to registration statements filed by companies which have not

previously registered securities under the Act.

The Commission hereby amends paragraph (c) of § 200.30-2 of this Chapter to read as follows:

§ 200.30-2 Delegation of authority to Director of Division of Corporate Regulation.

(c) With respect to matters pertaining to investment companies registered under the Investment Company Act of 1940 arising under the Securities Act of 1933, the Securities Exchange Act of 1934 and the Trust Indenture Act of 1939, the same functions as are delegated to the Director of the Division of Corporation Finance in regard to companies other than such registered investment companies in paragraphs (a) (1), (2), (3), (5), and (6), (d), and (e) of § 200.30-1.

The Commission finds that the foregoing amendment involves matters of agency organization or procedure and that notice and procedure pursuant to 5 U.S.C. 553 are not required. The Commission also finds that the provisions of 5 U.S.C. 553 regarding postponement of the effective date are inapplicable inasmuch as the foregoing amendments are not of a substantive nature.

Accordingly, the foregoing action, which is taken pursuant to Public Law No. 87-592, 76 Stat. 394, shall become effective November 25, 1969.

(Sec. 1, 76 Stat. 394, 15 U.S.C. 78d-1)

By the Commission, November 25, 1969.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 70-884; Filed, Jan. 22, 1970;
8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER C—AIRCRAFT

[Docket No. 9947; Amdt. 39-930]

PART 39—AIRWORTHINESS DIRECTIVES

British Aircraft Corp. Viscount Models 744, 745D, and 810 Series Airplanes

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

an airworthiness directive requiring inspections for corrosion and repair or replacement of the fuselage skin under the cockpit hood fairing on British Aircraft Corporation Viscount Models 744, 745D, and 810 series airplanes was published in the *FEDERAL REGISTER*, 34 F.R. 18127.

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

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

BRITISH AIRCRAFT CORP. Applies to Viscount Models 744, 745D, and 810 series airplanes.

Compliance is required as indicated.

To prevent possible failure of the fuselage pressure shell in the areas under the cockpit hood, accomplish the following:

(a) For airplanes manufactured before February 28, 1959—

(1) Within the next 90 days after the effective date of this airworthiness directive, comply with the inspection requirements of paragraph (c).

(2) Within the next 12 months after the effective date of this airworthiness directive, unless already accomplished, accomplish the rework required in paragraph (f).

(b) For airplanes manufactured on or after February 28, 1959—

(1) Within the next 90 days after the effective date of this airworthiness directive, or within 8 years after the date of manufacture, whichever occurs later, and thereafter at intervals not to exceed 12 months since the last inspection, comply with the inspection requirements of paragraph (c).

(2) Within 11 years after the date of manufacture, accomplish the rework required in paragraph (f).

(c) Remove the cockpit hood fairing side panels. Visually inspect the exposed skin panels for corrosion, and visually inspect the wood packing strips around the window frames for water saturation. Guidance on identification of the degree of corrosion is given in the Airplane Corrosion Section of the Viscount Overhaul Manual for Model 744 airplanes; in the Instruction Manual for Model 745D airplanes; and in the Aircraft Manual for Model 810 airplanes.

(d) If, during the inspections required by paragraph (c), skin corrosion is found which does not extend beyond the skin area exposed by removal of the cockpit hood fairing side panels, before further flight repair the corroded skin in accordance with the Viscount Repair Manual or comply with the requirements of paragraph (f).

(e) If, during the inspections required by paragraph (c), skin corrosion is found which extends beyond the skin area exposed by removal of the cockpit hood fairing side panels, or the wood packing strips around the

RULES AND REGULATIONS

windows are found to be saturated with water, before further flight comply with the requirements of paragraph (f).

(f) Remove the complete cockpit hood assembly, including the eyebrow fairing panels located above the windshield panels. Rework and reprotect the fuselage skin under these panels, and replace the wood window packing strips in accordance with paragraph 5.2.3 of British Aircraft Corp. Preliminary Technical Leaflet No. 278, Issue 1, for Models 744 and 745D airplanes; Preliminary Technical Leaflet No. 143, Issue 1, for Model 810 airplanes; or a later ARB-Approved issue or FAA-approved equivalent.

(g) The repetitive inspections required by paragraph (b) (1) may be discontinued after compliance with the requirements of paragraph (f) has been accomplished.

This amendment becomes effective February 22, 1970.

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

Issued in Washington, D.C., on January 14, 1970.

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

[F.R. Doc. 70-862; Filed, Jan. 22, 1970;
8:45 a.m.]

[Docket No. 9946; Amdt. 39-929]

PART 39—AIRWORTHINESS DIRECTIVES

British Aircraft Corp. Viscount Models 744, 745D, and 810 Series Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring inspections for corrosion and repair or replacement of fuselage skin under the dorsal fin structure on British Aircraft Corp. Viscount Models 744, 745D, and 810 series airplanes was published in the *FEDERAL REGISTER*, 34 F.R. 18127.

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

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

BRITISH AIRCRAFT CORP. Applies to Viscount Models 744, 745D, and 810 series airplanes.

Compliance is required as indicated.

To prevent possible failure of the fuselage pressure shell in the area under the dorsal fin structure, accomplish the following:

(a) Within the next 90 days after the effective date of this date of this airworthiness directive or within 8 years after the date of manufacture, whichever occurs later, and thereafter at intervals not to exceed 12 months from the last inspection, visually inspect the fuselage skin under the dorsal fin for corrosion and breakdown of the protective paint. These inspections may be accomplished through the leading edge access panel for the anti-icing duct connection at the base of the fin and through new inspection holes installed in the dorsal fin in accordance

with Figures 2 and 3 of the British Aircraft Corp. Preliminary Technical Leaflet No. 278, Issue 1, for Models 744 and 745D airplanes; or preliminary Technical Leaflet No. 143, Issue 1, for Model 810 airplanes; or an FAA-approved equivalent.

(b) If skin corrosion is found during the inspections required by paragraph (a), before further flight:

(1) Repair the corroded area in accordance with the Viscount Repair Manual, or

(2) Remove the complete dorsal fin (segments or all at once), repair the corroded skin, and reseal, and repaint the fuselage skin under the dorsal fin in accordance with the Airframe Corrosion Section of the Viscount Overhaul Manual, for Model 744 airplanes; the Instruction Manual, for Model 745D airplanes; the Aircraft Manual, for Model 810 airplanes; or an FAA-approved equivalent.

(c) The repetitive inspections required by paragraph (a) may be discontinued when all segments of the dorsal fin have been removed and the corrective action required by paragraph (b) (2) has been accomplished.

This amendment becomes effective February 22, 1970.

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

Issued in Washington, D.C., on January 14, 1970.

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

[F.R. Doc. 70-863; Filed, Jan. 22, 1970;
8:45 a.m.]

[Docket No. 9980; Amdt. 39-928]

PART 39—AIRWORTHINESS DIRECTIVES

Hawker Siddeley Dove Model DH-104 Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring replacement of the nose landing gear locking lever and jack attachment lever with levers of improved fatigue resistance on Hawker Siddeley Dove Model DH-104 airplanes was published in the *FEDERAL REGISTER*, 34 F.R. 18821.

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

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

HAWKER SIDDELEY. Applies to Hawker Siddeley Dove Model DH-104 airplanes.

Compliance is required within the next 300 landings after the effective date of this AD, unless already accomplished.

To prevent fatigue failure of the nose landing gear locking lever and jack attachment lever, replace the existing nose landing gear locking lever and jack attachment lever with Modification 978 levers in accordance with Hawker Siddeley Technical News Sheet Series CT(104) No. 155, Issue 4, dated September 29, 1969, or an FAA-approved equivalent.

This amendment becomes effective February 22, 1970.

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

Issued in Washington, D.C., on January 19, 1970.

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

[F.R. Doc. 70-864; Filed, Jan. 22, 1970;
8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 69-WE-75]

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

Designation of Transition Area

On November 13, 1969, a notice of proposed rule making was published in the *FEDERAL REGISTER* (34 F.R. 18177) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate a transition area for Gillette-Campbell County Airport, Wyo.

Interested persons were given 30 days in which to submit written comments, suggestions or objections. No objections have been received and the proposed amendment is hereby adopted without change.

Effective date. This amendment shall be effective 0901 G.m.t., March 5, 1970.

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

Issued in Los Angeles, Calif., on January 6, 1970.

ARVIN O. BASNIGHT,
Director, Western Region.

In § 71.181 (35 F.R. 2134) the following transition area is added:

GILLETTE, WYO.

That airspace extending upward from 700 feet above the surface within 6 miles east and 9.5 miles west of the Gillette VOR (latitude 44°20'52" N., longitude 105°32'34" W.) 176° and 356° radials, extending from 8 miles south to 18.5 miles north of the VOR. That airspace extending upward from 1,200 feet above the surface within 5 miles each side of a direct line between the Crazy Woman VORTAC and the Gillette VOR.

[F.R. Doc. 70-865; Filed, Jan. 22, 1970;
8:45 a.m.]

[Airspace Docket No. 69-WE-78]

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

Alteration of Transition Area

On November 13, 1969, a notice of proposed rule making was published in the *FEDERAL REGISTER* (34 F.R. 18177) stating that the Federal Aviation Administration was considering an amendment

to Part 71 of the Federal Aviation Regulations that would alter the description of the Gunnison, Colo., transition area.

Interested persons were given 30 days in which to submit written comments, suggestions, or objections. No objections have been received and the proposed amendment is hereby adopted without change.

Effective date. This amendment shall be effective 0901 G.m.t., March 5, 1970.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Los Angeles, Calif., on December 29, 1969.

ARVIN O. BASNIGHT,
Director, Western Region.

In § 71.181 (35 F.R. 2134) the description of the Gunnison, Colo., transition area is amended to read as follows:

GUNNISON, COLO.

That airspace extending upward from 700 feet above the surface within 9.5 miles northwest and 6 miles southeast of the Gunnison VORTAC 045° and 225° radials extending from 12 miles northeast to 19 miles southwest of the VORTAC.

[F.R. Doc. 70-866; Filed, Jan. 22, 1970; 8:45 a.m.]

[Airspace Docket No. 69-SO-148]

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

Designation of Transition Area

On December 11, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 19552), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Hartsville, S.C., transition area.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. All comments received were favorable.

Subsequent to publication of the notice, the geographic coordinate (lat. 34°24'15" N., long. 80°07'04" W.) for Hartsville Municipal Airport was obtained from Coast and Geodetic Survey. It is necessary to alter the description by inserting the geographic coordinate for the airport. Since this amendment is editorial in nature, notice and public procedure hereon are unnecessary and action is taken herein to alter the description accordingly.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 2, 1970, as hereinafter set forth.

In § 71.181 (35 F.R. 2134), the following transition area is added:

HARTSVILLE, S.C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Hartsville Municipal Airport (lat. 34°24'15" N., long 80°07'04" W.); within 3 miles each side of the 014° bearing from

Hartsville RBN (lat. 34°24'25" N., long. 80°06'56" W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN; excluding the portion within the Darlington, S.C., transition area.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a)); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in East Point, Ga., on January 14, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 70-867; Filed, Jan. 22, 1970; 8:45 a.m.]

[Airspace Docket No. 69-WE-72]

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

Alteration of Control Zone

On November 6, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 17964) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the description of the Santa Ana, Calif. (MCAS Santa Ana), control zone.

Interested persons were given 30 days in which to submit written comments, suggestions, or objections. Due consideration was given to all relevant matter presented.

An objection was received from the Director of Aviation for Orange County. Specifically, he objected to the possibility that the expanded control zone would create unacceptable delays to civilian IFR traffic arriving at the Orange County Airport. The reconfiguration of the control zone from 3 to 5 miles will not cause any additional delays to Orange County Airport nor will it cause any appreciable increase in controller workload, but it will afford more protection for GCA practice.

The expansion of the control zone is necessary to provide more protected airspace for the maximum degree of positive air traffic control under IFR conditions. The additional portion of the control zone airspace is presently contained within a 700-foot transition area and the control zone will only add the airspace from 700 feet down to the surface. Both Orange County Airport and MCAS Santa Ana will continue under El Toro approach control jurisdiction for IFR traffic sequencing.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0901 G.m.t., February 5, 1970, as hereinafter set forth.

In § 71.171 (35 F.R. 2054) the description of the Santa Ana, Calif. (MCAS Santa Ana) control zone is amended to read as follows:

SANTA ANA, CALIF. (MCAS SANTA ANA)

Within a 5-mile radius of MCAS Santa Ana (latitude 33°42'22" N., longitude 117°49'35" W.) and within a 5-mile radius of Orange County Airport, Santa Ana, Calif. (latitude 33°40'10" N., longitude 117°52'15" W.) excluding the portion within a 1-mile radius of

Mile Square MCOLF, and that portion east and south of a line from latitude 33°43'55" N., longitude 117°47'00" W. to latitude 33°41'15" N., longitude 117°48'10" W., to latitude 33°42'30" N., longitude 117°56'40" W. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

(Sec. 307(a), Federal Aviation Act of 1958, as amended (49 U.S.C. 1348 (a)); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Los Angeles, Calif., on January 15, 1970.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 70-868; Filed, Jan. 22, 1970; 8:45 a.m.]

[Airspace Docket No. 69-WE-82]

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

Alteration of Control Zone and Transition Area

On December 6, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 19375) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the description of the Lewiston, Idaho, control zone and transition area.

Interested persons were given 30 days in which to submit written comments, suggestions, or objections. No objections have been received. However, one comment pointed out that a small portion of the original 700-foot transition area description was omitted. Since this correction is minor in nature and imposes no burden on any person, additional notice and public procedure hereon are unnecessary. Therefore, the proposed amendment is hereby adopted subject to the following changes:

In the description of the Lewiston, Idaho, transition area, add, after "(latitude 46°22'34" N., longitude 117°00'53" W.)", add "and within 2 miles each side of the Lewiston VOR 263° radial extending from the 5-mile radius area to the VOR".

Change the FEDERAL REGISTER citations to read "In § 71.171 (35 F.R. 2054) * * *" and "In § 71.181 (35 F.R. 2134) * * *".

Effective date. This amendment shall be effective 0901 G.m.t., April 2, 1970.

(Sec. 307(a), Federal Aviation Act of 1958, as amended (49 U.S.C. 1348); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Los Angeles, Calif., on January 14, 1970.

LEE E. WARREN,
Acting Director, Western Region.

In § 71.171 (35 F.R. 2054) the description on the Lewiston, Idaho, control zone is amended by deleting " * * * 266° radial, * * *" and substituting " * * * 263° radial, * * *" therefor.

In § 71.181 (35 F.R. 2134) the description of the Lewiston, Idaho, transition area is amended to read as follows:

LEWISTON, IDAHO

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lewiston-Nez Perce County Airport (latitude 46°22'34" N., longitude 117°00'53" W.), and within 2 miles each side of the Lewiston VOR 263° radial extending from the 5-mile radius area to the VOR, and within 2.5 miles each side of the Lewiston VOR 065° and 245° radial extending from 1 mile southwest to 6 miles northeast of the VOR; that airspace extending upward from 1,200 feet above the surface within 9.5 miles northwest and 5 miles southeast of the Lewiston VOR 065° radial, extending from the VOR to 19 miles northeast of the VOR, within 5 miles each side of the Lewiston VOR 266° radial extending from 7 to 15 miles west of the VOR, and that airspace extending upward from 6,500 feet MSL within 12 miles northwest and 8 miles southeast of the Lewiston VOR 065° and 245° radials, extending from 11 miles southwest to 23 miles northeast of the VOR.

[F.R. Doc. 70-809; Filed, Jan. 22, 1970; 8:45 a.m.]

[Airspace Docket No. 69-WE-74]

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

Alteration of Transition Area and Control Zone

On November 20, 1969, a notice of proposed rule making was published in the **FEDERAL REGISTER** (34 F.R. 18470) stating that the Federal Aviation Administration was considering amendments to Part 71 of the Federal Aviation Regulations that would alter the descriptions of the Boise, Idaho, control zone and transition area.

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

Change the **FEDERAL REGISTER** citations to read "§ 71.171 (35 F.R. 2054)" and "§ 71.181 (35 F.R. 2134)".

Effective date. These amendments shall be effective 0901 G.m.t., March 5, 1970.

(Sec. 307(a), Federal Aviation Act of 1958, as amended (72 Stat. 749; 49 U.S.C. 148(a); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Los Angeles, Calif., on January 8, 1970.

ARVIN O. BASNIGHT,
Director, Western Region.

In § 71.171 (35 F.R. 2054) the description of the Boise, Idaho, control zone is amended to read as follows:

BOISE, IDAHO

Within a 5-mile radius of the Boise Air Terminal (latitude 43°33'55" N., longitude

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116°13'35" W.); within 2 miles each side of the Boise VORTAC 304° radial, extending from the 5-mile radius zone to 12 miles northwest of the VORTAC; within 2 miles each side of the Boise VORTAC 319° radial, extending from the 5-mile radius zone to 12 miles northwest of the VORTAC and within 2 miles each side of the Boise VORTAC 114° radial, extending from the 5-mile radius zone to 12 miles southeast of the VORTAC.

In § 71.181 (35 F.R. 2134) the description of the Boise transition area is amended to read as follows:

BOISE, IDAHO

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 43°56'00" N., longitude 116°33'00" W., direct to latitude 43°51'15" N., longitude 116°25'00" W., thence via a 21.5-mile radius arc, centered on the Boise VORTAC, to longitude 116°14'00" W., direct to latitude 43°45'00" N., longitude 116°14'00" W., direct latitude 43°31'00" N., longitude 115°52'00" W., direct latitude 43°20'00" N., longitude 115°58'00" W., direct latitude 43°27'00" N., longitude 116°22'00" W., direct latitude 43°25'00" N., longitude 116°25'00" W., direct latitude 43°42'00" N., longitude 116°57'00" W., direct to point of beginning; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Boise VORTAC, extending clockwise from a line 8 miles northeast of and parallel to the Boise VORTAC 319° radial to the Boise VORTAC 204° radial; that airspace east of Boise within a 34-mile radius of Boise VORTAC, extending clockwise from the north edge of V-4N to the northeast edge of V-4; within a 40-mile radius of Boise VORTAC, extending clockwise from the Boise VORTAC 204° radial to a line 8 miles northeast of and parallel to the Boise VORTAC 319° radial; within 8 miles south and 7 miles north of the Boise VORTAC 269° radial, extending from the 40-mile radius area to 57 miles west of the VORTAC; within 8 miles northeast and 11 miles southwest of the Boise VORTAC 295° radial, extending from the 40-mile radius area to 75 miles northwest of the VORTAC; within 8 miles northeast and 16 miles northwest of the Boise VORTAC 319° radial, extending from the 40-mile radius area to 55 miles northwest of the VORTAC, and that airspace northwest of Boise bounded on the northwest by the McCall, Idaho VORTAC 221° radial, on the east by the west edge of V-253, and on the southwest by a line 8 miles northeast of and parallel to the Boise VORTAC 319° radial; that airspace southeast of Boise extending upward from 9,000 feet MSL, extending from the 34-mile radius area bounded on the north by the south edge of V-500, on the northeast by the southwest edge of V-293 and on the south by the north edge of V-330 and on the southwest by the northeast edge of V-4.

[F.R. Doc. 70-870; Filed, Jan. 22, 1970; 8:45 a.m.]

[Airspace Docket No. 69-WE-55]

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

Alteration of Control Zone and Transition Area

On August 29, 1969, a notice of proposed rule making was published in the

FEDERAL REGISTER (34 F.R. 13876) stating that the Federal Aviation Administration was considering amendments to Part 71 of the Federal Aviation Regulations that would alter the descriptions of the Pueblo, Colo., control zone and transition area. The transition area was further amended in the **FEDERAL REGISTER** (34 F.R. 13794).

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

Change the **FEDERAL REGISTER** citations to read "§ 71.171 (35 F.R. 2054)" and "§ 71.181 (35 F.R. 2134)".

Effective date. These amendments shall be effective 0901 G.m.t., March 5, 1970.

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

Issued in Los Angeles, Calif., on January 8, 1970.

ARVIN O. BASNIGHT,
Director, Western Region.

In § 71.171 (35 F.R. 2054) the description of the Pueblo, Colo., control zone is amended to read as follows:

PUEBLO, COLO.

Within a 5-mile radius of Pueblo Memorial Airport (latitude 38°17'30" N., longitude 104°30'00" W.); within 2 miles each side of the Pueblo ILS localizer west course, extending from the 5-mile radius zone to the LOM; within 4 miles each side of the Pueblo VORTAC 081° radial, extending from the 5-mile radius zone to 9 miles east of the VORTAC.

In § 71.181 (35 F.R. 2134) the description of the Pueblo, Colo., transition area as amended by (34 F.R. 11379) is further amended to read as follows:

PUEBLO, COLO.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Pueblo VORTAC; within 2 miles each side of the Pueblo VORTAC 275° radial, extending from the 9-mile radius area to 16 miles west of the VORTAC, and within 4.5 miles each side of the Pueblo VORTAC 081° radial, extending from the 9-mile radius area to 11.5 miles east of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 38°30'00" N., longitude 104°52'00" W., thence to latitude 38°30'00" W., longitude 104°00'00" W., thence to latitude 38°07'00" N., longitude 104°00'00" W., thence west along latitude 38°07'00" W. to the west edge of V-19, thence south along the west edge of V-19, and west along the north edge of V-210 to longitude 105°00'00" W., thence to latitude 38°07'00" N., longitude 104°43'00" W., thence to latitude 38°07'00" N., longitude 105°00'00" W., thence to latitude 38°25'00" N., longitude 105°00'00" W., thence to latitude 38°25'00" N., longitude 104°52'00" W., thence to point of beginning.

[F.R. Doc. 70-871; Filed, Jan. 22, 1970; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 10055; Amdt. 684]

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:

Cold Bay, Alaska—Cold Bay, LFR 1, Amdt. 1, 22 Dec. 1962 (established under Subpart C).

Brigham City, Utah—Brigham City, NDB (ADF) Runway 34, Amdt. 1, 16 Dec. 1967 (established under Subpart C).

Cedar Rapids, Ia.—Cedar Rapids Municipal, NDB (ADF) Runway 8, Amdt. 2, 13 May 1967 (established under Subpart C).

Cold Bay, Alaska—Cold Bay, NDB (ADF) Runway 14, Amdt. 3, 14 Mar. 1968 (established under Subpart C).

Kahului, Hawaii—Kahului, ADF 1, Amdt. 2, 10 Apr. 1965 (established under Subpart C).

Bowling Green, Ohio—University, VOR 1, Amdt. 4, 24 Sept. 1966 (established under Subpart C).

Cedar Rapids, Ia.—Cedar Rapids Municipal, VOR Runway 8, Amdt. 9, 8 July 1967 (established under Subpart C).

Cedar Rapids, Ia.—Cedar Rapids Municipal, VOR Runway 26, Amdt. 4, 3 June 1967 (established under Subpart C).

Cold Bay, Alaska—Cold Bay, VOR 1, Amdt. 4, 30 July 1966 (established under Subpart C).

Hobart, Okla.—Hobart Municipal, VOR Runway 35, Amdt. 3, 3 Oct. 1968 (established under Subpart C).

Kahului, Hawaii—Kahului, VOR 1, Amdt. 1, 8 Oct. 1966 (established under Subpart C).

Lihue, Hawaii—Lihue, VOR 2, Amdt. 4, 30 July 1966 (established under Subpart C).

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

Lihue, Hawaii—Lihue, VOR 1, Amdt. 9, 30 July 1966, canceled, effective 5 Feb. 1970.

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

Fergus Falls, Minn.—Fergus Falls Municipal (Einer Mickelson), TerVOR-35, Amdt. 1, 12 Nov. 1966 (established under Subpart C).

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

Kahului, Maui, Hawaii—Kahului, VOR/DME No. 2, Amdt. 2, 8 Oct. 1966, canceled, effective 5 Feb. 1970.

Kahului, Maui, Hawaii—Kahului, VOR/DME No. 3, Amdt. 1, 5 Feb. 1966 canceled, effective 5 Feb. 1970.

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

Cedar Rapids, Ia.—Cedar Rapids Municipal, ILS Runway 8, Amdt. 5, 13 May 1967 (established under Subpart C).

Cold Bay, Alaska—Cold Bay, ILS Runway 14, Amdt. 6, 14 Mar. 1968 (established under Subpart C).

Kahului, Hawaii—Kahului, ILS-2, Amdt. 4, 10 Sept. 1966 (established under Subpart C).

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

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

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

Terminal routes					Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 1.6-mile after passing CO LFR.		
Mordvinoff Int.	Chunak DME Fix	CDB, R 236°	9000	Climbing left turn to 3000' on NW crs		
Chinak DME Fix	CDB VORTAC	CDB, R 230°	2500	CO LFR within 15 miles.		
CDB VORTAC	CO LFR	Direct	2100	Supplementary charting information: 1100 Mount Slimeon, 2.4 miles W of airport 5784' Frosty Peak, 7 miles S of airport.		

Procedure turn E side of crs, 321° Outbnd, 141° Inbnd, 2100' within 10 miles of CO LFR.
FAF, CO LFR. Final approach crs, 137°. Distance FAF to MAP, 1.6 miles.

Minimum altitude over CO LFR, 800'.

MSA: N—4500'; S—6800'; E—6000'; W—2800'.

NOTE: Air carrier will not reduce takeoff visibility due to local conditions Runway 26.

*Circling not authorized W of Runways 14-32.

**Night circling Runway 8 not authorized.

**IFR departures must comply with published Cold Bay SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C-26, 32*	560	1	462	560	1	462	560	1 3/4	462	660	2	562
C-8**	800	2	702	800	2	702	800	2	702	1400	2	1302
A	Standard.	T 2-Eng. or less—Runway 26, 800-2; Standard all others.% T over 2-Eng.—Runway 26, 800-2; Standard all others.%										

City, Cold Bay; State, Alaska; Airport name, Cold Bay; Elev., 98'; Facility, CO LFR; Procedure No. LFR Runway 14, Amdt. 2; Eff. date, 5 Feb. 70; Sup. Amdt. No. LFR 1, Amdt. 1; Dated, 22 Dec. 62

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

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

Terminal routes					Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.3 miles after passing Swiftown Int	
GRW, R 270° CCW	GRW, R 207°	8-mile Arc.....	2000	Climbing right turn to 1700' to Swiftown Int via GRW R 207° and hold.	
GRW, R 084° CW	GRW, R 207°	8-mile Arc.....	2000	Supplementary charting information:	
8-mile Arc.....	Swiftown Int (NOPT)	GRW, R 207°	1700	Hold NE, 1-minute, right turns, 207° Inbnd	
GRW VORTAC.....	Swiftown Int (NOPT)	GRW, R 207°	1700	Runway 21, TDZ elevation, 110'.	

Procedure turn not authorized. Approach crs (profile) starts at GRW VORTAC. FAF, Swiftown Int. Final approach crs, 207°. Distance FAF to MAP, 4.3 miles (22.3 DME Fix). Minimum altitude over GRW VORTAC, 2000'; over Swiftown Int, 1700'. MSA: 000°-090°—2000'; 090°-180°—1800'; 180°-270°—2300'; 270°-360°—1600'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
Dual VOR Minimums:										
S-21.....	840	1	730	840	1	730		NA		NA
	MDA	VIS	HAA							
C.....	880	1	770		NA			NA		NA
VOR/DME Minimums:										
	MDA	VIS	HAT	MDA	VIS	HAT				
S-21.....	620	1	510	620	1	510		NA		NA
	MDA	VIS	HAA							
C.....	660	1	550		NA			NA		NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Belzoni; State, Miss.; Airport name, Belzoni Municipal; Elev., 110'; Facility, GRW; Procedure No. VOR Runway 21, Amdt. Orig.; Eff date., 5 Feb. 70

Terminal routes					Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.5 miles after passing VWV VORTAC.	
Climb to 2200' on R 175°, left turn, return to VWV VORTAC and hold.					
Supplementary charting information: Hold SE VWV VORTAC, right turns, 1 minute, 320° Inbnd. Stack $\frac{3}{4}$ mile SW of airport, 943'. Runway 18, TDZ elevation, 675'.					

Procedure turn W side of crs, 358° Outbnd, 178° Inbnd, 2200' within 10 miles of VWV VORTAC. FAF, VWV VORTAC. Final approach crs, 178°. Distance FAF to MAP, 3.5 miles.

MSA: 000°-090°—3100'; 090°-270°—2400'; 270°-360°—2100'.

NOTES: (1) Radar vectoring. (2) Use Toledo, Ohio, altimeter setting.

*Night operations not authorized for Runways 9/27.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-18.....	1120	1	445	1120	1	445	1120	1	445	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1300	1	625	1300	1	625	1300	1½	625	NA
A.....	Not authorized.			T 2-eng. or less—Standard Runways 6, 9, and 36, 300-1, Runways 18, 24, and 27.			T over 2-eng.—Standard Runways 6, 9, and 36, 300-1, Runways 18, 24, and 27.			

City, Bowling Green; State, Ohio; Airport name, University; Elev., 675'; Facility, VWV; Procedure No. VOR Runway 18, Amdt. 5; Eff. date., 5 Feb. 70; Sup. Amdt. No. VOR 1, Amdt. 4; Dated, 24 Sept. 66.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach		
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.8 miles after passing CID VOR TAC.		
R 321°, CID VORTAC CCW	R 259°, CID VORTAC	9-mile Arc	2500	Climb to 2500' on R 089° within 10 miles, right turn to CID VORTAC, or as directed by ATC, climbing right turn to		
R 155°, CID VORTAC CW	R 259°, CID VORTAC	9-mile Arc	2500	right turn to CID VORTAC, or as		
9-mile Arc	CID VORTAC (NOPT)	Direct	1700	directed by ATC, climbing right turn to		
Belle Plaine Int.	Watkins Int.	Direct	2500	2000' and proceed to CID VORTAC.		
Watkins Int. (6.9-mile DME)	CID VORTAC (NOPT)	Direct	1700	Supplementary charting information: Chart DME distance at Watkins Int.		
IOW VORTAC	CID VORTAC	Direct	2500	Runway 8, TDZ elevation, 856'.		

Procedure turn S side of crs, 259° Outbnd, 079° Inbnd, 2000' within 10 miles of CID VORTAC.

FAF, CID VORTAC. Final approach crs, 089°. Distance FAF to MAP, 2.8 miles.

Minimum altitude over CID VORTAC, 1700'.

MSA: 045°—135°—3300'; 135°—225°—2200'; 225°—315°—2400'; 315°—045°—4000'.

NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-8	1200	RVR 24	344	1200	RVR 24	344	1200	RVR 24	344	1200	RVR 50	344
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1200	1	397	1320	1	457	1320	1½	457	1420	2	557
A	Standard.	T 2-eng. or less—RVR 24', Runway 8; Standard all other runways.			T over 2-eng.—RVR 24', Runway 8; Standard all other runways.							

City, Cedar Rapids; State, Iowa; Airport name, Cedar Rapids Municipal; Elev., 863'; Facility, CID; Procedure No. VOR Runway 8, Amdt. 10; Eff. date, 5 Feb. 70; Sup. Amdt. No. 9; Dated, 8 July 67

Terminal routes				Missed approach		
From—	To—	Via	Minimum altitudes (feet)	MAP: 4-mile DME Fix or 5.3-mile after passing Ely Int.		
R 141°, CID VORTAC CCW	R 089°, CID VORTAC	15-mile Arc	2500	Climb to 2000' on R 089° to CID VOR		
R 052°, CID VORTAC CW	R 089°, CID VORTAC	15-mile Arc	2500	TAC, or as directed by ATC, make		
Big Rock Int.	Wheatland Int.	MLI, R 338°	2500	climbing left turn to 2500' and proceed		
Wheatland Int.	Stanwood Int.	Direct	2500	to Ely Int via R 089°.		
Anamosa Int.	Stanwood Int.	IOW, R 014°	2500	Supplementary charting information:		
15-mile Fix (Stanwood Int.)	9.3-mile Fix (Ely Int.) (NOPT)	CID, R 089°	2500	Chart 089° as the final approach radial.		
IOW VORTAC	Ely Int.	Direct	2500	Tree to 900', 800' E and 500' S of threshold		
CID VORTAC	Ely Int.	Direct	2500	Runway 26.		
				Runway 26, TDZ elevation, 860'.		

Procedure turn N side of crs, 089° Outbnd, 209° Inbnd, 2500' within 10 miles of Ely Int.

FAF, Ely Int. Final approach crs, 269°. Distance FAF to MAP, 5.3 miles.

Minimum altitude over Ely Int., 2500'.

MSA: 045°—135°—3300'; 135°—225°—2200'; 225°—315°—2400'; 315°—045°—4000'.

NOTES: (1) Radar vectoring. (2) Dual VOR receivers or VOR/DME required.

*Sliding scale not authorized. Inoperative table does not apply to HIRL Runway 26.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-26*	1160	1	300	1160	1	300	1160	1	300	1160	1	300
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1200	1	397	1320	1	457	1320	1½	457	1420	2	557
A	Standard.	T 2-eng. or less—RVR 24', Runway 8; Standard all other runways.			T over 2-eng.—RVR 24' Runway 8; Standard all other runways.							

City, Cedar Rapids; State, Iowa; Airport name, Cedar Rapids Municipal; Elev., 863'; Facility, CID; Procedure No. VOR Runway 26, Amdt. 5; Eff. date, 5 Feb. 70; Amdt. No. 4; Dated, 3 June 67

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3 miles after passing CDB VORTAC.	
R 024°, CDB VORTAC CCW	R 318°, CDB VORTAC (NOPT)....	10-mile Arc CDB, R 329° lead radial.	2000	Climbing left turn to 3000' on R 318° within 15 miles.	
R 236°, CDB VORTAC CW	R 318°, CDB VORTAC (NOPT)....	10-mile Arc CDB, R 307° lead radial.	2000	Supplementary charting information: 1100' Mount Simeon, 2.4 miles W of airport.	
CO LFR	CDB VORTAC	Direct	1700	5784' Frosty Peak, 7 miles S of airport.	
Mordvinoff Int.	Chunak DME Fix	CDB, R 236°	9000	14 Runway TDZ elevation, 69'.	
Chunak DME Fix	CDB VORTAC	CDB, R 236°	2500		

Procedure turn E side of crs, 318° Outbnd, 138° Inbnd, 1700' within 10 miles of CDB VORTAC.

FAF, CDB VORTAC. Final approach crs, 138°. Distance FAF to MAP, 3 miles.

Minimum altitude over CDB VORTAC, 700'; over CO LFR, 520'.

MSA: 000°—090°—6000'; 090°—180°—6800'; 180°—270°—6800'; 270°—360°—2800'.

NOTE: Air carrier will not reduce takeoff visibility due to local conditions Runway 26.

*Circling not authorized W of Runways 14/32.

**Night circling Runway 8 not authorized.

%IF R departures must comply with published Cold Bay SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14.....	520	½	451	520	½	451	520	½	541	520	1	451
VOR/LFR Minimums												
S-14.....	400	½	331	400	½	331	400	½	331	400	1	331
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C-26, 32*	500	1	462	500	1	462	500	1½	462	600	2	562
C-8 **.....	800	2	702	800	2	702	800	2	702	1400	2	1302
A.....	Standard.	T 2-eng. or less—Runway 26, 800-2; Standard all others.% T over 2-eng.—Runway 26, 800-2; Standard all others.%										

City, Cold Bay; State, Alaska; Airport name, Cold Bay; Elev., 98'; Facility, CDB; Procedure No. VOR Runway 14, Amdt. 5; Eff. date, 5 Feb. 70; Sup. Amdt. No. VOR 1, Amdt. 4; Dated, 30 July 66

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: FFM VOR.			
Elizabeth Int.....	FFM VOR.....	Direct.....	3000	Climb to 3000' on R 359° within 10 miles, return to VOR. When directed by ATC, make left-climbing turn to 2900' on R 179° within 10 miles, return to VOR.			
				Supplementary charting information: Final approach crs intercepts runway centerline 4583' from threshold. Runway 38, TDZ elevation, 1177'.			

Procedure turn E side of crs, 179° Outbnd, 359° Inbnd, 2700' within 10 miles of FFM VOR.

Final approach crs, 359°.

MSA: 045°—225°—2900'; 225°—315°—2600'; 315°—045°—3000'.

NOTE: Use Alexandria, Minn., altimeter setting.

% Departure procedure: When weather is below 400-1 aircraft departing all runways climb on runway heading to 2000' before proceeding on crs. Restriction due to Tower 1510', 1.3 miles E.

CAUTION: Runways 13-31 unlighted.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	
S-35.....	1720	1	543	1720	1	543	1720	1	543	NA		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA			
C.....	1720	1	535	2000	1½	815	2000	1½	815	NA		
A.....	Not authorized.	T 2-eng. or less—Standard.%										
		T over 2-eng.—Standard.%										

City, Fergus Falls; State, Minn.; Airport name, Fergus Falls Municipal (Einer Nickelson); Elev., 1185'; Facility, FFM; Procedure No. VOR Runway 35, Amdt. 2; Eff. date, 5 Feb. 70; Sup. Amdt. No. Ter VOR-35, Amdt. 1; Dated, 12 Nov. 66

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes					Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: Gillette VOR.		
CZI VOR Gillette Int.	GCC VOR GCC VOR	Direct Direct	7000 7000	Climb to 6000' in holding pattern.* Supplementary charting information: *Hold N, 1 minute, right turns, 161° Inbnd. Final approach crs intercepts runway centerline 3000' from threshold. LRCO: CZI 122.1. Runway 15, TDZ elevation, 4340'.		

Procedure turn W side of crs, 341° Outbnd, 161° Inbnd, 6000' within 10 miles of GCC VOR.

Final approach crs, 161°.

MSA: 000-360°-6300'.

NOTE: Final approach from holding pattern not authorized. Procedure turn required.

#Alternate minimums not authorized except operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-15	5000	1	660	5000	1	660	5000	1 1/4	660	5000	1 1/4	660
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	5000	1	648	5000	1	648	5000	1 1/4	648	5220	2	868
A	Not authorized.#			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Gillette; State, Wyo.; Airport name, Gillette-Campbell County; Elev., 4352'; Facility, GCC; Procedure No. VOR Runway 15, Amdt. Orig.; Eff. date, 5 Feb. 70

Terminal routes					Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 7 miles after passing HBR VOR.		
				Climbing right turn to 3100', direct to HBR VOR and hold. Supplementary charting information: Hold S, 173°-353° Inbnd, right turns, 1 minute.		

Procedure turn E side of crs, 173° Outbnd, 353° Inbnd, 3100' within 10 miles of HBR VOR.

FAF, HBR VOR. Final approach crs, 353°. Distance FAF to MAP, 7 miles.

Minimum altitude over HBR VOR, 2800'.

MSA: 000°-270°-3500'; 270°-360°-3200'.

NOTE: Night operations authorized Runways 17/35 only.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-35	2060	1	496	2060	1	496	2060	1	496	NA		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	2060	1	496	2060	1	496	2060	1 1/4	496	NA		
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Hobart; State, Okla.; Airport name, Hobart Municipal; Elev., 1564'; Facility, HBR; Procedure No. VOR Runway 35, Amdt. 4; Eff. date, 5 Feb. 70; Sup. Amdt. No. 3;

Dated, 3 Oct. 68

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: OGG VOR.	
Harpoon Int.	Mango Int.	Direct	5500	Climb to 3500' on OGG R 027°, reverse crs, and proceed direct to OGG VOR at 6000'.	
Mango Int.	Loke Int.	Direct	2500	Supplementary charting information: 570' tower 3 miles W of airport 252' stack 1.6 miles SW of airport.	

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

Final approach crs, 010°.

Minimum altitude over Mango Int, 3000'; over Loke Int, 2500'; over 5 miles DME Fix R 190°, 740'.

MSA: 000°—090°—4300'; 090°—180°—12100'; 180°—270°—7800'; 270°—360°—7000'.

% Aircraft taking off from Runway 17, 20, or 23 require circling minimums and those departing via V-6 and V-15 must cross airport under visual conditions.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	740	1	683	740	1	683	760	1 1/2	703	820	2	763
VOR/DME Minimums:												
C	540	1	483	540	1	483	560	1 1/2	503	640	2	683
Category E:												
C	1220	2 1/2	1163									
VOR/DME Minimums:												
C	1220	2 1/2	1163									
A	Standard.			T 2-eng. or less—Standard.	%				T over 2-eng.—Standard.	%		

City, Kahului; State, Hawaii; Airport name, Kahului; Elev., 57'; Facility, OGG; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 5 Feb. 70

Terminal routes				Missed approach							
From—	To—	Via	Minimum altitudes (feet)	MAP: OGG VOR.							
Climb to 3000' via OGG R 190° to Beach Int, turn right, intercept LNY R 090° and proceed to Poi Int and hold. Supplementary charting information: Hold W, 1 minute, left turns, 090° Inbnd, MHA 3000'. 570' tower 3 miles W of Airport. 252' stack 1.6 miles SW of Airport. Runway 20, TDZ elevation, 23'.											
Procedure turn N side of crs, 027° Outbnd, 207° Inbnd, 2700' within 15 miles of OGG VOR. Final approach crs, 207°. MSA: 000°—090°—4300'; 090°—180°—12100'; 180°—270°—7800'; 270°—360°—7000'. % Aircraft taking off from runway 17, 20 or 23 require circling minimums and those departing via V-6 and V-15 must cross airport under visual conditions.											

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-20	420	1	397	420	1	397	420	1	397	420	1	397
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	540	1	483	540	1	483	560	1 1/2	503	640	2	583
Category E:												
S-20	420	1	397									
	MDA	VIS	HAA									
C	1220	2 1/2	1163									
A	Standard.			T-2 eng. or less—Standard.	%				T over 2-eng.—Standard.	%		

City, Kahului; State, Hawaii; Airport name, Kahului; Elev., 57'; Facility, OGG; Procedure No. VOR Runway 20, Amdt. 2; Eff. date, 5 Feb. 70; Sup. Amdt. No. VOR 1; Amdt. 1; Dated, 8 Oct 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes					Missed approach
From—	To—	Via	Minimum altitudes (feet)	Map: 4.3 miles after passing LRD VORTAC.	
10-mile DME/Radar Fix R 006°	Laredo VORTAC (NOPT)	Direct	2000	Climbing left turn to 4000' direct to LRD VORTAC and hold. Supplementary charting information: Hold SE, 1 minute, right turns, 312° Inbnd. 640' Tower, 0.3 mile W of airport. 018° tower, 1 mile SE of LRD VORTAC. CAUTION: Extensive student jet training at Laredo AFB.	

Procedure turn E side of crs, 006° Outbnd, 2500' within 10 miles of LRD VORTAC.

FAF, LRD VORTAC. Final approach crs, 213°. Distance FAF to MAP, 4.3 miles.

Minimum altitude over LRD VORTAC, 2000'.

MSA: 000°-180°—2200'; 180°-270°—2400'; 270°-300°—2500'.

NOTES: (1) Radar vectoring when Laredo approach control operating. (2) Use Laredo AFB altimeter setting, available from HOU ARTCC and Cotulla FSS. (3) Night operations not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C		D	
	MDA	VIS	HAA	MDA	VIS	HAA	VIS		VIS	
C	960	1	472	960	1	472	NA		NA	
A	Not authorized.		T 2-eng. or less—Standard.				T over 2-eng.—Not authorized.			

City, Laredo; State, Tex.; Airport name, Link Ranch; Elev., 488'; Facility, LRD; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 5 Feb. 70.

Terminal routes					Missed approach
From—	To—	Via	Minimum altitude (feet)	Map: LIH VOR.	
15-miles NW Breakers Int	High Tide Int (NOPT)	LIH, R 119°	1700	Climbing right turn on LIH R 010° to 3200', reverse crs, climb to 4000' over VOR. Supplementary charting information: Lighted radio tower 0.7 mile W, 365°. Lighted tower 1.8 miles S, 79°. Lighted pole 1.8 miles NW, 735°. Terrafla 1.3 miles NW, 725°.	

Procedure turn N side of crs, 119° Outbnd, 299° Inbnd, 1700' within 10 miles of High Tide Int.

Final approach crs, 299°.

Minimum altitude over High Tide Int., 1700'.

MSA: 000°-090°—4000'; 090°-180°—3300'; 180°-360°—6200'.

#Circle not authorized W of runway.

* Category C night minimums 820-1½, HAA 673'.

*% Runway 21 departures make immediate left turn, maintain visual conditions until crossing shoreline. All IFR departures climb between radials 030° and 135° to assigned altitudes.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C		D			
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#	660	1	513	660	1	513	*660	1½	*513	1480	2½	1333
A	Standard.			T 2-eng. or less—Runway 21, 600-2 day, 700-2 night; Standard Runway 3%.			T over 2 eng.—Runway 21, 600-2 day, 700-2 night; Standard Runway 3%.					

City, Lihue; State, Hawaii; Airport name, Lihue; Elev., 147'; Facility, LIH; Procedure No. VOR-2, Amdt. 5; Eff. date, 5 Feb. 70; Sup. Amdt. No. VOR 2, Amdt. 4; Dated 30 July 66

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes					Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5 miles after passing Marvin Int.	
FML VORTAC, R 180° CW FML VORTAC, R 007° CCW 7-mile DME Fix, R 266°	FML VORTAC, R 266° FML VORTAC, R 266° FML VORTAC (NOPT)	7-mile DME Arc 7-mile DME Arc FML, R 266°	3000 3000 3000	Climbing left turn to 3000' proceed to Weddington Int via FML VORTAC R 080° and hold. Supplementary charting information: Hold E, 1 minute, right turns, 260° Inbd. Final approach crs to center of landing area.	

Procedure turn S side of crs, 266° Outbnd, 086° Inbnd, 3000' within 10 miles of FML VORTAC. FAF, Marvin Int or 11.7 miles DME. Final approach crs, 086°. Distance FAF to MAP, 5 miles. Minimum altitude over FML VORTAC, 3000'; over Marvin Int or 11.7-mile DME Fix, 2500'. MSA: 000°-090°-3100'; 090°-180°-2100'; 180°-270°-2300'; 270°-300°-2900'.

NOTES: (1) Use CLT APC altimeter setting. (2) No weather reporting. (3) Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C	1120	1	447	1120	1	447	1120	1½	447	NA
A	Not authorized.		T 2-eng. or less—Standard.				T over 2-eng.		Standard.	

City, Monroe; State, N.C.; Airport name, Monroe; Elev., 673'; Facility, FML; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 5 Feb. 70

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: 17.3-mile DME Fix, R 355°.	
AUS VORTAC	FAF—15-mile DME (NOPT)	R 355°	2200	Left-climbing turn to 2200' direct to AUS VORTAC. Supplementary charting information: UNICOM 122.8 MHz.	

Procedure turn not authorized. Approach crs (profile) starts at 15-mile DME Fix, R 355°. Final approach crs, 355°.

Minimum altitude over AUS R 355° 15-mile DME, 2200'.

MSA within 25 miles of AUS VORTAC: 000°-090°-2200'; 090°-180°-3000'.

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

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C	1300	1	516	1300	1	516	NA			NA
A	Not authorized.		T 2-eng. or less—Standard.				T over 2-eng.		Standard.	

City, Georgetown; State, Tex.; Airport name, Municipal; Elev., 784'; Facility, AUS; Procedure No. VOR/DME Runway 35, Amdt. Orig.; Eff. date, 5 Feb. 70

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VORTAC

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

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

Terminal routes					Missed approach		
From—	To—	Via	Minimum altitudes (feet)	MAP: OGG VORTAC R 320°, 1-mile DME Fix.			
Snapper DME Fix.....	6-mile DME Fix OGG R 320° Direct.....		1800	Climbing left turn to 3000' via OGG R 027° to Lemon DME Fix and hold.			
R 278°, OGG VORTAC CW.....	R 320°, OGG VORTAC.....	13-mile Arc.....	3600	Supplementary charting information:			
13-mile DME Fix, R 320° OGG VORTAC.....	6-mile DME Fix.....	OGG, R 320°.....	1800	Hold NE, 4-mile leg, right turns, 207° Inbnd.			
30-mile DME Fix, MKK R 080°.....	Snapper.....	080° crs 4 miles.....	5000	570' tower 3 miles West of airport. 252' stack 1.6 miles SW of airport.			

Procedure turn not authorized. Approach crs (profile) starts at Snapper DME Fix.

Final approach crs, 140°.

Minimum altitude over 6-mile DME Fix, 1800'.

MSA: 000°-090°-4300'; 090°-180°-12,100'; 180°-270°-7800'; 270°-360°-7000'.

%Aircraft taking off from Runway 17, 20, or 23 require circling minimums and those departing via V-6 and V-15 must cross airport under visual conditions.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	540	1	483	540	1	483	560	1½	503	640	2	583
Category E:												
	MDA	VIS	HAA									
C.....	1220	2½	1163									
A.....	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Kahului; State, Hawaii; Airport name, Kahului; Elev., 57'; Facility, OGG; Procedure No. VORTAC-1, Amdt. Orig.; Eff. date, 5 Feb. 70

Terminal routes

Terminal routes					Missed approach		
From—	To—	Via	Minimum altitudes (feet)	MAP: OGG VORTAC R 027°, 1-mile DME Fix.			
R 278°, OGG VORTAC CW.....	R 320°, OGG VORTAC.....	13-mile Arc.....	5000	Climb to 3000' via OGG R 190°, to Beach			
R 320°, OGG VORTAC CW.....	Lemon DME Fix (NOPT).....	13-mile Arc.....	2700	Int turn right, intercept LNY R 090°			
R 084°, OGG VORTAC COW.....	R 069°, OGG VORTAC.....	13-mile Arc.....	5800	and proceed to Poi Int and hold.			
R 069°, OGG VORTAC CCW.....	Lemon DME Fix (NOPT).....	13-mile Arc.....	2700	Supplementary charting information:			
				Hold W, 1 minute, left turns, 090° Inbnd, MHA 3000'.			
				570' tower 3 miles W of airport.			
				252' stack 1.6 miles SW of airport.			
				Runway 20, TDZ elevation, 23'.			

Procedure turn N side of crs, 027° Outbnd, 207° Inbnd, 2700' within 15 miles of OGG VORTAC.

Final approach crs, 207°.

Minimum altitude over Lemon DME Fix, 2700'; over 5-mile DME Fix R 027°, 1500'.

MSA: 000°-090°-4300'; 090°-180°-12,100'; 180°-270°-7800'; 270°-360°-7000'.

%Aircraft taking off from Runway 17, 20, or 23 require circling minimums and those departing via V-6 and V-15 must cross airport under visual conditions.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-20.....	360	1	337	360	1	337	360	1	337	360	1	337
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	540	1	483	540	1	483	560	1½	503	640	2	583
Category E:												
	MDA	VIS	HAT									
S-20.....	360	1	337									
	MDA	VIS	HAA									
C.....	1220	2½	1163									
A.....	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Kahului; State, Hawaii; Airport name, Kahului; Elev., 57'; Facility, OGG; Procedure No. VORTAC Runway 20, Amdt. Orig.; Eff. date, 5 Feb. 70

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: LIH R 010°, 2-miles DME Fix.
Lihue VOR LIH R 119° CCW 12-mile Arc	Kealia DME Fix LIH, R 010° (NOPT) Kealia DME Fix (NOPT)	Direct 12-mile Arc LIH R 010°	3400 2000 2000	Climbing left turn to 2500' on LIH R 010° to Kealia DME Fix and hold. Supplementary charting information: Hold N, within 4 miles, left turns, 190° Inbnd. Final approach crs intercepts runway centerline 5100' from threshold. Lighted radio tower 0.7 mile W, 365'. Lighted tower 1.8 miles S, 799'. Lighted pole 1.3 miles NW, 735'. Terrain 1.3 miles NW, 725'. Runway 21, TDZ elevation, 126'.

Procedure turn E side of crs, 010° Outbnd, 190° Inbnd, 2500' within 10 miles of Kealia DME Fix.
Final approach crs, 190°.

Minimum altitude over Kealia DME Fix, 2000'.

MSA: 000°-090°—4000'; 090°-180°—3300'; 180°-360°—6200'.

NOTE: Sliding scale not authorized.

#Circling not authorized W of runway.

*Category C night minimums 820-1½, HAA 673'.

% Runway 21 departures make immediate left turn, maintain visual conditions until crossing shoreline. All IFR departures climb between radials 030° and 135° to assigned altitude.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-21	380	1	254	380	1	254	380	1	254	380	1	254	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C#	520	1	373	600	1	453	*660	1½	*513	1480	2½	1333	
A	Standard.	T 2-eng. or less—Runway 21, 600-2 day, 700-2 night; Standard Runway 3%.			T over 2-eng.—Runway 21, 600-2 day, 700-2 night; Standard Runway 3%.								

City, Lihue; State, Hawaii; Airport name, Lihue; Elev., 147'; Facility, LIH; Procedure No. VOR/DME Runway 21, Amdt. Orig.; Eff. date, 5 Feb. 70

RULES AND REGULATIONS

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8. 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: BZN VOR.	
BZN NDB	BZN VOR	Direct	6500	Climbing right turn to 6500' on R 290° within 10 miles, return to VOR. Supplementary charting information: Final approach crs intercepts runway centerline at 3550' from threshold. Bozeman Fan Marker named Belgrade, located at 45°48'49" N/111°13'01" W. Runway 12, TDZ elevation, 4421'.	

Procedure turn S side of crs, 290° Outbnd, 110° Inbnd, 6500' within 10 miles of BZN VOR.

Final approach crs, 110°.

Minimum altitude over Belgrade Fan Marker, 5060'.

MSA: 000°-090°-10,700'; 090°-180°-12,100'; 180°-270°-12,100'; 270°-360°-9500'.

NOTES: (1) Final approach from holding pattern not authorized. Procedure turn required. (2) Runways 3/21 unlighted.

#Sliding scale not authorized.

%IFR departure procedures: Takeoff all runways: Climb in a right-hand holding pattern on BZN VOR R 290° or 290° bearing from NDB to depart the VOR or NDB on crs at or above the following AMSL altitudes: Southeastbound 9300'; northwestbound 7400'; southbound and eastbound 10,500'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-12#	5060	1	639	5060	1	639	5060	1½	639	5060	1½	639
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	5060	1	599	5060	1	599	5060	1½	599	5060	2	599
Fan Marker Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-12#	4740	1	319	4740	1	319	4740	1	319	4740	1	319
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	4840	1	379	4020	1	459	4020	1½	459	5020	2	569
A	Standard.	T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%			T over 2-eng.—Standard.%				

City, Bozeman; State, Mont.; Airport name, Gallatin Field; Elev., 4461'; Facility, BZN; Procedure No. VOR Runway 12, Amdt. 6; Eff. date, 5 Feb. 70; Sup. Amdt. No. 5; Dated, 6 Nov. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: Over GAD VORTAC.	
				Climb to 3000', right turn, direct to GAD VORTAC and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 053° Inbnd. Final approach crs intercepts runway centerline extended 3000' from threshold. LRCO, 122.1R, 122.6R. Runway 6, TDZ elevation, 564'.	

Procedure turn S side of crs, 233° Outbnd, 053° Inbnd, 3000' within 10 miles of GAD VORTAC.

Final approach crs, 053°.

Minimum altitude over 5-miles DME Fix or Clair Int, 1600'.

MSA: 000°-090°-3000'; 090°-180°-3200'; 180°-270°-2700'; 270°-360°-2600'.

NOTES: (1) Dual VOR or VOR/DME required for this approach. (2) Use ANB FSS altimeter setting.

#Local weather not available to public. Operators with approved weather reporting service authorized standard alternate minimums and authorized to decrease straight-in MDA, 100'; Circling MDA Category A, 100'; Categories B and C, 20'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
S-6	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT		
	1020	1	456	1020	1	456	1020	1	456		NA
C	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
	1040	1	476	1040	1	476	1040	1½	476		NA
A	Not authorized. #	T 2-eng. or less—Standard.			T over 2-eng.—Standard.						

City, Gadsden; State, Ala.; Airport name, Gadsden Municipal; Elev., 564'; Facility, GAD; Procedure No. VOR Runway 6, Amdt. 5; Eff. date, 5 Feb. 70; Sup. Amdt. No. 4; Dated, 11 Dec. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes					Missed approach		
From—	To—	Via	Minimum altitudes (feet)	MAP: IMT VOR.			
				Climbing left turn to 2800' on R 320° within 10 miles, return to VOR. Supplementary charting information: Final approach crs intercepts runway centerline 2460' from threshold. LRCO, 122.1, 123.6. 1700' hill and tower 1.7 miles NNE. 1400' hill 1 mile S. Runway 1, TDZ elevation, 1130'.			

Procedure turn E side of crs, 192° Outbnd, 012° Inbnd, 2500' within 10 miles of IMT VOR.

Final approach crs, 012°.

MSA: 000°-270°-2800'; 270°-360°-2900'.

NOTES: (1) Sliding scale not authorized. (2) Use Marquette altimeter setting when control zone not effective. Circling and straight-in MDA increased 220' except for operators with approved weather reporting service.

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

#Circling NE of airport not authorized.

\$Night minimums 2 miles.

%Aircraft departing Runway 1, climbing left turn to 2200' on R 315° before proceeding on crs; aircraft departing Runway 13, climbing right turn to 2200' on R 150° before proceeding on crs; aircraft departing Runway 31, right turn not authorized until reaching 2200'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-1\$	1760	1	630	1760	1	630	1760	1½	630	1760	1½	630	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C\$#	1760	1	586	1760	1	586	1760	1½	586	1760	2	586	
A	Standard.*	T 2-eng. or less—500-1.8%			T over 2-eng.—500-1.8%								

City, Iron Mountain-Kingsford; State, Mich.; Airport name, Ford; Elev., 1174'; Facility, IMT; Procedure No. VOR Runway 1, Amdt. 3; Eff. date, 5 Feb. 70; Sup. Amdt. No. 2; Dated, 15 May 69

Terminal routes					Missed approach		
From—	To—	Via	Minimum altitudes (feet)	MAP: IMT VOR.			
				Climb to 2800' on R 320° within 10 miles, return to VOR. Supplementary charting information: Final approach crs intercepts runway centerline 2520' from threshold. LRCO, 122.1, 123.6. 1700' hill and tower 1.7 miles NNE. 1400' hill 1 mile S. Runway 31, TDZ elevation, 1124'.			

Procedure turn S side of crs, 140° Outbnd, 320° Inbnd, 2800' within 10 miles of IMT VOR.

Final approach crs, 320°.

MSA: 000°-270°-2800'; 270°-360°-2900'.

NOTES: (1) Sliding scale not authorized. (2) Use Marquette altimeter setting when control zone not effective. Circling and straight-in MDA increased 220' except for operators with approved weather reporting service.

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

#Circling NE of airport not authorized.

\$Night minimums 2 miles.

%Aircraft departing Runway 1, climbing left turn to 2200' on R 315° before proceeding on crs; aircraft departing Runway 13, climbing right turn to 2200' on R 150° before proceeding on crs; aircraft departing Runway 31, right turn not authorized until reaching 2200'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-31\$	1640	1	516	1640	1	516	1640	1	516	1640	1½	516	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C\$#	1700	1	526	1700	1	526	1700	1½	526	1740	2	506	
A	Standard.*	T 2-eng. or less—500-1.8%			T over 2-eng.—500-1.8%								

City, Iron Mountain-Kingsford; State, Mich.; Airport name, Ford; Elev., 1174'; Facility, IMT; Procedure No. VOR Runway 31, Amdt. 5; Eff. date, 5 Feb. 70; Sup. Amdt. No. 4; Dated, 3 July 69

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

From	To—	Via	Terminal routes		Missed approach
			Minimum altitudes (feet)	MAP: KOA VOR.	
Typhoon DME/Int.	Reef Int.	UPP, R 240°/KOA, R 312°	1500	Climbing right turn to 2000' via KOA R	
Mynah Int.	Reef Int (NOPT)	Direct	1500	312° to Reef Int and hold.	
Reef Int.	Taro DME/Int (NOPT)	Direct	1500	Supplementary charting information: Hold NW, 1 minute, right turns, 132° Inbnd. Runway 11, TDZ elevation, 5'.	

Procedure turn S side of crs, 312° Outbnd, 132° Inbnd, 2000' within 10 miles of Reef DME/Int.

Final approach crs, 132°.

Minimum altitude over Taro DME/Int, 1500'.

MSA: 070°-160°—15,000'; 160°-340°—3900'; 340°-070°—11,300'.

Note: Instrument approach procedure not authorized when control zone not effective except for operators with approved weather reporting service.

%Takeoff Runway 11, turn right; all departures must climb between radials 180°-330° CW.

#Circling not authorized N of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-11	340	1	335	340	1	335	340	1	335	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C#	520	1	504	520	1	504	640	1½	624	NA
A	Standard.	T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Kailua Kona; State, Hawaii; Airport name, Kona; Elev., 16'; Facility, KOA; Procedure No. VOR Runway 11, Amdt. 2; Eff. date, 5 Feb. 70; Sup. Amdt. No. 1; Dated, 13 Nov. 69

From—	To—	Via	Terminal routes		Missed approach
			Minimum altitudes (feet)	MAP: 1.8 miles after passing PSE VOR.	
					Climbing left turn to 2100' and return to PSE VOR, then Outbnd R 118° within 10 miles. Supplementary charting information: Lighted antenna on building, 569', 3 miles from end of Runway 11. Runway 29, TDZ elevation, 28'.

Procedure turn S side of crs, 118° Outbnd, 298° Inbnd, 2100' within 10 miles of PSE VOR.

FAF, PSE VOR. Final approach crs, 298°. Distance FAF to MAP, 1.8 miles.

Minimum altitude over PSE VOR, 800'.

MSA: 090°-180°—4000'; 180°-270°—2200'; 270°-000°—5400'.

NOTES: (1) Use San Juan altimeter when control zone not effective. (2) Air carrier reduction not authorized. (3) Missed approach begins 0.5 mile prior to reaching approach end of runway due high terrain W of airport.

#Circling and straight-in MDA increased 180' when control zone not effective and alternate minimums not authorized except operators with approved weather reporting service.

%IFR departure northbound: Minimum crossing altitude over PSE VOR before proceeding on crs. Route 9—2700'; Route 11—3500'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-29#	460	1	432	460	1	432	460	1	432	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C#	800	1	772	800	1	772	800	1½	772	NA
A	Standard.#	T 2-eng. or less—Runway 29, 500-2; Runway 11, Standard. %			T over 2-eng.—Runway 29, 500-2; Runway 11, Standard. %					

City, Ponce; State, P.R.; Airport name, Mercedita; Elev., 28'; Facility, PSE; Procedure No. VOR Runway 29, Amdt. 3; Eff. date, 5 Feb. 70; Sup. Amdt. No. 2; Dated, 2 May 68

RULES AND REGULATIONS

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.3 miles after passing Quaker Int.	
R 141°, CID VORTAC CCW.....	CID LOC (NOPT).....	15-mile Arc CID, R 093° lead radial.....	2500	Climb to 2000' on R 089° to CID VORTAC, or as directed by ATC, make climbing left turn to 2500' and proceed to Quaker Int via LOC E crs.	
R 052°, CID VORTAC CW.....	CID LOC (NOPT).....	15-mile Arc CID, R 077° lead radial.....	2500		
CID VORTAC.....	Quaker Int.....	LOC crs.....	2500	Supplementary charting information: Trees to 900', 800' E and 500' S of threshold	
IOW VORTAC.....	Quaker Int.....	Direct.....	2500	Runway 26.	
Anamosa Int.....	Quaker Int (NOPT).....	IOW R 013° and LOC crs.....	2500	Runway 26, TDZ elevation, 860'.	
Lisbon Int.....	Quaker Int (NOPT).....	225° crs and LOC crs 4.3 miles.....	2500		
Solon Int.....	Quaker Int (NOPT).....	350° crs and LOC crs 4.7 miles.....	2500		

Procedure turn N side of crs, 085° Outbnd, 265° Inbnd, 2500' within 10 miles of Quaker Int. FAF, Quaker Int. Final approach crs, 265°. Distance FAF to MAP, 5.3 miles.

Minimum altitude over Quaker Int, 2500'.

NOTE: Radar vectoring.

*Sliding scale not authorized. Inoperative table does not apply to HIRL Runway 26.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-26*	1160	1	300	1160	1	300	1160	1	300	1160	1	300
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1260	1	397	1320	1	457	1320	1½	457	1420	2	557
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 8; Standard all other runways.			T over 2-eng.—RVR 24', Runway 8; Standard all other runways.					

City, Cedar Rapids; State, Iowa; Airport name, Cedar Rapids Municipal; Elev., 863'; Facility, I-CID; Procedure No. LOC (BC) Runway 26, Amdt. Orig.; Eff. date, 5 Feb. 70

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: OGG VORTAC, 1-mile DME Fix LOC (BC).			
R 278°, OGG VORTAC CW.....	R 300°, OGG VORTAC.....	13-mile Arc.....	7500	Climb to 3000' via OGG R 190° to Beach Int turn right, intercept LNY R 090°			
R 300°, OGG VORTAC CW.....	R 320°, OGG VORTAC.....	13-mile Arc.....	5000	and proceed to Poi Int and hold.			
R 320°, OGG VORTAC CW.....	OGG LOC (NOPT).....	13-mile Arc, R 016° lead radial.....	2200	Supplementary charting information: Hold			
R 084°, OGG VORTAC CCW.....	R 066°, OGG VORTAC.....	13-mile Arc.....	5000	W, 1 minute, left turns, 090° Inbnd, MHA 300'.			
R 066°, OGG VORTAC CCW.....	OGG LOC (NOPT).....	13-mile Arc, R 034° lead radial.....	2200				
13-mile Arc.....	5-mile DME Fix.....	LOC crs.....	1000	252' stack, 1.6 miles SW of airport.			
OGG VORTAC.....	10-mile DME Fix R 025°.....	R 025°, OGG VORTAC.....	2200	Depict 1 mile DME as MAP prior to OGG VORTAC.			
				Runway 20, TDZ elevation, 23'.			

Procedure turn N side of crs, 024° Outbnd, 204° Inbnd, 2200' within 10 miles of 10-mile DME Fix, R 025°.

FAF, 5-mile DME. Final approach crs, 204°. Distance FAF to MAP, 4 miles.

Minimum altitude over 10-mile DME Fix, 2200'; over 5-mile DME Fix, 1000'.

MSA: 000°—090°—4300'; 090°—180°—12,100'; 180°—270°—7800'; 270°—360°—7000'.

%Aircraft taking off from Runways 17, 20, or 23 require circling minimums and those departing via V-6 and V-15 must cross airport under visual conditions.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-20.....	300	1	277	300	1	277	300	1	277	300	1	277
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	540	1	483	540	1	483	540	1½	503	640	2	583
Category E:												
	MDA	VIS	HAT									
S-20.....	300	1	277									
	MDA	VIS	HAA									
C.....	1220	2½	1163									
A.....	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Kahului; State, Hawaii; Airport name, Kahului; Elev., 57'; Facility, I-OGG; Procedure No. LOC (BC)/DME Runway 20, Amdt. Orig.; Eff date, 5 Feb. 70

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing LEI NDB.	
RD LOM	LEI NDB	Direct	2000		
RDU VORTAC	LEI NDB	Direct	2000		
Wendell Int.	LEI NDB	Direct	2000		
Chapel Hill Int.	LEI NDB	Direct	2000		
Durham Int.	LEI NDB	Direct	2000		
Wilton Int.	LEI NDB	Direct	2000		
Zebulon Int.	LEI NDB	Direct	2000		

Procedure turn N side of crs, 040° Outbnd, 229° Inbnd, 2000' within 10 miles of LEI NDB.
FAF, LEI NDB. Final approach crs, 229°. Distance FAF to MAP, 4 miles.

Minimum altitude over LEI NDB, 1500'.

MSA: 000°—090°—180°; 090°—180°—280°; 180°—360°—250°.

NOTE: Radar vectoring.

*Inoperative table does not apply to HIRL Runway 23.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-23*	840	1	405	840	1	405	840	1	405	840	1	405
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	840	1	405	900	1	465	900	1 1/2	465	1000	2	565
A	Standard.	T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.							

City, Raleigh; State, N.C.; Airport name, Raleigh-Durham; Elev., 435'; Facility, I-RDV; Procedure No. LOC (BC) Runway 23, Amdt. 15; Eff. date, 5 Feb. 70; Sup. Amdt. No. 14; Dated 16 Oct. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.5 miles after passing Boxelder Int.	
R 238°, RAP VORTAC CW	R 278°, RAP VORTAC	16-mile Arc	7200	Climb to 4700' on SE crs ILS direct to O.M.	
R 275°, RAP VORTAC CW	R 300°, RAP VORTAC	16-mile Arc	6600	Supplementary charting information:	
R 300°, RAP VORTAC	RAP LOC	16-mile Arc RAP, R 314° lead radial.	5500	Runway 14, TDZ elevation, 3182'.	
R 072°, RAP VORTAC CCW	RAP LOC	14-mile Arc RAP, R 328° lead radial.	4700		
14-mile DME Arc	Boxelder Int (NOPT)	LOC (BC)	4100		
16-mile DME Arc	Boxelder Int (NOPT)	LOC (BC)	4100		

Procedure turn E side of crs, 319° Outbnd, 139° Inbnd, 4700' within 10 miles of Boxelder Int.
FAF, Boxelder Int. Final approach crs, 139°. Distance FAF to MAP, 3.5 miles.

Minimum altitude over Boxelder Int, 4100'.

NOTES: (1) Radar vectoring. (2) Dual VOR receivers or radar required.

*Inoperative table does not apply to HIRL or REIL Runway 14.

7% IFR departures: For aircraft departing SW on V-26 takeoffs Runways 14, 32, and 1, climb to 4200' on takeoff heading before proceeding on crs. Runway 19 takeoffs turn right, climb to 4200' on 320° heading before proceeding on crs. Restriction required by 7242' terrain 22 miles SW.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-14*	3700	1	518	3700	1	518	3700	1	518	3700	1 1/2	518
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3700	1	518	3700	1	518	3700	1 1/2	518	3800	2	618
A	Standard.	T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%							

City, Rapid City; State, S. Dak.; Airport name, Rapid City Municipal; Elev., 3182'; Facility I-RAP; Procedure No. LOC (BC) Runway 14, Amdt. 2; Eff. date, 5 Feb. 70; Sup. Amdt. No. 1; Dated 6 Mar. 69

RULES AND REGULATIONS

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 1.7 miles after passing BMC NDB.
OGDVOR.....	Perry Int.....	Direct.....	6500	Climbing left turn to 6500', direct to Perry Int via 188° bearing from BMC NDB, direct to OGD VOR and hold. Supplementary charting information: *Hold NW, 1 minute, right turns, 119° Inbnd. Communications: Hill approach control 120.2, 307.2. Runway 34, TDZ elevation, 4226'.

Procedure turn not authorized. Approach crs (profile) starts at Perry Int.
FAF, BMC NDB. Final approach crs, 008°. Distance FAF to MAP, 1.7 miles.
Minimum altitude over Perry Int., 6500'; over BMC NDB, 4800'.

MSA: 230°-320°—8500'; 320°-230°—10,800'.

NOTES: (1) Radar vectoring. (2) Use Hill approach control altimeter.

Category D circling not authorized E of Runways 16-34.

% Runway 34 left turn, Runway 16 right turn; direct to Perry Int via 188° bearing from BMC RBN.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			C		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-34.....	4700	1	474	4700	1	474	4700	1	474	4700	1	474
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C\$.....	4700	1	474	4700	1	474	4700	1 1/2	474	4780	2	554
A.....	Not authorized.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Brigham City; State, Utah; Airport name, Brigham City; Elev., 4226'; Facility, BMC; Procedure No. NDB (ADF) Runway 34, Amdt. 2; Eff. date, 5 Feb. 70; Sup. Amdt. No 1; Dated, 16 Dec. 67

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.5 miles after passing CI LOM			
Vinton Int.....	CI LOM.....	Direct.....	2500	Climb to 2500' on 085° bearing within 10 miles, right turn to CI LOM, or as			
IOW VORTAC.....	CI LOM.....	Direct.....	2500	directed by ATC, make climbing right			
Guernsey Int.....	CI LOM.....	Direct.....	2500	turn to 2000' and proceed to CI LOM.			
CID VORTAC.....	CI LOM.....	Direct.....	2000	Supplementary charting information:			
Belle Plaine Int.....	Watkins Int.....	Direct.....	2500	Runway 8, TDZ elevation, 850'.			
Watkins Int.....	CI LOM (NOPT).....	Direct.....	1900				

Procedure turn S side of crs, 265° Outbnd, 085° Inbnd, 2000' within 10 miles of CI LOM.

FAF, CI LOM. Final approach crs, 085°. Distance FAF to MAP, 3.5 miles.

Minimum altitude over CI LOM, 1900'.

MSA: 045°-135°—3300'; 135°-225°—2200'; 225°-315°—2400'; 315°-045°—4000'.

NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-8.....	1240	RVR 40	384	1240	RVR 40	384	1240	RVR 40	384	1240	RVR 50	384
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1260	1	397	1320	1	457	1320	1 1/2	457	1420	2	557
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 8; Standard all other runways.			T over 2-eng.—RVR 24', Runway 8; Standard all other runways.					

City, Cedar Rapids; State, Iowa; Airport name, Cedar Rapids Municipal; Elev., 863'; Facility, CI; Procedure No. NDB (ADF) Runway 8, Amdt. 3; Eff. date, 5 Feb. 70; Sup. Amdt. No. 2; Dated, 13 May 67

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

From—	Terminal routes	To—	Via	Minimum altitudes (feet)	Missed approach
CO LFR	CD LOM	Direct		1700	
CDB VORTAC	CD LOM	Direct		1700	Climbing left turn to 3000' on 322° ers from CD LOM within 15 miles.
Mordvinoff Int.	Chunak DME FIX	CDB, R 236°		9000	Supplementary charting information:
Chunak DME Fix	CDB VORTAC	CDB, R 236°		2500	1100' Mount Simeon, 2.4 miles W of airport 5784' Frosty Peak, 7 miles S of airport.
					Runway 14, TDZ elevation, 69'.

Procedure turn E side of crs, 322° Outbnd, 142° Inbnd, 1700' within 10 miles of CD LOM. FAF, CD LOM. Final approach crs, 142°. Distance FAF to MAP, 4.8 miles. Minimum altitude over CD LOM, 700'; over CO LFR, 560'.

MSA: 000°—090°—6000'; 090°—180°—6800'; 180°—270°—6800'; 270°—360°—2800'.

Note: Air carrier will not reduce takeoff visibility due to local conditions Runway 26.

*Circling not authorized W of Runways 14—32.

**Night circling Runway 8 not authorized.

% IFR departures must comply with published Cold Bay SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14.....	560	¾	491	560	¾	491	560	¾	491	560	1	491
	NDB/LFR Minimums:											
S-14.....	460	¾	391	460	¾	391	460	¾	391	460	1	391
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C-26, 32*	560	1	462	560	1	462	560	1½	462	660	2	562
C-8**.....	800	2	702	800	2	702	800	2	702	1400	2	1302
A.....	Standard.	T 2-eng. or less—Runway 26, 800-2; Standard all others.%			T over 2-eng.—Runway 26, 800-2; Standard all others.%							

City, Cold Bay; State, Alaska; Airport name, Cold Bay; Elev., 98'; Facility, CD; Procedure No. NDB (ADF) Runway 14, Amdt. 4; Eff. date, 5 Feb. 70; Sup. Amdt. No. 3; Dated, 14 Mar. 68

From—	Terminal routes	To—	Via	Minimum altitudes (feet)	Missed approach
					MAP: GG LMM.
OGG VORTAC	GG LMM	Direct		•5000	
Camp Int.	MPH NDB	Direct		7000	Climb to 3000' via GG LMM 186° bearing
MPH NDB	GG LMM	Direct		7000	to intercept the LNY VOR R 090°, turn
Kekl Int.	MPH NDB	Direct		7000	right, and proceed to Poi Int and hold.
Mango Int.	MPH NDB	Direct		6500	Supplementary charting information:
				6500	Hold W, 1 minute, left turns, 090° Inbnd, MHA 3000'.
				570'	tower 3 miles W of airport.
				252'	stack 1.6 miles SW of airport.
					Runway 20, TDZ elevation, 23'.

Procedure turn W side of crs, 024° Outbnd, 204° Inbnd, 2700' within 15 miles of GG LMM. Final approach crs, 204°.

MSA: 000°—090°—4300'; 090°—180°—12,100'; 180°—270°—7800'; 270°—360°—7000'.

%Aircraft taking off from Runway 17, 20, or 23 require circling minimums and those departing via V-6 and V-15 must cross airport under visual conditions.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-20.....	540	1	517	540	1	517	540	1	517	540	1½	517
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	540	1	483	540	1	483	560	1½	503	640	2	583
	Category E:											
	MDA	VIS	HAT									
S-20.....	540	1½	517									
	MDA	VIS	HAA									
C.....	1220	2½	1163									
A.....	Standard.	T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%							

City, Kahului; State, Hawaii; Airport name, Kahului; Elev., 57'; Facility, GG; Procedure No. NDB (ADF) Runway 20, Amdt. 3; Eff. date, 5 Feb. 70; Sup. Amdt. No. ADF 1, Amdt. 2; Dated, 10 Apr. 65

RULES AND REGULATIONS

12. 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.

From—	To—	Via	Terminal routes		Missed approach	
			Minimum altitudes (feet)	MAP: 5 miles after passing ACB NDB.		
TAC VOR	ACB NDB	Direct	2600	Climb to 2600' on 020° bearing from ACB NDB and return to ACB NDB.		
Jordan Int.	ACB NDB	Direct	2600			
Gaylord VOR	ACB NDB	Direct	2800			
TVC VOR	Barker Int.	Direct	2600			
Walton Int.	Barker Int.	Direct	2600			
Barker Int.	ACB NDB (NOPT)	Direct	2100			

Procedure turn W side of crs, 200° Outbnd, 020° Inbnd, 2600' within 10 miles of ACB NDB.

FAF, ACB NDB. Final approach crs, 020°. Distance FAF to MAP, 5 miles.

Minimum altitude over ACB NDB, 2100'.

MSA: 045°-135°—2800'; 135°-225°—2700'; 225°-315°—2600'; 315°-045°—2700'.

NOTES: (1) Use Bellaire altimeter setting through UNICOM; when not available, use Traverse City altimeter setting and circling and straight-in MDA becomes 1420'.

(2) Inoperative component table does not apply to REIL's Runway 2.

CAUTION: Airport situated in hilly terrain, rapid rising terrain within 2 miles of airport in all quadrants.

%Takeoff Runway 2 or 20, maintain runway heading to 2000' before turning on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-2	1340	1	712	1340	1	712	1340	1 1/4	712	1340	1 1/4	712
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1340	1	712	1340	1	712	1340	1 1/4	712	1340	2	712
A	Not authorized.			T 2-eng. or less—500-1.1%			T over 2-eng.—500-1.1%					

City, Bellaire; State, Mich.; Airport name, Antrim County; Elev., 628'; Facility, ACB; Procedure No. NDB (ADF) Runway 2, Amdt. 1; Eff. date, 5 Feb. 70; Sup. Amdt. No. 1; Dated, 5 Feb. 70

From—	To—	Via	Terminal routes			Missed approach		
			Minimum altitudes (feet)	MAP: 3.9 miles after passing BON NDB.				
HMV VORTAC	Piney Int.	Direct	6000	Climb to 3600' on crs 044° to TR LOM and hold; or, when directed by ATC, climbing right turn to 3600' direct to BON NDB and hold SW, 1 minute, right turns, 044° Inbnd.				
Piney Int.	BON NDB	Direct	3600					
Telford Int.	BON NDB	Direct	3600					
Hilton Int.	Weber Int.	Direct	5000					
Weber Int.	BON NDB	Direct	3600					
Yuma Int.	BON NDB	Direct	4000					
Unieof Int.	Jay Int.	Direct	6000	Supplementary charting information: Hold NE, 1 minute, left turns, 224° Inbnd.				
Jay Int.	BON NDB	Direct	3600	HIRL8 Runways 9/27 and 4/22.				
BLA VOR	Wallace Int.	Direct	5700	Runway 4, TDZ elevation, 1805'.				
Wallace Int.	BON NDB	Direct	3600					
TR LOM	BON NDB	Direct	3600					
V-16	BON NDB (NOPT)	Via BON bearing 224°	2700					

Procedure turn E side of crs, 224° Outbnd, 044° Inbnd, 3600' within 10 miles of BON NDB.

FAF, BON NDB. Final approach crs, 044°. Distance FAF to MAP, 3.9 miles.

Minimum altitude over BON NDB, 2700'.

MSA: 000°-090°—8400'; 090°-180°—8300'; 180°-270°—7600'; 270°-360°—6300'.

NOTE: ASR.

*Circling not authorized N and W of centerline of Runways 4/22.

CAUTION: Abrupt changes in terrain elevations immediately adjacent to procedure areas. Due to high terrain, aircraft within limited climb capability departing on routes via HMV VORTAC should request clearance to climb on track of 044° from BON NDB or 224° from TR LOM to 4000' before continuing climb on crs.

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4	2080	1	575	2080	1	575	2080	1	575	2080	1 1/4	575
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	2080	1	561	2080	1	561	2080	1 1/4	561	2080	2	561
A	1000-2.			T 2-eng. or less—RVR 24', Runway 22; Standard all others. T over 2-eng.—RVR 24', Runway 22; Standard all others.								

City, Bristol; State, Tenn.; Airport name, Tri-City; Elev., 1519'; Facility, BON; Procedure No. NDB (ADF) Runway 4, Amdt. 8; Eff. date, 5 Feb. 70; Sup. Amdt. No. 7; Dated, 27 Nov. 69

RULES AND REGULATIONS

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

From—	Terminal routes	To—	Via	Minimum altitudes (feet)	Missed approach
HMV VORTAC	Silver Int	Direct		6000	Climb to 3600' direct to BON NDB and hold; or, when directed by ATC, turn right; climb to 4000' on R 293° HMV VORTAC to Yuma Int and hold NW, 1 minute, right turns, 113° Inbnd.
Silver Int	TR LOM	Direct		3600	
Telford Int	TR LOM	Direct		3600	
Yuma Int	TR LOM	Direct		4000	
Hilton Int	TR LOM	Direct		5000	
Greendale Int	Wallace Int	Direct		5000	
Wallace Int	TR LOM (NOPT)	Direct		3600	Supplementary charting information: Hold SW, 1 minute, right turns, 044° Inbnd.
Damascus Int	Emmett Int	271° bearing to TR LOM		3600	HIRLS Runways 9/27 and 4/22.
Emmett Int	TR LOM	Direct		3600	Chart: Silver, Wallace, and Emmett Int.
BON NDB	TR LOM	Direct		3600	Runway 22, TDZ elevation, 1518'.

Procedure turn E side of crs, 044° Outbnd, 224° Inbnd, 3600' within 10 miles of TR LOM. FAF, TR LOM. Final approach crs, 224°. Distance FAF to MAP, 6 miles.

Minimum altitude over TR LOM, 3600'; over Beaver Int, 2400'. MSA: 000°-090°-0300'; 090°-180°-8300'; 180°-270°-7300'; 270°-360°-6300'.

NOTE: ASR.

CAUTION: Abrupt changes in terrain elevation immediately adjacent to procedure areas. Due to high terrain, aircraft with limited climb capability departing on routes via HMV VORTAC should request clearance to climb on a track of 044° from BON NDB or 224° from TR LOM to 4000' before continuing climb on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-23	2400	1	882	2400	1 1/4	882	2400	1 1/4	882	2400	1 1/4	882	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	2400	1	881	2400	1 1/4	881	2400	1 1/4	881	2400	2	881	
NDB/VOR Minimums:													
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-22	2320	1	802	2320	1	802	2320	1 1/4	802	2320	1 1/4	802	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	2320	I	801	2320	I	801	2320	1 1/4	801	2320	2	801	
A	900-2	T 2-eng. or less—RVR 24', Runway 22; Standard all others.						T over 2-eng.—RVR 24', Runway 22; Standard all others.					

City, Bristol; State, Tenn.; Airport name, Tri-City Elev., 1519'; Facility, TR; Procedure No. NDB (ADF) Runway 22, Amdt. 10; Eff. date, 5 Feb. 70; Sup. Amdt. No. 9; Dated, 27 Nov. 69

Terminal routes						Missed approach						
From—	To—			Via			Minimum altitudes (feet)	MAP: Over GAD NDB.				
GAD NDB	Sibert Int	Direct					3000	Climb to 3000', right turn, direct to GAD NDB and hold.				

Supplementary charting information: Hold SW, 1 minute, right turns, 067° Inbnd. Final approach crs intercepts runway centerline extended 3000' from threshold. LRCO, 122.1R, 122.6R. Runway 6, TDZ elevation, 564'.

Procedure turn S side of crs, 247° Outbnd, 067° Inbnd, 3000' within 10 miles of Sibert Int. FAF, Sibert Int. Final approach crs, 067°. Distance FAF to MAP, 5.7 miles.

Minimum altitude over Sibert Int, 2200'.

MSA: 000°-090°-3000'; 090°-180°-3200'; 180°-270°-2700'; 270°-360°-2600'.

NOTES: (1) Use Anniston FSS altimeter setting. (2) Both ADF and VOR receiving equipment required for this approach.

#Local weather not available to public. Operators with approved weather reporting service authorized standard alternate minimums and decrease straight-in MDA, 100'; Circling MDA Category A, 100', Categories B and C, 60'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	
S-6	1080	1	516	1080	1	516	1080	1	516	NA		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA			
C	1080	1	516	1080	1	516	1080	1 1/4	516	NA		
A	Not authorized.	#	T 2-eng. or less—Standard.							T over 2-eng.—Standard.		

City, Gadsden; State, Ala.; Airport name, Gadsden Municipal; Elev., 564'; Facility, GAD; Procedure No. NDB (ADF) Runway 6, Amdt. 2; Eff. date, 5 Feb. 70; Sup. Amdt. No. 1; Dated, 11 Dec. 69

RULES AND REGULATIONS

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

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.8 miles after passing RD LOM.			
LEI NDB	RD LOM	Direct	2000	Climb to 2000' on crs 049° from RD LOM within 15 miles; or, when directed by ATC, left turn climb to 2500' on R 309°			
RDU VORTAC	RD LOM	Direct	2000	RDU VORTAC within 15 miles.			
Chapel Hill Int.	RD LOM	Direct	2000	Supplementary charting information:			
Coats Int.	RD LOM	Direct	2000	Runway 5, TDZ elevation, 420'.			
Moncure Int.	RD LOM (NOPT)	Direct	2000				
Durham Int.	RD LOM	Direct	2000				
Goldston Int.	RD LOM (NOPT)	Direct	2000				

Procedure turn N side of crs, 229° Outbnd, 049° Inbnd, 2000' within 10 miles of RD LOM.

FAF, RD LOM. Final approach crs, 049°. Distance FAF to MAP, 5.8 miles.

Minimum altitude over RD LOM, 2000'.

MSA: 000°-090°—2000'; 090°-180°—2000'; 180°-270°—1800'; 270°-360°—2500'.

NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5	800	RVR 40	380	800	RVR 40	380	800	RVR 40	380	800	RVR 50	380
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	840	1	405	900	1	465	900	1½	465	1000	2	565
A	Standard	T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.							

City, Raleigh; State, N.C.; Airport name, Raleigh-Durham; Elev., 435'; Facility, RD; Procedure No. NDB (ADF) Runway 5, Amdt. 13; Eff. date, 5 Feb 70; Sup. Amdt. No. 12; Dated, 13 Feb 69

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing LEI NDB.			
RDU LOM	LEI NDB	Direct	2000	Climb to 2000' on 229° crs from LEI NDB within 15 miles; or, when directed by ATC, right turn climb to 2500' on R 309°			
RDU VORTAC	LEI NDB	Direct	2000	RDU VORTAC within 15 miles.			
Wendell Int.	LEI NDB	Direct	2000	Supplementary charting information:			
Chapel Hill Int.	LEI NDB	Direct	2000	Runway 23, TDZ elevation, 435'.			
Durham Int.	LEI NDB	Direct	2000				
Wilton Int.	LEI NDB	Direct	2000				
Zebulon Int.	LEI NDB	Direct	2000				

Procedure turn N side of crs, 049° Outbnd, 229° Inbnd, 2000' within 10 miles of LEI NDB.

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

Minimum altitude over LEI NDB, 1500'.

MSA: 000°-090°—1900'; 090°-180°—2800'; 180°-360°—2500'.

NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23	960	1	525	960	1	525	960	1	525	960	1½	525
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	960	1	525	960	1	525	960	1½	525	1000	2	565
A	Standard	T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.							

City, Raleigh; State, N.C.; Airport name, Raleigh-Durham; Elev., 435'; Facility, LEI; Procedure No. NDB (ADF) Runway 23, Amdt. 6; Eff. date, 5 Feb. 70; Sup. Amdt. No. 5; Dated, 16 Oct. 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP; ILS DH 1263. LOC 3.5 miles after passing CI LOM.	
R 321°, CID VORTAC CCW	CID LOC	9-mile Arc CID, R 277° lead radial.	2500	Climb to 2500' on 085° (LOC (BC)) crs to Quaker Int., or as directed by ATC, make climbing right turn to 2000' and proceed to CI LOM.	
R 155°, CID VORTAC CW	CID LOC	9-mile Arc CID, R 251° lead radial.	2500	Supplementary charting information: Runway 8 TDZ elevation, 856'.	
CID VORTAC	CI LOM	Direct.	2500		
IOW VORTAC	CI LOM	Direct.	2000		
Guernsey Int.	CI LOM	Direct.	2500		
Belle Plaine Int.	Watkins Int.	Direct.	2500		
6-mile Arc	CI LOM (NOPT)	LOC Crs.	1900		
Watkins Int.	CI LOM (NOPT)	LOC Crs.	1900		
Vinton Int.	CI LOM	Direct.	2500		

Procedure turn S side of crs, 265° Outbd, 085° Inbnd, 2000' within 10 miles of CI LOM.
FAF, CI LOM Final approach crs, 085°. Distance FAF to MAP, 3.5 miles.

Minimum altitude over CI LOM, 1900'.

Minimum glide slope interception altitude, 1900'. Glide slope altitude at OM, 1838'; at MM, 1047'.

Distance to runway threshold at OM, 3.5 miles; at MM, 0.6 mile.

MSA: 045°-135°-3300'; 135°-225°-2200'; 225°-315°-2400'; 315°-045°-4000'.

NOTES: (1) Radar vectoring. (2) Glide slope unusable below 1263'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-8	1263	RVR 24	407	1263	RVR 24	407	1263	RVR 24	407	1263	RVR 24	407
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-8	1200	RVR 24	344	1200	RVR 24	344	1200	RVR 24	344	1200	RVR 40	344
C	1280	1	417	1320	1	457	1320	142	457	1420	2	557
A	Standard.	T 2-eng. or less—RVR 24', Runway 8; Standard all other runways.					T over 2-eng.—RVR 24', Runway 8; Standard all other runways.					

City, Cedar Rapids; State, Iowa; Airport name, Cedar Rapids Municipal; Elev., 863'; Facility, I-CID; Procedure No. ILS Runway 8; Amdt. 6; Eff. date, 5 Feb. 70; Sup. Amdt. No. 5; Dated, 13 May 67

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: DH 260', LOC 4.8 miles after passing CD LOM.
COLFR	CD LOM	Direct	1700	Climbing left turn to 3000' on NW crs I-CDB ILS within 15 miles of CD LOM
CDB VORTAC	CD LOM	Direct	1700	Supplementary charting information: 1100' Mount Simeon, 2.4 miles W of airport.
Glen Island DME Fix	CD LOM	Direct	1700	5784' Frosty Peak 7 miles S of airport.
R 024°, CDB VORTAC CCW	I-CDB ILS LOC Crs (NOPT)	10-mile Arc CDB, R 335° lead radial	2000	Runway 14, TDZ elevation, 69'.
R 236°, CDB VORTAC CW	I-CDB ILS LOC Crs (NOPT)	10-mile Arc CDB, R 312° lead radial	2000	
Mordvinoff Int.	Chunak DME Fix	CDB, R 236°	9000	
Chunak DME Fix	CDB VORTAC	CDB, R 236°	2500	

Procedure turn E side of crs, 322° Outbnd, 142° Inbnd, 1700' within 10 miles of CD LOM. FAF, CD LOM (LOC). Final approach crs, 142°. Distance FAF to MAP, 4.8 miles.

Minimum altitude over CDB LOM, 700'; over CO LFR, 520'.

Minimum glide slope interception altitude, 1600'. Glide slope altitude at OM, 1562'; at MM, 207'.

Distance to runway threshold at OM, 4.8 miles; at MM, 0.6 mile.

MSA: 000°-090°—6000'; 090°-180°—6800'; 180°-270°—6800'; 270°-360°—2800'.

NOTES: (1) Air carrier will not reduce takeoff visibility due to local conditions. Runway 26. (2) Localizer back crs unusable.

*Circling not authorized W of Runways 14/32.

**Night circling Runway 8 not authorized.

%IFR departures must comply with published Cold Bay SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-14	269	1/2	200	269	1/2	200	269	1/2	200	269	1/2	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14	520	1/2	451	520	1/2	451	520	1/2	451	520	1	451
LOC/LFR Minimums:												
S-14	380	1/2	311	380	1/2	311	380	1/2	311	380	1	311
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C-26, 32*	560	1	462	560	1	462	560	1 1/2	462	660	2	562
C-8**	800	2	702	800	2	702	800	2	702	1400	2	1302
A	Standard	T 2-eng. or less—Runway 26, 800-2; Standard all others.% T over 2-eng.—Runway 26, 800-2; Standard all others.%										

City, Cold Bay; State, Alaska; Airport name, Cold Bay; Elev., 98'; Facility, I-COB; Procedure No. ILS Runway 14, Amdt. 7; Eff. date, 5 Feb. 70; Sup. Amdt. No. 6; Dated, 14 Mar. 68

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

From—	Terminal routes	To—	Via	Minimum altitudes (feet)	Missed approach
Camp Int.	McGregor Point NDB (NOPT)	South crs ILS		2700	MAP: DH 303'; LOC/DME—LMM (1.1-mile DME Fix, OGG VORTAC).
OGG VORTAC	McGregor Point NDB	Direct		7000	Climb to 3500' on NE crs of ILS, reverse crs, climb to 6000' and proceed direct to OGG VORTAC.
McGregor Point NDB	Keiki Int.	Direct		5000	Alternate missed approach:
Keiki Int.	Camp Int.	Direct		3000	Climb to 3000'; intercept OGG R 027° and hold at Lemon DME Fix. Hold NE, 4-mile leg, right turns, 207° Inbnd.
Tarlene Int.	Camp Int.	Direct		3000	Supplementary charting information: 570' tower, 3 miles W of airport.
Beach Int.	8 crs ILS LOC (NOPT)	14-mile Arc OGG, R 198° lead radial.		3000	252' stack, 1.6 miles SW on final.
Mango Int.	S crs ILS LOC (NOPT)	294° crs 4 miles		3000	Depict 6.7 miles DME Fix, R 203° OGG VORTAC.
					Runway 2, TDZ elevation, 53'.

Procedure turn not authorized. Approach crs (profile) starts at McGregor Point NDB.

Final approach crs, 024°.

Minimum glide slope interception altitude, 2700' (MPH NDB). Glide slope altitude at OM, 1205'; at MM, 289'.

Distance to runway threshold at OM, 3.5 miles; at MM, 0.6 mile.

MSA within 25 miles of MPH NDB: 000°—180°—12,100'; 180°—270°—7000'; 270°—360°—7800'.

NOTES: (1) Glide slope unusable below 289'. (2) Precipitous terrain W of MPH NDB. Turbulence and changes of wind direction may be encountered.

*Minimum altitude over 6.7-mile DME Fix, 2700' (LOC/DME only).

%Aircraft taking off from Runways 17, 20, or 23 require circling minimums and those departing via V-6 and V-15 must cross airport under visual conditions.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-2	303	¾	250	303	¾	250	303	¾	250	303	¾	250
LOC/DME*	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	540	1	483	540	1	483	560	1½	503	640	2	583
Category E:												
	DH	VIS	HAT									
S-2	303	¾	250									
LOC/DME*	MDA	VIS	HAA									
C	1220	2½	1163									
A	Standard.	T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%							

City, Kahului; State, Hawaii; Airport name, Kahului; Elev., 57'; Facility, I-OGG; Procedure No. ILS Runway 2, Amdt. 5; Eff. date, 5 Feb. 70; Sup. Amdt. No. ILS-2, Amdt. 4; Dated, 10 Sept. 66

RULES AND REGULATIONS

14. 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.

From—	Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 1718'; LOC 6 miles after passing TR LOM.
	To—	Via			
HMV VORTAC	Silver Int.	Direct		6000	Climb to 3600' direct to BON NDB and hold; or, when directed by ATC, turn right climb to 4000' on R 293° HMV VORTAC to Yuma Int and hold NW, 1 minute, right turns, 113° Inbd.
Silver Int.	TR LOM	Direct		3600	Supplementary charting information: Hold SW, 1 minute, right turns, 044° Inbd. IIRLS Runways 0/27 and 4/22.
Telford Int.	TR LOM	Direct		3600	Chart: Silver, Wallace, and Emmett Int. Runway 22, TDZ elevation, 1518'.
Yuma Int.	TR LOM	Direct		4000	
Hilton Int.	TR LOM	Direct		5000	
Greendale Int.	Wallace Int.	Direct		5000	
Wallace Int.	TR LOM (NOPT)	Direct		3600	
Damascus Int.	Emmett Int.	271° bearing to TR LOM		6000	
Emmett Int.	TR LOM	Direct		3600	
BON NDB	TR LOM	Direct		3600	

Procedure turn E side of crs, 044° Outbnd, 224° Inbnd, 3600' within 10 miles of TR LOM.

FAF, TR LOM. Final approach crs, 224°. Distance FAF to MAP, 6 miles.

Minimum altitude over TR LOM, 3600'; over Beaver Int, 2400'.

Minimum glide slope interception altitude, 3600'. Glide slope altitude at OM, 3462'; at MM, 1742'.

Distance to runway threshold at OM, 6 miles; at MM, 0.5 mile.

MSA: 000°-090°—6300'; 090°-180°—8300'; 180°-270°—7300'; 270°-360°—6300'.

NOTES: (1) ASR. (2) Localizer back crs unusable.

CAUTION: Abrupt changes in terrain elevations adjacent to procedure areas. Due to high terrain, aircraft with limited climb capability departing on routes via HMV VORTAC should request clearance to climb on a track of 044° from BON NDB or 224° from TR LOM to 4000' before continuing climb on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-22	1718	RVR 24	200	1718	RVR 24	200	1718	RVR 24	200	1718	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-22	2340	RVR 50	822	2340	RVR 50	822	2340	RVR 60	822	2340	1½	822
C	2340	1	821	2340	1	821	2340	1½	821	2340	2	821
LOC:	LOC/VOR Minimums: MDA VIS HAT			MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-22	2200	RVR 50	682	2200	RVR 50	682	2200	RVR 50	682	2200	RVR 60	682
C	2260	1	741	2260	1	741	2320	1½	801	2320	2	801
A	Standard.	T 2-eng. or less—RVR 24', Runway 22; Standard all others. T over 2-eng.—RVR 24', Runway 22; Standard all others.										

City, Bristol; State, Tenn.; Airport name, Tri-City; Elev., 1519'; Facility, I-TRI; Procedure No. ILS Runway 22, Amdt. 15; Eff. date, 5 Feb. 70; Sup. Amdt. No. 14; Dated, 27 Nov. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

From—	Terminal routes	To—	Via	Minimum altitudes (feet)	Missed approach
LEI NDB	RD LOM	RD LOM	Direct	2000	MAP: ILS DH, 620'; LOC 5.8 miles after passing RD LOM.
RDU VORTAC	RD LOM	RD LOM	Direct	2000	
Chapel Hill Int.	RD LOM	RD LOM	Direct	2000	
Coats Int.	RD LOM	RD LOM	Direct	2000	
Moncure Int.	RD LOM (NOPT)	RD LOM (NOPT)	Direct	2000	
Durham Int.	RD LOM	RD LOM	Direct	2000	
Goldston Int.	RD LOM (NOPT)	RD LOM (NOPT)	Direct	2000	

Procedure turn N side of crs, 220° Outbnd, 040° Inbnd, 2000' within 10 miles of RD LOM. FAF, RD LOM. Final approach crs, 040°. Distance FAF to MAP, 5.8 miles. Minimum glide slope intercept altitude, 2000'. Glide slope altitude at OM, 2040'; at MM, 631'. Distance to runway threshold at OM, 5.8 miles; at MM, 0.6 mile. MSA: 000°—090°—200°; 090°—180°—2900'; 180°—270°—1800'; 270°—360°—2500'.

NOTES: (1) Radar vectoring. (2) Glide slope unusable below 620' MSL.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-5	620	RVR 24	200	620	RVR 24	200	620	RVR 24	200	620	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5	720	RVR 24	300	720	RVR 24	300	720	RVR 24	300	720	RVR 40	300
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	840	1	405	900	1	465	900	1 1/2	465	1000	2	565
A	Standard	T 2-eng. or less—RVR 24, Runway 5; Standard all other runways. T over 2-eng.—RVR 24, Runway 5; Standard all other runways.										

City, Raleigh; State, N.C.; Airport name, Raleigh-Durham; Elev., 435' Facility, I-RDU; Procedure No. ILS Runway 5, Amdt. 13; Eff. date, 5 Feb. 70; Sup. Amdt. No. 12
Dated, 13 Feb. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 3357'; LOC 4.6 miles after passing OM.	
R 027°, RAP VORTAC CW	RAP LOC	7-mile Arc RAP, R 121° lead radial	4700	Climb to 5400' on NW crs ILS within 10 miles, return to OM.	
R 275°, RAP VORTAC CCW	R 238°, RAP VORTAC	7-mile Arc	6000	Supplementary charting information: Chart MALSR/RAIL Runway 32.	
R 238°, RAP VORTAC CCW	RAP LOC	7-mile Arc RAP, R 155° lead radial	5500	Runway 32, TDZ elevation, 3157'.	
7-mile DME Arc	OM (NOPT)	Localizer crs	4700		
RAP VORTAC	OM	Direct	4700		

Procedure turn E side of crs, 139° Outbnd, 319° Inbnd, 4700' within 10 miles of OM. FAF, OM. Final approach crs, 319°. Distance FAF to MAP, 4.6 miles. Minimum altitude over OM, 4700'. Minimum glide slope interception altitude, 4700'. Glide slope altitude at OM, 4643'; at MM, 3354'. Distance to runway threshold at OM, 4.6 miles; at MM, 0.6 mile.

NOTES: (1) Radar vectoring. (2) Inoperative table does not apply to HIRL or REIL Runway 32.

% IFR departures: For aircraft departing SW on V-26 takeoffs Runways 14, 32, and 1, climb to 4200' on takeoff heading before proceeding on crs. Runway 19 takeoffs turn right, climb to 4200' on 320° heading before proceeding on crs. Restriction required by 7242' terrain 22 miles SW.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32	3357	½	200	3357	½	200	3357	½	200	3407	¾	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32	3440	¾	283	3440	¾	283	3440	¾	283	3440	1	283
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3560	1	378	3660	1	478	3660	1½	478	3800	2	618
A	Standard	T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %							

City, Rapid City; State, S. Dak.; Airport name, Rapid City Municipal; Elev., 3182'; Facility, I-RAP; Procedure No. ILS Runway 32, Amdt. 2; Eff. date, 5 Feb. 70; Sup. Amdt. 1; Dated, 6 Mar. 69

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)

From— To— Distance Altitude Distance Altitude Distance Altitude Distance Altitude Distance Altitude

As established by Columbus, Ga., ASR Minimum Altitude Vectoring Charts.

Notes
Minimum altitude over final approach fix, 1900'. Descend aircraft after passing FAF, 6 miles from runway threshold.
Minimum altitude over 3-mile fix, 940' all runways. HIRLs Runways 5/23.
Night operations not authorized Runways 12/30. Runway 23 displaced threshold, 1350'. Runway 5, TDZ elevation, 379'. Runway 12, TDZ elevation, 397'. Runway 23, TDZ elevation, 378'.

Missed approach: Runway 5—Climb to 2200', direct to Geneva Int via 046 bearing, CS LOM and hold. Runway 12—Climbing left turn to 2200' direct to Geneva Int via 046 bearing, CS LOM and hold. Runway 23—Climbing right turn to 2200' direct to Geneva Int via 046 bearing, CS LOM and hold. Hold E, 1 minute, right turns, 265° Inbnd.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5	860	1	481	860	1	481	860	1	481	860	1	481
S-12	820	1	423	820	1	423	820	1	423	820	1	423
S-23	780	1	402	780	1	402	780	1	402	780	1	402
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	940	1	543	940	1	543	940	1½	543	960	2	563
A	Standard	T 2-eng. or less—Standard.			T over 2-eng.—Standard.							

City, Columbus; State, Ga.; Airport name, Columbus Metropolitan; Elev., 397'; Facility, Columbus Radar; Procedure No. Radar-1, Amdt. Orig.; Eff. date, 5 Feb. 70

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

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

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)

From— To— Distance Altitude Distance Altitude Distance Altitude Distance Altitude Distance Altitude

As established by Tri-City, Tenn, APC ASR minimum altitude vectoring chart.
All airway segments from 0 to 35 miles published MEA or sector altitudes which ever is lower. All sector azimuths are clockwise with distance and altitudes based on antenna located on Tri-City airport.

1. Descend aircraft after passing FAF.
2. Runway 22 FAF 6 miles from threshold. Minimum altitude over 3-mile Radar Fix, 2400'. TDZ elevation, 1515'.
3. Runway 4 FAF 6 miles from threshold. Minimum altitude over 3-mile Radar Fix, 2400'. TDZ elevation, 1505'.
4. CAUTION: Abrupt changes in terrain elevation adjacent to procedure areas. Due to high terrain, aircraft with limited climb capability departing on routes via HMV VORTAC should request clearance to climb on a track of 044° from Boone NDB or 224° from TR LOM to 4000' before continuing climb on crs.
5. Radar will provide 1500' vertical clearance within 3-mile radius of exceptionally high terrain or obstructions displayed on radar scope or depicted on MAV charts.

Missed Approach:
Runway 4—Climb to 3600' on crs 044° TR LOM and hold. Hold NE, 1 minute, left turns, 224° Inbd. Alternate: Climbing left turn to 4000' to intercept R 293 HMV VORTAC to Yuma Int.
Runway 22—Climb to 3600' on crs 224° to BON NDB and hold. Hold SW, 1 minute, right turns, 044° Inbd. Alternate: Climbing right turn to 4000' to intercept R 293 HMV VORTAC to Yuma Int.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-29	2260	RVR 50	742	2260	RVR 50	742	2260	RVR 50	742	2260	RVR 60	742
S-4	2100	1	595	2100	1	595	2100	1	595	2100	1	595
C	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
	2260	1	741	2260	1	741	2320	135	801	2320	2	801
A	Standard.	T 2-eng. or less—RVR 24', Runway 22; Standard all others. T over 2-eng.—RVR 24', Runway 22; Standard all others.										

City, Bristol; State, Tenn.; Airport name, Tri-City; Elev., 1519'; Facility, Tri-City Radar; Procedure No. Radar-1, Amdt. 6; Eff. date, 5 Feb. 70; Sup. Amdt. No. 5; Dated, 27 Nov. 69

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., on January 6, 1970.

R. S. SLIFF,

Acting Director, Flight Standards Service.

[F.R. Doc. 70-529; Filed, Jan. 22, 1970; 8:45 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. C-1643]

PART 13—PROHIBITED TRADE PRACTICES

Art Metal-Knoll Corp.

Subpart—Discriminating in price under section 2, Clayton Act—Price discrimination under 2(a): § 13.730 Customer classification.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 2, 49 Stat. 1526; 15 U.S.C. 13) [Cease and desist order, Art Metal-Knoll Corp., Jamestown, N.Y., docket C-1643, Dec. 8, 1969]

In the Matter of Art Metal-Knoll Corp., a Corporation

Consent order requiring a furniture products manufacturer of Jamestown, N.Y., to cease discriminating in price among competing resellers of its products of the Knoll Division in violation of section 2(a) of the Clayton Act.

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

It is ordered, That with respect to the products of its Knoll Division respondent Art Metal-Knoll Corp. (the successor to Knoll Associates, Inc.) and its officers, representatives, agents, and employees, directly or through any corporate or other device, in the sale of furniture and furniture products in commerce, as "commerce" is defined in the Clayton Act, as amended, do on and after January 1, 1970, cease and desist from: Dis-

criminating directly or indirectly in the price of such products of like grade and quality by selling such products to any purchaser at net prices higher than the net prices charged any other purchaser who, in fact, competes in the resale of such products with the purchaser paying the higher price.

It is further ordered, That the respondent corporation shall forthwith distribute a copy of this order to each of its operating divisions and to its parent corporation, Walter E. Heller & Co.

It is further ordered, That respondent notify the Commission at least thirty (30) days prior to any proposed change in its or its parent's corporate structure which materially affects its Knoll Division such as dissolution, assignment or sale resulting in the emergence of a successor corporation, the creation or dissolution of subsidiaries or any other

RULES AND REGULATIONS

change in the corporation which may affect compliance obligations arising out of the order.

It is further ordered, That the respondent herein shall, within sixty (60) days after January 1, 1970 file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with this order.

Issued: December 8, 1969.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 70-878; Filed, Jan. 22, 1970;
8:46 a.m.]

[Docket No. 8663 o]

PART 13—PROHIBITED TRADE PRACTICES

Beatrice Foods Co. and Kroger Co., Inc.

Subpart—Discriminating in price under section 2, Clayton Act—Knowingly Inducing Or Receiving Discriminating Price Under 2(f) : § 13.855 Inducing and receiving discriminations.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 2, 49 Stat. 1526; 15 U.S.C. 13) [Cease and desist order, Beatrice Foods Co. et al., Chicago, Ill., Docket No. 8663, Dec. 1, 1969]

In the Matter of Beatrice Foods Co., a Corporation, and The Kroger Co., Inc., a Corporation

Order requiring a major food chain store with headquarters in Cincinnati, Ohio, to cease knowingly inducing or receiving discriminatory prices from competing suppliers of fluid milk and other dairy products, and dismissing price discrimination charges against a major dairy products distributor.

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

It is ordered, That respondent The Kroger Co., Inc., a corporation, and its officers, representatives, agents, and employees in connection with the offering to purchase or purchase in commerce, as "commerce" is defined in the amended Clayton Act, of fluid milk and other dairy products, for resale in outlets operated by respondent, do forthwith cease and desist from: Knowingly inducing, or knowingly receiving or accepting, any discrimination in the price of such products by directly or indirectly inducing, receiving or accepting from any seller a net price respondent knows or should know is below the net price at which said products of like grade and quality are being sold by such seller to other customers where respondent is competing with the purchaser paying the higher price or with a customer of the purchaser paying the higher price.

It is further ordered, That the complaint herein against respondent Beatrice Foods Co., be, and it hereby is,

dismissed for the reasons stated in the accompanying opinion.

Issued: December 1, 1969.

By the Commission.¹

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 70-879; Filed, Jan. 22, 1970;
8:46 a.m.]

[Docket No. C-1647]

PART 13—PROHIBITED TRADE PRACTICES

Bill's Motors, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.15 Business status, advantages, or connections; 13.15-10 Authorized distributor; § 13.70 Fictitious or misleading guarantees; § 13.140 Old, reclaimed or reused product being new. Subpart—Misrepresenting oneself and goods—Business status, advantages or connections: § 13.155 Retailer as wholesaler, jobber, or factory distributor; Misrepresenting oneself and goods—Goods: § 13.1647 Guarantees; § 13.1695 Old, secondhand, reclaimed or reconstructed as new. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1875 Nonstandard character.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Bill's Motors, Inc. et al., Falls Church, Va., Docket C-1647, Dec. 16, 1969]

In the Matter of Bill's Motors, Inc., a Corporation, Doing Business as Orusin Motors, and William H. Burnett, Individually, and as an Officer of Said Corporation

Consent order requiring a Falls Church, Va., dealer in used Volkswagens and other used automobiles to cease misrepresenting that it is an authorized Volkswagen dealer, that its used cars are new, failing to disclose that odometers on its used cars have been replaced, claiming that its Volkswagens carry manufacturer's guarantees, and failing to disclose that component parts of certain of its cars differ from those produced for sale in the domestic American market.

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

It is ordered, That respondents Bill's Motors, Inc., a corporation, and its officers, doing business as Orusin Motors, or under any other name, and William H. Burnett, individually and as an officer of said corporation, and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the advertising, offering for sale, sale or distribution of used Volkswagen automo-

¹ Commissioners Dixon, Elman, and MacIntyre dissented in part and concurred in part; and Commissioner Nicholson dissented from the order against respondent Kroger and concurred in the dismissal of the complaint as to respondent Beatrice.

biles or any other product or service, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication, that respondents are an authorized Volkswagen dealer or are a franchised dealer of the Volkswagen factory; or misrepresenting, in any manner, respondents' trade or business connections, associations, affiliations or status.

2. Representing, directly or by implication, that respondents have in stock or sell new or unused Volkswagen automobiles, or misrepresenting, in any manner, the vehicles which respondents stock or sell.

3. Advertising any used vehicle or group of used vehicles without clearly and conspicuously disclosing in any and all advertising thereof that the vehicle or vehicles are used.

4. Offering for sale or selling any Volkswagen automobile which has been used or reconditioned without clearly and conspicuously disclosing by decal or sticker attached thereto that the vehicle is used and the nature of reconditioning.

5. Failing orally to disclose to prospective customers prior to the showing of any vehicle to a prospective customer in which the odometer has been replaced, that the mileage indicated thereon does not reflect the actual miles the vehicle has been driven.

6. Offering for sale or selling any used Volkswagen automobile in which the odometer has been replaced without clearly and conspicuously disclosing by decal or sticker attached thereto that the mileage indicated on the vehicle does not reflect the actual miles the vehicle has been driven.

7. Representing, directly or by implication, that the used Volkswagen automobiles sold by respondents are guaranteed by the manufacturer; or that any guarantee afforded by respondents will be honored by any party other than the respondents.

8. Representing, directly or by implication, that any of respondents' products are unconditionally guaranteed when in fact such guarantee is not an unconditional guarantee; or misrepresenting, in any manner, the nature, terms, or conditions of any guarantee.

9. Representing, directly or by implication, that any of respondents' products are guaranteed unless the nature and extent of the guarantee, the identity of the guarantor, and the manner in which the guarantor will perform thereunder are clearly and conspicuously disclosed.

10. Representing, in any manner, the nature or extent of previous use of any vehicle offered for sale unless in each such instance respondents have on hand and maintain records which will establish the nature and extent of previous use of each such vehicle offered for sale.

11. Failing to disclose orally and in specific detail to a prospective customer, if a vehicle being offered for sale to that customer differs, in any of its components or in any other manner, from new

and unused vehicles of the same make and year produced for sale in the domestic American market.

12. Offering for sale, or selling, any vehicle which differs in any of its components or in any other manner, from new and unused vehicles of the same make and year produced for sale in the domestic American market, without clearly and conspicuously disclosing by decal or sticker attached thereto that there are such differences and itemizing them in detailed and specific terms.

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

It is further ordered, That respondents notify the Commission at least 30 days prior to any proposed change in the corporate respondent such as dissolution, assignment or sale resulting in the emergence of a successor corporation, the creation or dissolution of subsidiaries or any other change in the corporation which may affect compliance obligations arising out of the order.

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

Issued: December 16, 1969.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 70-880; Filed, Jan. 22, 1970;
8:46 a.m.]

[Docket No. 8780]

PART 13—PROHIBITED TRADE PRACTICES

Chinchilla International Breeders Associates et al.

Subpart—Advertising falsely or misleadingly: § 13.15 *Business status, advantages, or connections*: 13.15-125 Individual or private business being: 13.15-125(a) Association; § 13.50 *Dealer or seller assistance*; § 13.60 *Earnings and profits*; § 13.70 *Fictitious or misleading guarantees*; § 13.175 *Quality of product or service*. Subpart—Misrepresenting oneself and goods—Business status, advantages or connections: § 13.1460 Individual or private business as professional person, association or guild: Misrepresenting oneself and goods—Goods: § 13.1608 *Dealer or seller assistance*; § 13.1615 *Earnings and profits*; § 13.1647 *Guarantees*; § 13.1715 *Quality*. Subpart—Using misleading name—Vendor:

§ 13.2395 Individual or private business being association or guild.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Chinchilla International Breeders Associates et al., Grants Pass, Oreg., Docket 8780, Dec. 8, 1969]

In the Matter of Chinchilla International Breeders Associates, a Partnership, and Theodore R. Wood and Theodore C. Wood, Individually and as Copartners Trading and Doing Business as Chinchilla International Breeders Associates

Consent order requiring a Grants Pass, Oreg., seller of chinchilla breeding stock to cease making exaggerated earning claims, misrepresenting the quality of its stock, deceptively guaranteeing the fertility of its stock, misrepresenting its services to purchasers, and using a name which implies that it is a trade association.

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

It is ordered, That respondents Chinchilla International Breeders Associates, a partnership, and Theodore R. Wood and Theodore C. Wood, individually and as copartners trading and doing business as Chinchilla International Breeders Associates, or trading and doing business under any other name or names, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the advertising, offering for sale, sale or distribution of chinchilla breeding stock or any other products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

A. Representing, directly or by implication, that:

1. It is commercially feasible to breed or raise chinchillas in homes, basements, garages, or spare buildings, or other quarters or buildings unless in immediate conjunction therewith it is clearly and conspicuously disclosed that the represented quarters or buildings can only be adaptable to and suitable for the breeding and raising of chinchillas on a commercial basis if they have the requisite space, temperature, humidity, ventilation, and other environmental conditions.

2. Breeding chinchillas as a commercially profitable enterprise can be achieved without previous knowledge or experience in the breeding, raising and care of such animals.

3. Chinchillas are hardy animals or are not susceptible to disease.

4. Purchasers of respondents' chinchilla breeding stock will receive top quality chinchillas.

5. Each female chinchilla purchased from respondents and each female offspring produce at least four live young per year.

6. The number of live offspring produced per female chinchilla is any number or range of numbers; or representing, in any manner, the past number or range of numbers of live offspring produced per female chinchilla of purchasers of respondents' breeding stock unless, in fact, the past number or range of numbers represented are those of a substantial number of purchasers and accurately reflect the number or range of numbers of live offspring produced per female chinchilla of these purchasers under circumstances similar to those of the purchaser to whom the representation is made.

7. The breeding stock of three females and one male chinchilla purchased from respondents will produce live offspring of 12 the first year, 32 the second year, 84 the third year.

8. The number of live offspring produced by or from respondents' chinchilla breeding stock is any number or range thereof; or representing, in any manner, the past number or range of numbers of live offspring produced by or from respondents' chinchilla breeding stock unless, in fact, the past number or range of numbers represented are those of a substantial number of purchasers and accurately reflect the number or range of numbers of live offspring thereof produced by or from respondents' chinchilla breeding stock of these purchasers under circumstances similar to those of the purchaser to whom the representation is made.

9. Offspring of chinchilla breeding stock purchased from respondents will produce pelts selling for the average price of \$25 each.

10. Chinchilla pelts from respondents' breeding stock will sell for any price, average price, or range of prices; or representing, in any manner, the past price, average price or range of prices of purchasers of respondents' breeding stock unless, in fact, the past price, average price or range of prices represented are those of a substantial number of purchasers and accurately reflect the price, average price or range of prices realized by these purchasers under circumstances similar to those of the purchaser to whom the representation is made.

11. A purchaser starting with three females and one male will have, from the sale of pelts, a gross income, earnings or profits of \$6,300 in the fifth year after purchase.

12. Purchasers of respondents' breeding stock will realize earnings, profits or income in any amount or range of amounts; or representing, in any manner, the past earnings, profits or income of purchasers of respondents' breeding stock unless, in fact, the past earnings, profits or income represented are those of a substantial number of purchasers and accurately reflect the average earnings, profits or income of these purchasers under circumstances similar to those of the purchaser to whom the representation is made.

13. Chinchillas or chinchilla pelts are in great demand; or that purchasers of respondents' breeding stock can expect to be able to sell the offspring or the pelts of the offspring of respondents' chinchillas because said chinchillas or pelts are in great demand.

14. The "Imperial Quality" standards of live chinchilla evaluation is an accepted standard in the chinchilla industry for determining the quality of chinchilla breeding stock; or that animals bearing such designation are recognized as being high quality chinchilla breeding stock; or misrepresenting,

RULES AND REGULATIONS

[Docket No. C-1646]

PART 13—PROHIBITED TRADE PRACTICES

Hoffmann Upholsterers, Inc., et al.

Subpart—Advertising falsely or misleading: § 13.70 *Fictitious or misleading guarantees*; § 13.125 *Limited offers or supply*; § 13.155 *Prices*: 13.155–10 *Bait*; 13.155–70 *Percentage savings*; § 13.180 *Quantity*: 13.180–30 *In stock*; § 13.235 *Source of origin*: 13.235–60 *Place*: 13.235–60(a) *Domestic products as imported*. Subpart—Misrepresenting oneself and goods—Business Status Advantages or Connections: § 13.1417 *Financing activities*; Misrepresenting oneself and goods—Goods: § 13.1720 *Quantity*; § 13.1725 *Refunds*; § 13.1745 *Source or origin*: 13.1745–70 *Place*: 13.1745–70(a) *Domestic products as imported*; Misrepresenting oneself and goods—Prices: § 13.1779 *Bait*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Hoffmann Upholsterers, Inc., et al., Washington D.C., Docket C-1646, Dec. 8, 1969]

In the Matter of Hoffmann Upholsterers, Inc., a Corporation, and Zoltan A. Hoffmann and Lillian Hoffmann, Individually and as Officers of Said Corporation

Consent order requiring a Washington, D.C., furniture upholstering firm to cease using bait advertising, making false pricing and savings claims, failing to keep adequate price records, making deceptive limited offers and false guarantees, implying that certain of its furniture is imported, failing to refund down payments, and failing to disclose its sales contracts may be sold to a finance company.

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

It is ordered, That respondents Hoffmann Upholsterers, Inc., a corporation, and its officers, and Zoltan A. Hoffmann, individually and as an officer of said corporation, and Lillian Hoffmann, individually and as an officer of said corporation, and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the advertising, offering for sale, sale, and distribution of new and used furniture or any other merchandise and of furniture repair and upholstering services or any other service, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication, that merchandise or services are offered for sale when such offers are not bona fide offers to sell said merchandise or services.

2. Using any advertising, sales plan or procedure involving the use of false, misleading or deceptive statements or representations to encourage the sale of other merchandise or services at higher prices.

3. Making representations purporting to offer merchandise or services for sale when the purpose of the representations are not to sell the offered merchandise

or services but to encourage the sale of other merchandise or services at higher prices.

4. Disparaging the advertised merchandise or services, or discouraging in any manner the purchase of any merchandise or services.

5. Advertising any item of merchandise for sale when such items of merchandise are not available in sufficiently substantial quantities to meet reasonably anticipated demands: *Provided however*, That items available only in limited supply may be advertised, if such advertising clearly and conspicuously discloses the number of units of the advertised merchandise available.

6. Using the word "Sale" or any other word or words of similar import and meaning unless the price of such merchandise or services being offered for sale constitutes a reduction, in an amount not so insignificant as to be meaningless, from the actual bona fide price at which such merchandise or services were sold or offered for sale to the public on a regular basis for a reasonably substantial period of time in the recent, regular course of their business.

7. Using the word "Save" or any other word or words of similar import and meaning in conjunction with a stated dollar or percentage amount of savings, unless the stated dollar or percentage amount of savings actually represents the difference between the offering prices and the actual prices at which substantial sales of the same merchandise or services have been made in respondents' trade area and unless respondents have in good faith conducted a market survey which establishes the validity of the trade area prices.

8. Using the word "Reg.", or any other word or words of similar import and meaning, to refer to any price amount which is in excess of the price at which such merchandise or services have been sold or offered for sale in good faith by respondents for a reasonably substantial period of time in the recent, regular course of their business.

9. (a) Representing, in any manner, that by purchasing any of said merchandise or services, customers are afforded savings amounting to the difference between respondents' stated price and respondents' former price unless such merchandise or services have been sold or offered for sale in good faith at the former price by respondents for a reasonably substantial period of time in the recent, regular course of their business.

(b) Representing, in any manner, that by purchasing any of said merchandise or services, customers are afforded savings amounting to the difference between respondents' stated price and a compared price for said merchandise or services in respondents' trade area unless a substantial number of the principal retail

Issued: December 8, 1969.

By the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 70-881; Filed, Jan. 22, 1970;
8:46 a.m.]

outlets in the trade area regularly sell said merchandise or services at the compared price or some higher price.

(c) Representing, in any manner, that by purchasing any of said merchandise or services, customers are afforded savings amounting to the difference between respondents' stated price and a compared value price for comparable merchandise or services, unless substantial sales of merchandise or service of like grade and quality are being made in the trade area at the compared price or a higher price and unless respondents have in good faith conducted a market survey or obtained a similar representative sample of prices in their trade area which establishes the validity of said compared price and it is clearly and conspicuously disclosed that the comparison is with merchandise or services of like grade and quality.

10. Misrepresenting, in any manner, the amount of savings available to purchasers or prospective purchasers of respondents' merchandise or services at retail.

11. Failing to maintain adequate records:

(a) Which disclose the facts upon which any savings claims, including former pricing claims and comparative value claims, and similar representations of the types described in paragraphs 6-10 of this order are based, and

(b) From which validity of any savings claims, including former pricing claims and comparative value claims, and similar representations of the type described in paragraphs 6-10 of this order can be determined.

12. Representing, directly or by implication, that any offer is limited in point of time or restricted in any manner, unless the represented limitation or restriction is actually imposed and in good faith adhered to by respondents.

13. Representing, directly or by implication, that furniture reupholstered by respondents is guaranteed, unless the nature, conditions and extent of the guarantee, identity of the guarantor and the manner in which the guarantor will perform thereunder are clearly and conspicuously disclosed, and unless all such guarantees are in fact honored and the terms thereof promptly fulfilled.

14. Representing, directly or by implication, by the use of the words "Danish Modern" or any other word or words of similar import and meaning, or in any other manner, that domestically manufactured furniture is manufactured in the country of Denmark; or misrepresenting in any other manner the country of origin of respondents' merchandise.

15. Failing to refund in cash any deposit or down payment on a purchase or on an agreement to purchase or to perform a service when respondents:

(a) Fail to deliver the merchandise or complete the services within the agreed time period;

(b) Fail to deliver the ordered merchandise without unauthorized substitutions;

(c) Fail to perform upholstering or any other service according to the terms of the purchase agreement; or

(d) Fail to perform in any other manner.

16. Failing to orally disclose prior to the time of sale, and in writing on any conditional sale contract, promissory note, or any other instrument of indebtedness, executed by a purchaser and with such conspicuously and clarity as is likely to be observed and read by such purchaser, that: Any such instrument, at respondents' option and without notice to the purchaser, may be discounted, negotiated or assigned to a finance company or any other third party to whom the purchaser will be there after indebted and against whom the purchaser's claims or defenses may not be available.

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

It is further ordered, That respondents notify the Commission at least 30 days prior to any proposed change in the corporate respondent such as dissolution, assignment or sale resulting in the emergence of a successor corporation, the creation or dissolution of subsidiaries or any other change in the corporation which may affect compliance obligations arising out of the order.

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

Issued: December 8, 1969.

By the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 70-882; Filed, Jan. 22, 1970;
8:46 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

SUBCHAPTER A—POST OFFICE SERVICES, DOMESTIC

PART 125—MATTER MAILABLE UNDER SPECIAL RULES

Miscellaneous Amendments

Regulations of the Post Office Department codified in §§ 125.5, 125.7, and

125.9 are amended as follows, in order to eliminate the requirement to label or mark parcels containing firearms with the word "Firearms"; and to eliminate addressee identification procedures at the post office of delivery as respects firearm shipments. Conforming amendments are also made to reflect the above changes.

§ 125.5 [Amended]

I. In § 125.5 *Concealable firearms*, make the following changes:

1. Delete paragraphs (c) and (d).

NOTE: The corresponding Postal Manual sections are 125.53 and 125.54.

2. Redesignate paragraphs (e), (f), (g), and (h) as paragraphs (c), (d), (e), and (f), respectively.

3. Paragraph (c), as redesignated above, is amended to read as follows:

(c) *Official shipments*. Without regard to the provisions of paragraphs (b) through (d) of this section, firearms may be accepted for mailing when offered by authorized agent of the Federal Government for shipment to any qualified addressee as listed in paragraph (a) (1) through (7) of this section.

NOTE: The corresponding Postal Manual section is 125.55.

II. In § 125.7 *Identification and marking*, amend paragraph (a) to read as follows:

§ 125.7 Identification and marking.

(a) *Identification of contents*. The identity or nature of contents of anything mailed under any of the provisions of this part, except firearms mailed under §§ 125.2(g) (2) and 125.5 of this chapter, shall be stated plainly on the outside of the parcel, as a condition of mailing.

NOTE: The corresponding Postal Manual section is 125.71.

* * * * *

§ 125.9 [Deleted]

III. Section 125.9 *Notice of delivery of rifles, shotguns, and other mailable firearms*, is deleted.

NOTE: The corresponding Postal Manual section is 125.9.

(5 U.S.C. 301, 18 U.S.C. 1715, 39 U.S.C. 501)

DAVID A. NELSON,
General Counsel.

[F.R. Doc. 70-917; Filed, Jan. 22, 1970;
8:48 a.m.]

SUBCHAPTER C—INTERNATIONAL MAIL

APPENDIX— DIRECTORY OF INTERNATIONAL MAIL

In the appendix to Subchapter C the following changes are made:

1. In Chart 3—Ready-reference tables of postage on postal union airmail, Tables V, VI, and VII are amended to read as follows:

RULES AND REGULATIONS

TABLE V—AIRMAIL "AO" RATES FOR PRINTED MATTER, MATTER FOR THE BLIND, SAMPLES OF MERCHANDISE AND SMALL PACKETS TO MEXICO, CENTRAL AMERICA, THE CARIBBEAN ISLANDS, BAHAMAS, BERMUDA, AND SAINT PIERRE AND MIQUELON

(SEE CHART 1 FOR WEIGHT LIMITS)

(Rates: 40 cents first 2 ounces; 10 cents each additional 2 ounces)

Lbs.	oz.	Rate	Lbs.	oz.	Rate	Lbs.	oz.	Rate
0	2	\$0.40	3	14	\$3.40	7	10	\$6.40
0	4	.50	4	0	.50	7	12	6.50
0	6	.60	4	2	3.60	7	14	6.60
0	8	.70	4	4	3.70	8	0	6.70
0	10	.80	4	6	3.80	8	2	6.80
0	12	.90	4	8	3.90	8	4	6.90
0	14	1.00	4	10	4.00	8	6	7.00
1	0	1.10	4	12	4.10	8	8	7.10
1	2	1.20	4	14	4.20	8	10	7.20
1	4	1.30	5	0	4.30	8	12	7.30
1	6	1.40	5	2	4.40	8	14	7.40
1	8	1.50	5	4	4.50	9	0	7.50
1	10	1.60	5	6	4.60	9	2	7.60
1	12	1.70	5	8	4.70	9	4	7.70
1	14	1.80	5	10	4.80	9	6	7.80
2	0	1.90	5	12	4.90	9	8	7.90
2	2	2.00	5	14	5.00	9	10	8.00
2	4	2.10	6	0	5.10	9	12	8.10
2	6	2.20	6	2	5.20	9	14	8.20
2	8	2.30	6	4	5.30	10	0	8.30
2	10	2.40	6	6	5.40	10	2	8.40
2	12	2.50	6	8	5.50	10	4	8.50
2	14	2.60	6	10	5.60	10	6	8.60
3	0	2.70	6	12	5.70	10	8	8.70
3	2	2.80	6	14	5.80	10	10	8.80
3	4	2.90	7	0	5.90	10	12	8.90
3	6	3.00	7	2	6.00	10	14	9.00
3	8	3.10	7	4	6.10	11	0	9.10
3	10	3.20	7	6	6.20			
3	12	3.30	7	8	6.30			

To determine the postage for packages over 11 pounds, compute the rate for the pounds alone at 80 cents per pound, and add the rate for the ounces as shown in the table.

If there are no ounces, add 30 cents to the rate at 80 cents per pound.

TABLE VI—AIRMAIL "AG" RATES FOR PRINTED MATTER, MATTER FOR THE BLIND, SAMPLES OF MERCHANDISE AND SMALL PACKETS TO SOUTH AMERICA, EUROPE (EXCEPT U.S.S.R., ESTONIA, LATVIA AND LITHUANIA), AND MEDITERRANEAN AFRICA.

(SEE CHART 1 FOR WEIGHT LIMITS)

(Rates: 50 cents first 2 ounces; 20 cents each additional 2 ounces)

Lbs.	Oz.	Rate	Lbs.	Oz.	Rate	Lbs.	Oz.	Rate
0	2	\$0.50	3	14	\$6.50	7	10	\$12.50
0	4	.70	4	0	.60	7	12	12.70
0	6	.80	4	2	.60	7	14	12.90
0	8	.90	4	4	.60	7	16	13.10
0	10	1.00	4	6	.60	7	18	13.30
0	12	1.10	4	8	.60	7	20	13.50
0	14	1.20	4	10	.60	7	22	13.70
1	0	1.30	4	12	.60	7	24	13.90
1	2	1.40	4	14	.60	7	26	14.10
1	4	1.50	4	16	.60	7	28	14.30
1	6	1.60	4	18	.60	7	30	14.50
1	8	1.70	4	20	.60	7	32	14.70
1	10	1.80	4	22	.60	7	34	14.90
1	12	1.90	4	24	.60	7	36	15.10
1	14	2.00	4	26	.60	7	38	15.30
2	0	2.10	4	28	.60	7	40	15.50
2	2	2.20	4	30	.60	7	42	15.70
2	4	2.30	4	32	.60	7	44	15.90
2	6	2.40	4	34	.60	7	46	16.10
2	8	2.50	4	36	.60	7	48	16.30
2	10	2.60	4	38	.60	7	50	16.50
2	12	2.70	4	40	.60	7	52	16.70
2	14	2.80	4	42	.60	7	54	16.90
3	0	2.90	4	44	.60	7	56	17.10
3	2	3.00	4	46	.60	7	58	17.30
3	4	3.10	4	48	.60	7	60	17.50
3	6	3.20	4	50	.60	7	62	17.70
3	8	3.30	4	52	.60	7	64	17.90
3	10	3.40	4	54	.60	7	66	18.10
3	12	3.50	4	56	.60	7	68	18.30

To determine the postage for packages over 11 pounds, compute the rate for the pounds alone at 80 cents per pound, and add the rate for the ounces as shown in the table.

pounds alone at \$1.60 per pound, and add the rate for the ounces as shown in the table. If there are no ounces, add 30 cents to the rate at \$1.60 per pound.

TABLE VII—AIRMAIL "AO" RATES FOR PRINTED MATTER, MATTER FOR THE BLIND, SAMPLES OF MERCHANDISE AND SMALL PACKETS TO U.S.S.R., ESTONIA, LATVIA, LITHUANIA, ASIA, AFRICA OTHER THAN MEDITERRANEAN, AND THE PACIFIC

(SEE CHART 1 FOR WEIGHT LIMITS)

(Rates: 60 cents first 2 ounces; 30 cents each additional 2 ounces)

Lbs.	Oz.	Rate	Lbs.	Oz.	Rate	Lbs.	Oz.	Rate
0	2	\$0.60	3	14	\$9.60	7	10	\$18.60
0	4	.90	4	0	.90	7	12	18.90
0	6	1.20	4	2	1.20	7	14	19.20
0	8	1.50	4	4	1.50	8	0	19.50
0	10	1.80	4	6	1.80	8	2	19.80
0	12	2.10	4	8	1.10	8	4	20.10
0	14	2.40	4	10	1.40	8	6	20.40
1	0	2.70	4	12	1.70	8	8	20.70
1	2	3.00	4	14	2.00	8	10	21.00
1	4	3.30	5	0	12.30	8	12	21.30
1	6	3.60	5	2	12.60	8	14	21.60
1	8	3.90	5	4	12.90	8	16	21.90
1	10	4.20	5	6	13.20	9	2	22.20
1	12	4.50	5	8	13.50	9	4	22.50
1	14	4.80	5	10	13.80	9	6	22.80
2	0	5.10	5	12	14.10	9	8	23.10
2	2	5.40	5	14	14.40	9	10	23.40
2	4	5.70	6	0	14.70	9	12	23.70
2	6	6.00	6	2	15.00	9	14	24.00
2	8	6.30	6	4	15.30	10	0	24.30
2	10	6.60	6	6	15.60	10	2	24.60
2	12	6.90	6	8	15.90	10	4	24.90
2	14	7.20	6	10	16.20	10	6	25.20
3	0	7.50	6	12	16.50	10	8	25.50
3	2	7.80	6	14	16.80	10	10	25.80
3	4	8.10	7	0	17.10	10	12	26.10
3	6	8.40	7	2	17.40	10	14	26.40
3	8	8.70	7	4	17.70	11	0	26.70
3	10	9.00	7	6	18.00			
3	12	9.30	7	8	18.30			

To determine the postage for packages over 11 pounds, compute the rate for the pounds alone at 80 cents per pound, and add the rate for the ounces as shown in the table.

See footnotes at end of table.

CHART 7.—POSTAGE RATES ON ARTICLES MAILED TO THE UNITED STATES FROM OTHER COUNTRIES—Continued

Weight units (see columns (3) and (9) below): (a) 1 ounce; (b) 20 grams (about $\frac{3}{4}$ ounce); (e) 15 grams; (d) 25 grams; (f) 5 grams; (g) 30 grams; (h) 10 grams; (i) $\frac{1}{2}$ ounce; (j) $\frac{3}{4}$ ounce

SURFACE MAIL							AIRMAIL						
Letters					Letters					International reply coupons (*)		Registration fee	
First weight unit	Equivalent in U.S. cents	Weight unit	Each additional weight unit	Single post cards	Countries and their monetary units	Surcharge in addition to surface rate	Combined rate	Weight unit	International reply coupons (*)	Single post cards	Aero-grammes		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	
45 c.	12.3	b	25 c.	25 c.	Brazil	30 c.		f	2	55 c.		70 c.	
16 c.	5	a	10 c.	10 c.	1 cruzeiro (C.)=100 centavos (c.).		\$1.10	i	7	55 c.	45 c.	15 c.	
0.13 L.	11	b	0.08 L.	0.08 L.	Braucl		0.16 L.	f	3	0.24 L.		0.15 L.	
50 p.	10.5	a	30 p.	30 p.	Bulgaria		1 lev (L.)=100 stotinki (s.).		4	1.05 k.	75 p.	50 p.	
11 f.	12.6	b	7 f.	7 f.	Burma	1.50 k.		i	2	50 f.		70 f.	
5 r.	9	b	3 r.	3 r.	Burundi		{ 26 f. first wt. unit. 21 f. ea. addl. unit. }	h	3	13 f.	13 f.	10 f.	
30 f.	12	b	20 f.	20 f.	Cambodia	7 r.		f	3	10 r.		7 r.	
6 c.	6	a	4 c.	6 c.	Cameroon	30 f.		f	2	50 f.			
4 d.	4	a	2½ d.	2½ d.	Canada		10 c.	a	2	10 c.	10 c.	See note 10.	
30 f.	10.8	b	20 f.	20 f.	Cayman Islands		9 d.	i	3	9 d.		30 d.	
35 c.	5.8	a	25 c.	25 c.	Central African Republic	40 f.		f	2	50 f.		100 f.	
30 f.	10.8	b	20 f.	20 f.	Ceylon	1 franc (f.)=100 centimes (c.).			5	80 c.	50 c.	50 c.	
20 c.	3	b	See 16 c.		Chad	1 rupee (r.)=100 cents (c.).	1.00 r.	i	2	50 f.		60 f.	
83.50	8.8	b	\$2.00	\$2.00	Chile	1 franc (f.)=100 centimes (c.).	30 f.	f					
80 c.	6	b	80 c.	50 c.	China		\$8.00	h	3	\$5.00	\$5.00	\$4.00.	
30 f.	10.8	b	20 f.	20 f.	Colombia	1 dollar (\$) = 100 cents (c.).		h	3	1.40 p.	1.40	1.30 p.	
6.5 k.	13	b	3.9 k.	3.9 k.	Comoro Islands	1 peso (p.)=100 centavos (c.).	2 p.	f	3	56 f.		60 f.	
25 c.		b	15 c.	15 c.	Congo (Brazzaville)	1 franc (f.)=100 centimes (c.).	36 f.		2	50 f.		60 f.	
3 c.	3.3	a	3 c.	2 c.	Congo (Kinshasa)	1 franc (f.)=100 centimes (c.).	30 f.	f	2	8.9 k.	7 k.	9.8 k.	
30 m.	7.2	b	20 m.	20 m.	Costa Rica	1 zaire (z.)=100 makuta (k.).	5 k.	f	2	30 c.		85 c.	
1 c.	14	b	60 d.	60 d.	Cuba	1 colon (C.)=100 centimos (c.).	15 c.	f	4	12 c.	10 c.	10 c.	
30 f.	12	b	20 f.	20 f.	Cyprus	1 peso (p.)=100 centavos (c.).	12 c.	i	4	45 m.		35 m.	
90 o.	12	b	50 o.	50 o.	Czechoslovakia	1 pound (E)=1000 mils (m.).	90 m.	h	2	1.40 c.	1.20 c.	1 c.	
12 c.	7	a	8 c.	8 c.	Denmark (incl. Greenland)	1 crown (c.)=100 ore (o.).	80 d.	f	2	45 f.		70 f.	
9 c.	8.8	c	5 c.	8 c.	Dominican Republic	1 crown (c.)=100 ore (o.).	40 o.		2	90 o.	80 o.	140 c.	
80 c.	1.3	b	40 c.	60 c.	Dominican Republic	1 dollar (\$) = 100 cents (c.).	18 c (see note 1).	i	2	12 c.		15 c.	
10 c.	4	b	8 c.	6 c.	Ecuador	1 peso (p.)=100 centavos (c.).	See note 9.	c	2	10 c.		25 c.	
6 k.	6.7	b	4 k.	4 k.	Egypt	1 sucre(s.)=100 centavos (c.) (see note 2).	40 c up to 20 gr. minimum chg. 1.70s	f	3	80 c.	1.40 s.	1 s.	
30 c.	12	b	20 c.	20 c.	El Salvador	1 colon (C.)=100 centavos (c.).	20 c.	h	2	20 c.	10 c.	20 c.	
5½ d.	5.5	a	3 d.	3 d.	Estonia	1 ruble (r.)=100 kopeks (k.).		b				12 k.	
7 d.	6.7	a	4 d.	4 d.	Ethiopia	1 dollar (\$) = 100 centimes (c.).	80 c.	h	3	45 o.	55 c.	35 c.	
40 p.	9.5	b	25 p.	25 p.	Falkland Islands	1 shilling (s.)=12 pence (d.).	1 s.	f	3	6 d.	3 d.		
70 c.	12.5	b	40 c.	40 c.	Fiji Islands	1 shilling (s.)=12 pence (d.).	2 s.	i	4	1 s.	10 d.	1 s.	
12 f.	12	b	7 f.	7 f.	Finland	1 mark (m.)=100 penni (p.).	25 p.	f	2	50 p.	40 p.	40 p.	
30 f.	14	b	20 f.	20 f.	France	1 franc (f.)=100 centimes (c.).	45 c.	i	2	85 c.	1 f.	2.60 f.	
30 f.	12	b	20 f.	20 f.	French Polynesia	1 franc (f.)=100 centimes (c.).	6 f.	f	2	13 f.		35 f.	
6 d.	7	a	3 d.	3 d.	French Ter. of Afars and Issas	1 franc (f.)=100 centimes (c.).	25 f.	f	2	45 f.		60 f.	
50 p.	12.5	b	30 p.	30 p.	Gabon Republic	1 franc (f.)=100 centimes (c.).	30 f.	f	2	50 f.		60 f.	
25 p.	11.2	b	15 p.	15 p.	Gambia	1 franc (f.)=100 centimes (c.).	1 s 9 d.	i	4	11 d.	6 d.	6 d.	
7½ p.	10.4	a	4½ p.	4½ p.	Germany (Western Zone)	1 shilling (s.)=12 pence (d.).	20 p.		2	50 p.	60 p.	80 p.	
6 d.	6	a	4 d.	4 d.	Germany (Eastern Zone)	1 mark (m.)=100 pfennig (p.).	10 p.	f	2	25 p.		50 p.	
7 d.	6.5	a	4 d.	4 d.	Ghana	1 mark (m.)=100 pfennig (p.).	20 p.	i	3	10 p.	9 p.	13½ p.	
9 d.	9	a	5 d.	5 d.	Gibraltar	1 Cedi (c.)=100 pesawas (p.).	9 d.	f	2	9 d.	6 d.	2 s.	
4 d.	8	b	2.50 d.	2.50 d.	Gilbert and Ellice Islands	1 shilling (s.)=12 pence (d.).	3 s.	i	5	1 s 6 d.	1 s.	6 d.	
					Greece	1 shilling (s.)=12 pence (d.).	1 s. 6 d.	i	2	9 d.	9 d.	3 s.	
						1 drachma (d.)=100 lepta (L.).	2 d.	f	2	4.50 d.		4 d.	

See footnotes at end of table.

RULES AND REGULATIONS

CHART 7.—POSTAGE RATES ON ARTICLES MAILED TO THE UNITED STATES FROM OTHER COUNTRIES—Continued

SURFACE MAIL							AIRMAIL							Registration fee
Letters						Letters								Registration fee
First weight unit	Equivalent in U.S. cents	Weight unit	Each additional weight unit	Single post cards	Countries and their monetary units	Surcharge in addition to surface rate	Combined rate	Weight unit	International reply coupons (*)	Single post cards	Aero-grammes			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)		
9 c	5.2	a	5 c	5 c	Grenada and the Grenadines 1 dollar (\$) = 100 cents (c.)	37 c		1	5	25 c	12 c	6 c		
70 c	12.5	b	40 c	40 c	Guadeloupe 1 franc (f.) = 100 centimes (c.)	20 c		f	2	60 c	1 f	2.60 f		
4 c	4	b	2 c	3 c	Guatemala 1 quetzal (q.) = 100 centavos (c.)	7 c		f	2	7 c		5 c		
70 c	12.5	b	40 c	40 c	Guiana, French 1 franc (f.) = 100 centimes (c.)	20 c		f	2	60 c	1 f	2.60 f		
30 f	12	b	20 f	20 f	Guinea 1 franc (f.) = 100 centimes (c.)	25 f		f	2	45 f	45 f	50 f		
10 c	7	a	8 c	8 c	Guyana 1 dollar (\$) = 100 cents (c.)	5 c		i	3	15 c	15 c	12 c		
10 c	2	c	5 c	5 c	Haiti (see note 5) 1 gourde (g.) = 100 centimes (c.)	50 c		e	5			25 c		
12 c	8.4	a	7 c	7 c	Honduras, British 1 dollar (\$) = 100 cents (c.)	10 c		j	2	17 c	15 c	15 c		
8 c	4	c	6 c	3 c	Honduras, Republic of 1 Lempira (L.) = 100 centavos (c.)	12 c		f	3	15 c	12 c	10 c		
40 c	6.6	a	25 c	25 c	Hong Kong 1 dollar (\$) = 100 cents (c.)	\$2		i	5	\$1	50 c	40 c		
3 F	10	b	2 F	2 F	Hungary 1 forint (F.) = 100 fillers (f.)	2.40 F		f	2	4.40 F		4 F		
10 c	11.4	b	6 c	6 c	Iceland 1 crown (c.) = 100 aurar (a.)	3 c		f	2	12 c	12 c	12 c		
75 P	10	b	45 P	45 P	India 1 rupee (r.) = 100 Paisa (P.)	1.40 r		h	3	75 P	85 P	75 P		
12 r	12	b	7.50 r	7.50 r	Indonesia 1 rupiah (r.) = 100 sen (s.)							3 r		
6 r	7.8	b	3 r	3 r	Iran 1 rial (r.) = 100 dinars (d.)	24 r. first wt. unit, 18 r. each addl. unit.		h	4	8 r		8 r		
30 f	8.4	b	18 f	18 f	Iraq 1 dinar (d.) = 1,000 fils (f.)	80 f		h	3	50 f	35 f	50 f		
9 d	9	a	5 d	5 d	Ireland 1 shilling (s.) = 12 pence (d.)	1 s. 5 d. first unit, 1 s. 1 d. each additional unit.		f	2	8 d	10 d	1 s. 3 d		
30 a	8.6	b	18 a	18 a	Israel 1 livre (L.) = 100 agorot (a.)	80 a		h	3	40 a	40 a	40 a		
90 L	13.2	b	55 L	55 L	Italy 1 lira (L.) = 100 centesimi (c.)	60 L		f	2	115 L	130 L	90 L		
30 f	12	b	20 f	20 f	Ivory Coast 1 franc (f.) = 100 centimes (c.)	25 f		f	2	45 f		70 f		
8 c	9.6	a	4 c	4 c	Jamaica 1 dollar (\$) = 100 cents (c.)			i				8 c		
50 y	14	b	30 y	30 y	Japan 1 yen (y.) = 100 sen (s.)	{ 90 y first wt. unit 80 y ea. addl. unit }		h	2	45 y	50 y	70 y		
45 f	12.6	b	30 f	30 f	Jordan 1 dinar (d.) = 1,000 fils (f.)	100 f		h	3	50 f	50 f	70 f		
70 c	10	a	40 c	40 c	Kenya 1 shilling (s.) = 100 cents (c.)	2.50 s		i	4	1.30 s	70 c	1.40 s		
36 w	13.2	b	21 w	21 w	Korea 1 won (w.) = 100 chun (c.)	83 w		e	3	36 w	37 w	53 w		
25 f	7	b	15 f	15 f	Kuwait 1 Kuwaiti dinar (KD) = 1,000 fils (f.)	90 f		h	4	55 f	25 f	50 f		
60 k	12	b	40 k	40 k	Laos 1 kip (k.) = 100 ats (a.)							100 k		
6 k	6.7	b	4 k	4 k	Latvia 1 ruble (r.) = 100 kopeks (k.)			b				12 k		
30 p	13.7	b	20 p	20 p	Lebanon 1 piastre (p.) = 100 centimes (c.)	40 p		h	3	60 p	50 p	30 p		
5 c	7	a	3 1/2 c	3 1/2 c	Lesotho 1 rand (r.) = 100 cents (c.)	22 1/2 c		i	5	12 c	10 c	5 c		
13 c	13	a	8 c	8 c	Liberia 1 dollar (\$) = 100 cents (c.)	25 c		i	5	15 c	15 c	55 c		
45 m	12.6	b	30 m	30 m	Libya 1 livre (L.) = 1,000 millimes (m.)	40 m		h	2	70 m	50 m	50 m		
6 k	6.7	b	4 k	4 k	Lithuania 1 ruble (r.) = 100 kopeks (k.)			b				12 k		
6 f	12	b	3.50 f	3.50 f	Luxembourg 1 franc (f.) = 100 centimes (c.)	2.50 f		f	2	6 f		7 f		
30 f	10.8	b	20 f	20 f	Madagascar 1 franc (f.) = 100 centimes (c.)	36 f		f	3	50 f		60 f		
6 d	6	a	4 d	4 d	Malawi 1 shilling (s.) = 12 pence (d.)	2 s. 9 d		i	6	1 s. 3 d	1 s. 3 d	1 s.		
25 c	8	a	15 c	15 c	Malaysia 1 dollar (\$) = 100 cents (c.)	\$1.05		i	5	55 c	30 c	40 c		
10 d	10	a	6 d	6 d	Malta 1 dollar (\$) = 100 cents (c.)	1 s. 6 d		i	2	9 d	10 d	1 s. 6 d		
60 f	12	b	40 f	40 f	Mali 1 franc (f.) = 100 centimes (c.)	50 f		f	2	90 f		100 f		
70 c	12.5	b	40 c	40 c	Martinique 1 franc (f.) = 100 centimes (c.)	20 c		f	2	60 c	1 f	2.60 f		
30 f	12	b	20 f	20 f	Mauritania 1 franc (f.) = 100 centimes (c.)	25 f		f	2	45 f		70 f		
50 c	9	b	25 c	25 c	Mauritius and Dependencies 1 rupee (r.) = 100 cents (c.)	1 r		f	3	75 c	50 c	50 c		
40 c	3.2	b	20 c	20 c	Mexico 1 peso (p.) = 100 centavos (c.)	80 c		h	2	80 c		50 c		
8 c	4.6	a	5 c	5 c	Montserrat 1 dollar (\$) = 100 cents (c.)	18 c		i	3			6 c		
60 f	11.8	b	35 f	35 f	Morocco 1 Dirham (DH) = 100 francs (f.)	50 f		f	2	85 f		75 f		
30 np	6.3	a	20 np	20 np	Muscat 1 rupee (r.) = 100 naye paise (np.)	1 r		i	4	60 np	40 np	40 np		

See footnote at end of table.

CHART 7.—POSTAGE RATES ON ARTICLES MAILED TO THE UNITED STATES FROM OTHER COUNTRIES—Continued

SURFACE MAIL							AIRMAIL						
Letters					Letters					International reply coupons (*)		Aero-grammes	
First weight unit	Equivalent in U.S. cents	Weight unit	Each additional weight unit	Single post cards	Countries and their monetary units	Surcharge in addition to surface rate	Combined rate	Weight unit	Single post cards	(10)	(11)	(12)	(13)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	
7 c.	7.8	a	4 c.	7 c.	Nauru 1 dollar (\$) = 100 cents (c.).	25 c.		i	4	13 c.	10 c.	20 c.	
50 p.	5	b	30 p.	30 p.	Nepal 1 rupaya (r.) = 100 paisa (p.).	2.50 r.		i	5	0.75 r.	1.00 r.	50 p.	
45 c.	12.3	b	25 c.	25 c.	Netherlands 1 florin (f.) = 100 cents (c.).	20 c.		f	2	25 c.	45 c.	75 c.	
20 c.	10.6	b	12 c.	12 c.	Netherlands Antilles 1 florin (f.) = 100 cents (c.).	20 c.		f	1	15 c.	20 c.	20 c.	
12 c.	7	a	8 c.	8 c.	Nevis 1 dollar (\$) = 100 cents (c.).	25 c.		i	3	12 c.	15 c.	10 c.	
12 f.	12	b	7 f.	7 f.	New Caledonia 1 franc (f.) = 100 centimes (c.).	8 f.		f	2	15 f.		35 f.	
7 c.	7.8	a	4 c.	7 c.	New Guinea 1 dollar (\$) = 100 cents (c.).	20 c.		i	3	10 c.	9 c.	20 c.	
25 c.	8	b	15 c.	15 c.	New Hebrides 1 gold franc (f.) = 100 gold centimes (c.).	30 c.		f	2	45 c.	30 c.	50 c.	
7 c.	7.8	a	4 c.	4 c.	New Zealand 1 dollar (\$) = 100 cents (c.).	18 c.		i	3	10 c.	8 c.	18 c.	
10 c.	1.6	b	10 c.	8 c.	Nicaragua 1 cordoba (C.) = 100 centavos (c.).	30 c.		f	4	38 c.		40 c.	
30 f.	12	b	20 f.	20 f.	Niger 1 franc (f.) = 100 centimes (c.).	25 f.		f	2	45 f.		70 f.	
9 d.	10.5	a	6 d.	6 d.	Nigeria 1 shilling (s.) = 12 pence (d.).	2 s.		i	3	1 s.	9 d.	1 s.	
90 o.	12.6	b	55 o.	55 o.	Norway 1 crown (c.) = 100 ore (o.).	35 o.			2	90 o.	90 o.	150 o.	
50 p.	9	a	30 p.	30 p.	Pakistan 1 rupee (r.) = 100 paisa (p.).	80 p.		i	2	60 p.	60 p.	50 p.	
8 c.	7.8	b	5 c.	5 c.	Panama 1 balboa (b.) = 100 centesimos (c.) (see note 3).	13 c first 10 gr, 5 c each addl. 5 gr.			2	13 c.	8 c.	10 c.	
7 c.	7.8	a	4 c.	7 c.	Papua 1 dollar (\$) = 100 cents (c.).	20 c.		i	3	10 c.	9 c.	20 c.	
1.50 g.	1.2	b	50 c.	50 c.	Paraguay 1 guarani (g.) = 100 centimos (c.).	18.15 g.		f	7	3	18.15 g.	40 c.	
1.50 s.	3.7	b	90 c.	90 c.	Peru 1 sol (s.) = 100 centavos (c.).	3 s.		f	3	3.90 s.	4 s.	2 s.	
6 d.	7	a	4 d.	4 d.	Pitcairn Islands 1 shilling (s.) = 12 pence (d.).							4 d.	
30 c.	7.5	b	20 c.	20 c.	Philippines 1 peso (p.) = 100 centavos (c.).	75 c.		h	3	75 c.	60 c.	40 c.	
2.50 z.	10.4	b	1.50 z.	1.50 z.	Poland 1 zloty (z.) = 100 grosz (g.).	1.50 z.		f	2	3.00 z.		3.10 z.	
2.50 e.	8	b	1.50 e.	1.50 e.	Portugal, including the Azores and Madeira Islands 1 escudo (e.) = 100 centavos (c.).	1.80 e.		f	2	3.30 e.		5 e.	
2.50 g.	8	b	1.50 e.	1.50 e.	Portuguese Colonies in Africa: Angola 1 escudo (e.) = 100 centavos (c.).	3.50 e.		f	3	5 e.	2.50 e.	4 e.	
2.50 e.	8	b	1.50 e.	1.50 e.	Cape Verde 1 escudo (e.) = 100 centavos (c.).	3.50 e.		f	3	5 e.	3.50 e.	4 e.	
2.50 g.	8	b	1.50 e.	1.50 e.	Portuguese Guinea 1 escudo (e.) = 100 centavos (c.).	2.50 e.		f	2	4 e.		4 e.	
2.50 e.	8	b	1.50 e.	1.50 e.	Mozambique 1 escudo (e.) = 100 centavos (c.).	3.50 e.		f	3	5 e.	3.50 e.	4 e.	
2.50 g.	8	b	1.50 e.	1.50 e.	St. Thomas and Prince Islands 1 escudo (e.) = 100 centavos (c.).	3.50 e.		f	3	5 e.	3.50 e.	4 e.	
50 a.	8	b	30 a.	30 a.	Portuguese Colonies in Asia and Oceania: Macao 1 pataca (p.) = 100 avos (a.).	55 a.		f	3	85 a.	50 a.	80 a.	
2.50 g.	8	b	1.50 e.	1.50 e.	Portuguese Timor 1 escudo (e.) = 100 centavos (c.).	3.50 e.		f	4	5.00 e.	4.50 e.	4 e.	
40 DH.	8.4	a			Qatar 1 riyal (R.) = 100 dirhams (DH).	1.50 R.		h	4	80 DH.	50 DH.	60 DH.	
35 f.	12.5	b	20 f.	20 f.	Reunion 1 franc (f.) = 100 centimes (c.).	25 f.		f	2	45 f.	50 f.	130 f.	
6 d.	7	a	4 d.	4 d.	Rhodesia 1 shilling (s.) = 12 pence (d.).	2 s 6 d.		i	5	1 s 3 d.	1 s.	1 s.	
2.40 L.	13	b	1.50 L.	1.50 L.	Rumania 1 leu (L.) = 100 bani (b.).	4 L.		b	3	5.50 L.		3.60 L.	
10 f.	10	b	6 f.	6 f.	Rwanda 1 franc (f.) = 100 centimes (c.).	11 f.		f	2	17 f.	15 f.	12 f.	
6 y.	5	b	4 y.	3 y.	Ryukyu Islands 1 yen (y.) = 100 sen (s.).	30 y.		b				30 y.	
12 c.	7	a	8 c.	8 c.	Saint Christopher (St. Kitts) 1 dollar (\$) = 100 cents (c.).	25 c.		i	3	12 c.	15 c.	10 c.	
6 d.	6	a	3 d.	3 d.	Saint Helena 1 shilling (s.) = 12 pence (d.).	{ 1 s. 3 d. via G. B. 2 s. 9 d. via Cape town. }		i	{ 3	9 d.			
12 c.	7	a	8 c.	8 c.	Saint Lucia 1 dollar (\$) = 100 cents (c.).	25 c.		i	{ 6	1 s 3 d.	6 d.	4 d.	
30 f.	10.8	b	20 f.	20 f.	Saint Pierre and Miquelon 1 franc (f.) = 100 centimes (c.).	4 f.		f	2	24 f.		30 f.	
10 c.	5.8	a	6 c.	6 c.	Saint Vincent 1 dollar (\$) = 100 cents (c.).	24 c.		i	3	12 c.		6 c.	
8 p.	8.8	b			Saudi Arabia 1 riyal (r.) = 20 piasters (p.).	15 p.		h	3		10 p.	6 p.	
30 f.	10.8	b	20 f.	20 f.	Senegal 1 franc (f.) = 100 centimes (c.).	25 f.		f	2	45 f.		60 f.	
50 c.	10.5	b	30 c.	30 c.	Seychelles 1 rupee (r.) = 100 cents (c.).	1.10 r.		h	3	60 c.	45 c.	20 c.	

See footnotes at end of table.

RULES AND REGULATIONS

CHART 7.—POSTAGE RATES ON ARTICLES MAILED TO THE UNITED STATES FROM OTHER COUNTRIES—Continued

Weight units (see columns (3) and (9) below): (a) 1 ounce; (b) 20 grams (about $\frac{1}{4}$ ounce); (c) 15 grams; (d) 25 grams; (f) 5 grams; (g) 30 grams; (h) 10 grams; (i) $\frac{1}{2}$ ounce; (j) $\frac{1}{4}$ ounce

SURFACE MAIL						AIRMAIL						
Letters						Letters						
First weight unit	Equivalent in U.S. cents	Weight unit	Each additional weight unit	Single post cards	Countries and their monetary units	Surcharge in addition to surface rate	Combined rate	Weight unit	International reply coupons (*)	Single post cards	Aero-grammes	Registration fee
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
11.5 c.	13.8	a	8.5 c.	6.5 c.	Sierra Leone 1 leone (L.)=100 cents (c.).	25 c.		1	3	18.5 c.	9.5 c.	18.5 c.
25 c.	8	a	15 c.	15 c.	Singapore 1 dollar (\$)=100 cents (c.).	\$1.05		1	5	55 c.	30 c.	60 c.
7 c.	7.8	a	4 c.	4 c.	Solomon Islands 1 dollar (\$)=100 cents (c.).	35 c.		1	5	18 c.	8 c.	10 c.
18	14	b	60 c.	60 c.	Somali Republic 1 shilling (s.)=100 cents (c.).							1 s.
5 c.	7	a	3½ c.	3½ c.	South Africa 1 rand (r.)=100 cents (c.).	22½ c.		1	5	12 c.	10 c.	5 c.
25 f.	6	a	15 f.	15 f.	Southern Yemen 1 dinar (d.)=1000 fils (f.).	125 f.		1	5	65 f.	25 f.	65 f.
6 p.	8.5	b	3.50 p.	3.50 p.	Spain, including Balearic and Canary Islands, and Spanish Offices in Northern Africa 1 peseta (p.)=100 centimos (c.).	6 p.		f	2	9.50 p.	10 p.	6 p.
5 p.	8.3	b	3 p.	3 p.	Spanish Sahara 1 peseta (p.)=100 centimos (c.).	6 p.			2	9 p.	10 p.	6 p.
35 m.	10	b	20 m.	20 m.	Sudan 1 piastre (p.)=10 millieme (m.).	95 m.		h	3	50 m.	40 m.	40 m.
20 c.	10.5	b	12 c.	12 c.	Surinam 1 florin (L.)=100 cents (c.).	20 c.		f	1	20 c.		20 c.
6 c.	8.5	a	4 c.	4 c.	Swaziland 1 rand (r.)=100 cents (c.).	25 c.		1	5	13½ c.	12½ c.	10 c.
70 o.	13.5	b	40 o.	40 o.	Sweden 1 crown (c.)=100 ore (o.).	See note 8.						See note 8.
50 c.	11.4	b	30 c.	30 c.	Switzerland 1 franc (f.)=100 centimes (c.).	25 c.		f	2	55 c.	65 c.	50 c.
45 p.	11.7	b	27.50 p.	27.50 p.	Syria 1 piastre (p.)=100 centimes (c.).	60 p.		h	3	87.50 p.		45 p.
70 c.	10	a	40 c.	40 c.	Tanzania 1 shilling (s.)=100 cents (c.).	2.50 s.		1	4	1.30 s.	70 c.	1.40 s.
2 b.	10	b	1.25 b.	1.25 b.	Thailand 1 baht (b.)=100 satangs (s.).	3 b.		f	3	4.25 b.	3 b.	3 b.
30 f.	12	b	20 f.	20 f.	Togo 1 franc (f.)=100 centimes (c.).	25 f.		f	2	45 f.		60 f.
9 d.	8.4	a	½ d.	5 ½ d.	Tonga Islands 1 shilling (s.)=12 pence (d.).	2 s. 1 d.		1	3	1 s. 2 d.	10 d.	4 d.
15 c.	7.5	a	10 c.	10 c.	Trinidad and Tobago 1 dollar (\$)=100 cents (c.).	30		1	2	15 c.	20 c.	25 c.
30 np.	6.3	a	20 np.	20 np.	Trucial States 1 rupee (r.)=100 naye paise (np.).	1 r.		1	4	60 np.	40 np.	40 np.
60 f.	11.4	b	35 f.	35 f.	Tunisia 1 dinar (D.)=1000 francs (f.).	50 f.		f	2	85 f.		100 f.
100 k.	11	b	60 k.	60 k.	Turkey 1 kurus (k.)=100 santim (s.).	120 k.		h	3	180 k.	175 k.	120 k.
6 d.	6	a	4 d.	4 d.	Turks Islands 1 shilling (s.)=12 pence (d.).	8 d.		f	2	5 d.	6 d.	4 d.
70 c.	10	a	40 c.	40 c.	Uganda 1 shilling (s.)=100 cents (c.).	2.50 s.		1	4	1.30 s.	70 c.	1.40 s.
6 k.	6.7	b	4 k.	4 k.	Union of Soviet Socialist Republics 1 ruble (r.)=100 kopeks (k.).			b				12 k.
60 m.	13.7	b	30 m.	30 m.	United Arab Republic (Egypt) 1 piastre (p.)=10 millieme (m.).	55 m.		h	2	85 m.	115 m.	90 m.
3 f.	12	b	20 f.	20 f.	Upper Volta 1 franc (f.)=100 centimos (c.).	25 f.		f	2	45 f.		60 f.
6 p.	10	b	6 p.	6 p.	Uruguay 1 peso (p.)=100 centimos (c.).	17 p.		f	4	23 p.		10 p.
90 L.	13.2	b	55 L.	55 L.	Vatican City State 1 lira (L.)=100 centesimi (c.).	60 L.		1	2	115 L.		90 L.
30 c. (See note 4.)	9	b	15 c.	20 c.	Venezuela 1 bolivar (b.)=100 centimos (c.).	15 c.		f	2	35 c.	45 c.	40 c.
9 p.	11.2	b	5.50 p.	5.50 p.	Vietnam 1 piastre (p.)=100 cents (c.).	5.50 p.		f	2	11 p.		15 p.
8 c.	8	a	5 c.	5 c.	Virgin Islands (British) 1 dollar (\$)=100 cents (c.).	10 c.		1	2	5 c.	8 c.	6 c.
6 d.	7	a	4 d.	4 d.	Western Samoa (British) 1 shilling (s.)=12 pence (d.).	2 s.		1	4	1 s.	1 s.	9 d.
6 b.	10	b	4 b.	4 b.	Yemen 1 riyal (r.)=40 bogaches (b.).							8 b.
1.25 Nd.	10	b	75 p.	75 p.	Yugoslavia 1 New dinar (Nd.)=100 paras (p.).	1.65 Nd.		h	3	2.40 Nd.	2.50 Nd.	2 Nd.
6 n.	8.4	a	4 n.	4 n.	Zambia 1 kwacha (k.)=100 ngwee (n.).					1 s.		10 n.

NOTE 1—Dominica: The air mail surcharge of 18 cents per half ounce is added to the surface letter rate from Dominica to Barbados, which is 5 cents for the first ounce, plus 2 cents for each additional ounce or fraction.

NOTE 2—Ecuador: Surcharge of 10 centavos (Guayaquil Post Office and social security) on each article in addition to the postage.

NOTE 3—Panama: In addition to the postage, a surcharge of 1 centesimo for each article is collected for the Fight Against Cancer.

NOTE 4—Venezuela: Sealed letter-cards, 20 centimos; open, 5 centimos.

NOTE 5—Haiti: A surcharge of 20 centimes is collected for each article for hurricane relief.

NOTE 6—Chile: Letter postage, 40 centesimos from 20 to 50 grams, and 40 c for each 50 g thereafter.

(5 U.S.C. 301, 39 501, 505)

NOTE 7—Paraguay allows exchange value of 6.25 guaranis for each international reply coupon.

NOTE 8—Sweden: Air surcharge 25 ore per 5 grams; however, letters and postcards up to 5 grams only are sent by air if prepaid the surface postage, without surcharge.

NOTE 9—Dominican Republic: Combined rate, 10 centavos first 15 grams, 7 centavos each additional 15 grams.

NOTE 10—Canada: Registration fee, 50 cents for indemnity not exceeding \$50; 75 cents not exceeding \$100.

(*) See section 2 of the introduction to this chart.

DAVID A. NELSON,
General Counsel.

[F.R. Doc. 70-748; Filed, Jan. 22, 1970; 8:45 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[26 CFR Parts 1, 20, 25]

INCOME, ESTATE, AND GIFT TAXES

Tax Treatment of Certain Reduced Uniformed Services Retirement Pay and Foreign Service Disability Retirement Annuities

Notice is hereby given that the regulations set forth in tentative form below are proposed to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury or his delegate. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, preferably in quintuplicate, to the Commissioner of Internal Revenue, Attention: CC:LR:T, Washington, D.C. 20224, within the period of 30 days from the date of publication of this notice in the *FEDERAL REGISTER*. Any written comments or suggestions not specifically designated as confidential in accordance with 26 CFR 601.601(b) may be inspected by any person upon written request. Any person submitting written comments or suggestions who desires an opportunity to comment orally at a public hearing on these proposed regulations should submit his request, in writing, to the Commissioner within the 30-day period. In such case, a public hearing will be held, and notice of the time, place, and date will be published in a subsequent issue of the *FEDERAL REGISTER*. The proposed regulations are to be issued under the authority contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805).

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

In order to conform the Income Tax Regulations (26 CFR Part 1), the Estate Tax Regulations (26 CFR Part 20), and the Gift Tax Regulations (26 CFR Part 25), to the amendments made by (1) section 51 of the Foreign Service Act Amendments of 1960 (74 Stat. 847) and (2) the Act of March 8, 1966 (Public Law 89-365, 80 Stat. 32), such regulations are amended as follows:

I. Income tax regulations (26 CFR Part 1):

PARAGRAPH 1. Section 1.72 is amended by revising subsection (n)(3) of section 72, by redesignating subsection (o) of section 72 as subsection (p), by inserting after subsection (n) a new subsection (o), and by revising the historical note. Such amended and added provisions read as follows:

§ 1.72 Statutory provisions; annuities, certain proceeds of endowment and life insurance contracts.

SEC. 72. *Annuities; certain proceeds of endowment and life insurance contracts.* * * *

(n) *Treatment of certain distributions with respect to contributions by self-employed individuals.* * * *

(3) *Determination of taxable income.* Notwithstanding section 63 (relating to definition of taxable income), for purposes only of computing the tax under this chapter attributable to amounts to which this subsection or subsection (m)(5) applies and which are includable in gross income—

(A) The taxable income of the recipient for the taxable year of receipt shall be treated as being not less than the amount by which (i) the aggregate of such amounts so includable in gross income exceeds (ii) the amount of the deductions allowed for such taxable year under section 151 (relating to deductions for personal exemptions); and

(B) In making ratable inclusion computations under paragraph (5)(B) of subsection (m), the taxable income of the recipient for each taxable year involved in such ratable inclusion shall be treated as being not less than the amount required by such paragraph (5)(B) to be treated as includable in gross income for such taxable year.

In any case in which the preceding sentence results in an increase in taxable income for any taxable year, the resulting increase in the taxes imposed by section 1 or 3 for such taxable year shall not be reduced by any credit under part IV of subchapter A (other than sections 31 and 39 thereof) which, but for this sentence, would be allowable.

(o) *Annuities Under Retired Serviceman's Family Protection Plan.* Subsections (b) and (d) shall not apply in the case of amounts received after December 31, 1965, as an annuity under chapter 73 of title 10 of the United States Code, but all such amounts shall be excluded from gross income until there has been so excluded (under section 122(b)(1) Jan. 1, 1966) an amount equal to the consideration for the contract (as defined by section 122(b)(2)), plus any amount treated pursuant to section 101(b)(2)(D) as additional consideration paid by the employee. Thereafter all amounts so received shall be included in gross income.

[Sec. 72 as amended by sec. 4 (a), (b), Self-Employed Individuals Tax Retirement Act 1962 (76 Stat. 821); sec. 11(b), Rev. Act 1962 (76 Stat. 1005); sec. 232(b), Rev. Act 1964 (78 Stat. 110); sec. 809(d)(2), Excise Tax Reduction Act of 1965 (79 Stat. 167); sec. 1(b), Act of Mar. 8, 1966 (Public Law 89-365, 80 Stat. 32)]

PAR. 2. Paragraph (a)(1)(i) of § 1.72-4 is amended to read as follows:

§ 1.72-4 Exclusion ratio.

(a) *General rule.* (1)(i) To determine the proportionate part of the total amount received each year as an annuity which is excludable from the gross income of a recipient in the taxable year of receipt (other than amounts received under (a) certain employee annuities described in section 72(d) and § 1.72-13,

or (b) certain annuities described in section 72(o) and § 1.122-1), an exclusion ratio is to be determined for each contract. In general, this ratio is determined by dividing the investment in the contract as found under § 1.72-6 by the expected return under such contract as found under § 1.72-5. Where a single consideration is given for a particular contract which provides for two or more annuity elements, an exclusion ratio shall be determined for the contract as a whole by dividing the investment in such contract by the aggregate of the expected returns under all the annuity elements provided thereunder. However, where the provisions of paragraph (b) (3) of § 1.72-2 apply to payments received under such a contract, see paragraph (b) (3) of § 1.72-6.

PAR. 3. Paragraph (e) of § 1.72-13 is amended to read as follows:

§ 1.72-13 Special rule for employee contributions recoverable in three years.

(e) *Inapplicability of section 72(d) and this section.* Section 72(d) and this section do not apply to:

(1) Amounts received as proceeds of a life insurance contract to which section 101(a) applies, nor to

(2) Amounts paid to a surviving annuitant under a joint and survivor annuity contract to which paragraph (b) (3) of § 1.72-5 applies, nor to

(3) Amounts paid to an annuitant under chapter 73 of title 10 of the United States Code with respect to which section 72(o) and § 1.122-1 apply.

See also paragraph (d) of § 1.72-14.

PAR. 4. Section 1.101 is amended by revising subparagraph (D) of section 101(b)(2) and by revising the historical note. These amended provisions read as follows:

§ 1.101 Statutory provisions; certain death benefits.

SEC. 101. *Certain death benefits.* * * *

(b) *Employees' death benefits.* * * *

(2) *Special rules for paragraph (1).* * * *

(D) *Other annuities.* In the case of any amount to which section 72 (relating to annuities, etc.) applies, the amount which is excludable under paragraph (1) (as modified by the preceding subparagraphs of this paragraph) shall be determined by reference to the value of such amount as of the day on which the employee died. Any amount so excludable under paragraph (1) shall, for purposes of section 72, be treated as additional consideration paid by the employee. Paragraph (1) shall not apply in the case of an annuity under chapter 73 of title 10 of the United States Code if the individual who made the election under such chapter died after attaining retirement age.

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[Sec. 101 as amended by sec. 23(d), Technical Amendments Act 1958 (72 Stat. 1622); sec. 7(c), Self-Employed Individuals Tax Retirement Act 1962 (76 Stat. 829); sec. 1(c), Act of Mar. 8, 1966 (Public Law 89-365, 80 Stat. 32).]

PAR. 5. Paragraph (a)(2) of § 1.101-2 is amended to read as follows:

§ 1.101-2 Employees' death benefits.

(a) *In general.* * * *

(2) The exclusion does not apply to amounts constituting income payable to the employee during his life as compensation for his services, such as bonuses or payments for unused leave or uncollected salary, nor to certain other amounts with respect to which the deceased employee possessed, immediately before his death, a nonforfeitable right to receive the amounts while living (see section 101(b)(2)(B) and paragraph (d) of this section). Further, the exclusion does not apply to amounts received as an annuity under a joint and survivor annuity obligation where the employee was the primary annuitant and the annuity starting date occurred before the death of the employee (see section 101(b)(2)(C) and paragraph (e)(1)(ii) of this section). In the case of amounts received by a beneficiary as an annuity (but not as a survivor under a joint and survivor annuity with respect to which the employee was the primary annuitant), the exclusion is applied indirectly by means of the provisions of section 72 and the regulations thereunder (see section 101(b)(2)(D) and paragraph (e)(1)(iii) and (iv) of this section). Thus, for example, the exclusion applies to amounts which are received by a survivor of an employee retired on disability under the provisions of the Civil Service retirement law (5 U.S.C. 8301 or any former corresponding provisions of law) or the Retired Serviceman's Family Protection Plan (10 U.S.C. 1431), provided such employee dies before attaining retirement age (as defined in § 1.79-2(b)(3)).

PAR. 6. Section 1.104 is amended by revising section 104(a)(4) and the historical note at the end thereof. These amended and added provisions read as follows:

§ 1.104 Statutory provisions; compensation for injuries or sickness.

SEC. 104. Compensation for injuries or sickness—(a) *In general.* * * *

(4) Amounts received as a pension, annuity or similar allowance for personal injuries or sickness resulting from active service in the armed forces of any country or in the Coast and Geodetic Survey or the Public Health Service, (or as a disability annuity payable under the provisions of section 831 of the Foreign Service Act of 1946, as amended (22 U.S.C. 1081; 60 Stat. 1021).)

[Sec. 104 as amended by sec. 51, Foreign Service Act Amendments 1960 (74 Stat. 847); sec. 7(d), Self-Employed Individuals Tax Retirement Act of 1962 (76 Stat. 829).]

PAR. 7. Paragraph (e) of § 1.104-1 is amended to read as follows:

§ 1.104-1 Compensation for injuries or sickness.

(e) *Amounts received as pensions, etc., for certain personal injuries or sickness.*

(1) Section 104(a)(4) excludes from gross income amounts which are received as a pension, annuity, or similar allowance for personal injuries or sickness resulting from active service in the armed forces of any country, or in the Coast and Geodetic Survey, or the Public Health Service. For purposes of this section, that part of the retired pay of a member of an armed force, computed under formula No. 1 or 2 of 10 U.S.C. 1401, or under 10 U.S.C. 1402(d), on the basis of years of service, which exceeds the retired pay that he would receive if it were computed on the basis of percentage of disability is not considered as a pension, annuity, or similar allowance for personal injury or sickness, resulting from active service in the armed forces of any country, or in the Coast and Geodetic Survey, or the Public Health Service (see 10 U.S.C. 1403 (formerly 37 U.S.C. 272(h), section 402(h) of the Career Compensation Act of 1949)). See paragraph (a)(3)(i)(a) of § 1.105-4 for the treatment of retired pay in excess of the part computed on the basis of percentage of disability as amounts received through a wage continuation plan. For the rules relating to certain reduced uniformed services retirement pay, see paragraph (c)(2) of § 1.122-1. For rules relating to a waiver by a member or former member of the uniformed services of a portion of disability retired pay in favor of a pension or compensation receivable under the laws administered by the Veterans Administration (38 U.S.C. 3105), see § 1.122-1(c)(3). For rules relating to a reduction of the disability retired pay of a member or former member of the uniformed services under the Dual Compensation Act of 1964 (5 U.S.C. 5531) by reason of Federal employment, see § 1.122-1(c)(4).

(2) Section 104(a)(4) excludes from gross income amounts which are received by a participant in the Foreign Service Retirement and Disability System in a taxable year of such participant ending after September 8, 1960, as a disability annuity payable under the provisions of section 831 of the Foreign Service Act of 1946, as amended (22 U.S.C. 1081; 60 Stat. 1021). However, if any amount is received by a survivor of a disabled or incapacitated participant, such amount is not excluded from gross income by reason of the provisions of section 104(a)(4).

(3) Section 104(a)(4) excludes from gross income amounts which are received by a participant in the Retired Serviceman's Family Protection Plan as a disability annuity payable under the provisions of 10 U.S.C. 1431. However, if any amount is received by a survivor of a disabled or incapacitated participant, such amount is not excluded from gross income by reason of the provisions of section 104(a)(4).

PAR. 8. Paragraph (a)(3)(i)(a) of § 1.105-4 is amended to read as follows:

§ 1.105-4 Wage continuation plans.

(a) *In general.* * * *

(3) (i) (a) Section 105(d) applies only to amounts attributable to periods during which the employee would be at work were it not for a personal injury or sickness. Thus, an employee is not absent from work if he is not expected to work because, for example, he has reached retirement age. If a plan provides that an employee, who is absent from work on account of a personal injury or sickness, will receive a disability pension or annuity as long as he is disabled, section 105(d) is applicable to any payments which such an employee receives under this plan before he reaches retirement age as defined in (b) of this subdivision, but section 105(d) does not apply to the payments which such an employee receives after he reaches such retirement age. The disability retired pay received by a member on the retired list pursuant to section 402 of the Career Compensation Act of 1949 (63 Stat. 802) or chapter 61 of title 10, United States Code (10 U.S.C. 1201 et seq.) which is in excess of the amounts excludable under section 104(a)(4) and paragraph (e) of § 1.104-1 shall be excluded from gross income subject to the limitations of section 105(d) and this section, if such pay is received before the member reaches retirement age. See § 1.72-15 for additional rules relating to the tax treatment of disability pensions. For the rules relating to certain reduced uniformed services retirement pay, see paragraph (c)(2) of § 1.122-1. For rules relating to a waiver by a member or former member of the uniformed services of a portion of disability retired pay in favor of a pension or compensation receivable under the laws administered by the Veterans Administration (38 U.S.C. 3105), see § 1.122-1(c)(3).

PAR. 9. Section 1.122 is amended by revising the section number in the title, the section number in the statutory material, and by revising the historical note. These amended provisions read as follows:

§ 1.123 Statutory provisions, cross references to other acts.

SEC. 123. *Cross references to other acts.*

[Sec. 123 as amended by section 501(t), Servicemen's and Veteran's Survivor Benefits Act (70 Stat. 885); Sec. 2201(25), Veterans' Benefits Act of 1957 (71 Stat. 160); sec. 13(t), Act of Sept. 2, 1958 (Public Law 85-857, 72 Stat. 1266); as renumbered by sec. 206(a), Rev. Act 1964 (78 Stat. 38); as renumbered by sec. 1(a)(2), Act of Mar. 8, 1966 (Public Law 89-365, 80 Stat. 32).]

PAR. 10. There are inserted immediately following § 1.121-5 the following new sections:

§ 1.122 Statutory provisions; certain reduced uniformed services retirement pay.

SEC. 122. *Certain reduced uniformed services retirement pay—(a) General rule.* In the case of a member or former member of the uniformed services of the United States

who has made an election under chapter 73 of title 10 of the United States Code to receive a reduced amount of retired or retainer pay, gross income does not include the amount of any reduction after December 31, 1965, in his retired or retainer pay by reason of such election.

(b) *Special rule*—(1) *Amount excluded from gross income*. In the case of any individual referred to in subsection (a), all amounts received after December 31, 1965, as retired or retainer pay shall be excluded from gross income until there has been so excluded an amount equal to the consideration for the contract. The preceding sentence shall apply only to the extent that the amounts received would, but for such sentence, be includable in gross income.

(2) *Consideration for the contract*. For purposes of paragraph (1) and section 72(o), the term "consideration for the contract" means, in respect of any individual, the sum of—

(A) The total amount of the reductions before January 1, 1966, in his retired or retainer pay by reason of an election under chapter 73 of title 10 of the United States Code, and

(B) Any amounts deposited at any time by him pursuant to section 1438 of such title 10.

[Sec. 122 as added by sec. 1(a)(1), Act of Mar. 8, 1966 (Public Law 89-365, 80 Stat. 32)]

§ 1.122-1 Applicable rules relating to certain reduced uniformed services retirement pay.

(a) *Rule applicable prior to January 1, 1966*. In the case of a member or former member of the uniformed services of the United States (as defined in 37 U.S.C. 101(3)) who has made an election under chapter 73 of title 10 of the United States Code (also referred to in this section as the Retired Serviceman's Family Protection plan (10 U.S.C. 1431)) to receive a reduced amount of retired or retainer pay, gross income shall include the amount of any reduction made in his retired or retainer pay before January 1, 1966, by reason of such election, unless such reduction, or portion thereof, is otherwise excluded from gross income under part III of subchapter B of chapter 1 of the Internal Revenue Code of 1954 or any other provision of law.

(b) *Rule applicable after December 31, 1965*. (1) In a case of a member or former member of the uniformed services of the United States (as defined in 37 U.S.C. 101(3)) who has made an election under chapter 73 of title 10 of the United States Code to receive a reduced amount of retired or retainer pay, gross income shall not include the amount of any reduction made in his retired or retainer pay after December 31, 1965, by reason of such election.

(2) (i) In a case where a member or former member of the uniformed services has, pursuant to the election described in paragraph (a) of this section, received before January 1, 1966, a reduced amount of retired or retainer pay, he shall, after December 31, 1965, exclude from gross income under section 122(b) and this subdivision all amounts received as uniformed services retired or retainer pay until there has been so excluded an amount of retired or retainer pay equal to the "consideration for the contract"

(as described in subdivision (iii) of this subparagraph).

(ii) Upon the death of a member or former member of the uniformed services, where the "consideration for the contract" (as described in subdivision (iii) of this subparagraph) has not been excluded in whole or in part from gross income under section 122(b) and subdivision (i) of this subparagraph, the survivor of such member who is receiving an annuity under chapter 73 of title 10 of the United States Code shall, after December 31, 1965, exclude from gross income under section 72(o) and this subdivision such annuity payments received after December 31, 1965, until there has been so excluded annuity payments equaling the portion of the "consideration for the contract" not previously excluded under subdivision (i) this subparagraph.

(iii) The term "consideration for the contract" as used in this subparagraph means—

(a) The total amount of the reductions, if any, before January 1, 1966, in retired or retainer pay by reason of an election under chapter 73 of title 10 of the United States Code, plus

(b) The total amount, if any, deposited by the serviceman at any time pursuant to the provisions of section 1438 of title 10 of the United States Code, plus

(c) The total amount, if any, excludable from income under section 101(b) (2)(D) and paragraph (a)(2) of § 1.101-2 with respect to a survivor annuity provided by such retired or retainer pay, minus

(d) The total amount, if any, excluded from income before January 1, 1966, pursuant to the provisions of section 72(b) and (d) with respect to a survivor annuity provided by such retired or retainer pay.

(iv) In determining whether there has been a recovery of the "consideration for the contract" under subdivision (i) of this subparagraph, the exclusion of retired pay from income after December 31, 1965, under sections 104(a)(4) and 105(d) shall not be considered as recovery of all or part of the "consideration for the contract."

(c) *Special rules*. In any of the following situations, the computation of the excludable portion of disability retired pay received by the member or former member of the uniformed services shall be governed by the following rules:

(1) An exclusion under section 122(a) and paragraph (b)(1) of this section is applicable only in the taxable year in which a reduction in retired pay is made under the Retired Serviceman's Family Protection Plan (10 U.S.C. 1431).

(2) Where the member or former member of the uniformed services is entitled to exclude the whole or a portion of his retired pay under the provisions of section 104(a)(4) or section 105(d) and under section 122(a) and paragraph (b)(1) of this section, the exclusion under section 122(a) and paragraph (b)(1) of this section shall be applied

prior to the exclusions under sections 104(a)(4) and 105(d).

(3) Where the member or former member of the uniformed services waives a portion of his disability retired pay, or such retired pay reduced under the Retired Serviceman's Family Protection Plan (10 U.S.C. 1431), in favor of a non-taxable pension or compensation receivable under laws administered by the Veterans Administration (33 U.S.C. 3105), the waived amount of such disability retired pay, or reduced amount thereof, shall first be subtracted from any amounts which are excludable under the provisions of sections 104(a)(4) or 105(d) so as to reduce the amounts otherwise excludable under those sections.

(4) Where the member or former member of the uniformed services receives (before any forfeiture) disability retired pay (whether or not reduced under the Retired Serviceman's Family Protection Plan) which is partially excludable under section 104(a)(4), and also forfeits a portion of such disability retired pay under the Dual Compensation Act of 1964 (5 U.S.C. 5531 or any former corresponding provision of law), the amount of the forfeiture under such Act shall be applied against disability retired pay (before any forfeiture) in the same proportion that the excludable portion of such pay under section 104(a)(4) bears to the total amount of such pay after subtraction of any reduction under the Retired Serviceman's Family Protection Plan (10 U.S.C. 1431)).

(5) The exclusion provided by section 122(b) and paragraph (b)(2)(i) of this section shall be available with respect to repayments made upon removal from the temporary disability retired list even though such repayments were previously excluded from gross income under section 104(a)(4) or 105(d).

However, the exclusion permitted by the prior sentence will apply only to the extent the repaid amount has not been previously excluded under section 122(b) and paragraph (b)(2)(i) of this section.

(d) *Examples*. The rules discussed in paragraph (a) of this section may be illustrated by the following examples:

Example (1). A, a member of the uniformed services, retires on January 1, 1963, and receives nondisability retired pay computed to be 60 percent of his active duty pay of \$10,000 per year, or \$6,000 per year, based upon 24 years of service. He elects, under the Retired Serviceman's Family Protection Plan (10 U.S.C. 1431), to provide his survivor with an annuity equal to one-fourth of his reduced retired pay. His retired pay of \$6,000 is reduced by \$600, to \$5,400, in order to provide a survivor annuity of \$1,350 per year or \$112.50 per month. For 1963, 1964, and 1965, A must include in gross income the unreduced amount of retired pay, or \$6,000. For 1966 and subsequent years, he may exclude under section 122(a) and paragraph (b)(1) of this section the \$600 total annual reductions to provide the survivor annuity, and may, for 1966, further exclude from gross income under section 122(b) and paragraph (b)(2)(i) of this section the \$1,800 "consideration for the contract," i.e., the total reductions which were made in 1963, 1964, and 1965, to provide the survivor annuity. Accordingly, A will include

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\$3,600 of retired pay in gross income for 1966 (\$6,000 minus the sum of \$600 and \$1,800).

Example (2). Assume the facts in Example (1) except that A retires on disability resulting from active service and his disability is rated at 40 percent. The entire amount of disability retirement pay, prior to and including 1966, is excludable from gross income under sections 104(a)(4) and 105(d), and in 1966, section 122(a). Assume further that A attains retirement age on December 31, 1966, dies on January 1, 1967, and his widow then begins receiving a survivor annuity under the Retired Serviceman's Family Protection Plan (10 U.S.C. 1431). A's widow may exclude from gross income in 1967 and 1968 under section 72(o) and paragraph (b)(2)(ii) of this section, the \$1,800 of "consideration for the contract," i.e., the reductions in 1963, 1964, and 1965 to provide the survivor annuity. Thus, A's widow will exclude all of the survivor annuity she receives in 1967 (\$1,350) and \$450 of the \$1,350 annuity received in 1968. In addition, if A had not attained retirement age at the time of his death, his widow would, under section 101 and paragraph (a)(2) of § 1.101-2, exclude up to \$5,000 subject to the limitations of paragraph (b)(2)(ii) of this section.

Example (3). Assume, in the previous example, that A dies on January 1, 1965, and his widow then begins receiving a survivor annuity. Assume further that A's widow is entitled to exclude under section 72(b) \$1,000 of the \$1,350 she received in 1965. Under section 72(o) and paragraph (b)(2)(ii) of this section, A's widow for 1966 will exclude the \$200 remaining consideration for the contract (\$1,200 - \$1,000) and will include \$1,150 of the survivor annuity in gross income.

Example (4). B, a member of the uniformed services, retires on January 1, 1966, after 32 years of active military service, and receives disability retirement pay under section 1401 of title 10, limited to 75 percent of his active duty pay of \$15,000 per year, or \$11,250. His disability rating is 30 percent. B has not reached retirement age (as defined in § 1.79-2(b)(3)). He elects under the Retired Serviceman's Family Protection Plan (10 U.S.C. 1431) to provide his survivor with an annuity equal to one-half of his reduced retired pay and, for that purpose, his retired pay of \$11,250 is reduced by \$1,250 to provide an annuity of \$5,000 per year. B also elects to waive retired pay in the amount of \$1,000 in order to receive disability compensation in like amount under laws administered by the Veterans Administration. In addition, B is required to forfeit \$4,088 of his retired pay under the Dual Compensation Act of 1964, 5 U.S.C. 5532, (\$11,250 - \$1,000 = \$10,250 less one-half of excess thereof of over \$2,074) and by reason of his Federal employment is not entitled to an exclusion of his retired pay under section 105(d). B's taxable retired pay for 1966 is \$3,002, computed as follows:

Gross retired pay----- \$11,250
Less: Section 122(a) exclusion----- (1,250)

Reduced retired pay----- 10,000
Less: Retired pay waived to receive V.A. compensation----- (1,000)

Adjusted retired pay----- 9,000

Less:
(i) Excludable retired pay computed under section 104(a)(4) as limited by 10 U.S.C. 1403----- \$4,500
(ii) Less: Retired pay, not to exceed (i), waived to receive V.A. compensation----- (1,000)
(iii) Net disability exclusion----- (3,500)

Taxable retired pay before adjustment for Dual Compensation forfeiture-----	5,500
Less: Adjustment for Dual Compensation forfeiture of \$4,088	
5500	
----- × \$4,088 = \$2,498 (rounded)-----	(2,498)
9000	
Net taxable retired pay-----	3,002

Example (5). C, a member of the uniformed services retires on January 1, 1966, and receives disability retirement pay of \$11,250 per year, which is reduced by \$1,250 to provide a survivor annuity, and \$1,000 of which is waived in order to receive disability compensation in like amount under laws administered by the Veterans Administration. C has not reached retirement age (as defined in § 1.79-2(b)(3) for purposes of section 105(d)) and is not employed by the Federal Government. C's taxable disability retirement pay for 1966 is \$300 computed as follows:

Adjusted retired pay-----	\$9,000
Less: (i) Excludable retired pay under section 104(a)(4) as limited by 10 U.S.C. 1403-----	\$4,500
(ii) Excludable retired pay under section 105(d)-----	5,200
(iii) Total-----	9,700
(iv) Less: Retired pay, not to exceed (iii), waived to receive V.A. compensation-----	(1,000)
(v) Net disability and "sick pay" exclusion-----	(8,700)
Net taxable retired pay-----	300

Example (6). D, a member of the uniformed services, retires for physical disability resulting from active service on January 1, 1966, after 35 years of service and with a disability rated at 20 percent. His active duty pay is \$4,000 per year and he attained retirement age prior to retirement. He had an election in effect under the Retired Serviceman's Family Protection Plan to provide his survivor with an annuity and his retired pay is reduced therefor by \$500 per year. He waives \$1,300 of his retired pay in order to receive compensation from the Veterans Administration in like amount. His taxable retired pay for 1966 is \$1,200 computed as follows:

Gross retired pay (75% × \$4,000)----- \$3,000
Less: Section 122(a) exclusion----- (500)

Reduced retired pay----- 2,500
Less: V.A. waiver----- (1,300)

Adjusted retired pay----- 1,200
Less:
(i) Section 104(a)(4) exclusion----- \$800
(ii) Less: Retired pay, not to exceed (i), waived to receive V.A. compensation----- (800)
(iii) Net disability exclusion----- 0

Net taxable retired pay----- 1,200

II. Estate tax regulations (26 CFR Part 20):

PAR. 11. Section 20.2039 is amended by revising section 2039(c), and by revising the historical note. These amended provisions read as follows:

§ 20.2039 Statutory provisions; annuities.

SEC. 2039. Annuities. * * *

(c) *Exemption of annuities under certain trust and plans.* Notwithstanding the provisions of this section or of any provision of law, there shall be excluded from the gross estate the value of an annuity or other payment receivable by any beneficiary (other than the executor) under—

(1) An employees' trust (or under a contract purchased by an employees' trust) forming part of a pension, stock bonus, or profit-sharing plan which, at the time of the decedent's separation from employment (whether by death or otherwise), or at the time of termination of the plan if earlier, met the requirements of section 401(a);

(2) A retirement annuity contract purchased by an employer (and not by an employee's trust) pursuant to a plan which, at the time of decedent's separation from employment (by death or otherwise), or at the time of termination of the plan if earlier, was a plan described in section 403(a);

(3) A retirement annuity contract purchased for an employee by an employer which is an organization referred to in section 503(b) (1), (2), or (3), and which is exempt from tax under section 501(a); or

(4) Chapter 73 of title 10 of the United States Code.

If such amounts payable after the death of the decedent under a plan described in paragraph (1) or (2), under a contract described in paragraph (3), or under chapter 73 of title 10 of the United States Code are attributable to any extent to payments or contributions made by the decedent, no exclusion shall be allowed for that part of the value of such amounts in the proportion that the total payments or contributions made by the decedent bears to the total payments or contributions made. For purposes of this subsection, contributions or payments made by the decedent's employer or former employer under a trust or plan described in paragraph (1) or (2) shall not be considered to be contributed by the decedent, and contributions or payments made by the decedent's employer or former employer toward the purchase of an annuity contract described in paragraph (3) shall, to the extent excludable from gross income under section 403(b), not be considered to be contributed by the decedent. This subsection shall apply to all decedents dying after December 31, 1953. For purposes of this subsection, contributions or payments on behalf of the decedent while he was an employee within the meaning of section 401(c)(1) made under a trust or plan described in paragraph (1) or (2) shall be considered to be contributions or payments made by the decedent. For purposes of this subsection, amounts payable under chapter 73 of title 10 of the United States Code are attributable to payments or contributions made by the decedent only to the extent of amounts deposited by him pursuant to section 1438 of such title 10.

[Sec. 2039 as amended by secs. 23(e), 67(a), Technical Amendments Act 1958 (72 Stat. 1622, 1658); sec. 7(1), Self-Employed Individuals Tax Retirement Act 1962 (76 Stat. 830); sec. 2(a), Act of Mar. 8, 1966 (Public Law 89-365, 80 Stat. 33)]

PAR. 12. Section 20.2039-2 is amended by amending paragraph (b) by revising subparagraphs (2) and (3), and by adding a new subparagraph (4) after subparagraph (3); and by revising paragraph (c)(1). These amended and added provisions read as follows:

§ 20.2039-2 Annuities under "qualified plans" and section 403(b) annuity contracts.

* * * * *

(b) *Plans and annuity contracts to which section 2039(c) applies.* * * *

(2) A retirement annuity contract purchased by an employer (and not by an employees' trust) pursuant to a plan which, at the time of decedent's separation from employment (by death or otherwise), or at the time of the earlier termination of the plan, was a plan described in section 403(a);

(3) In the case of a decedent dying after December 31, 1957, a retirement annuity contract purchased for an employee by an employer which, for its taxable year in which the purchase occurred, is an organization referred to in section 503(b) (1), (2), or (3), and is exempt from tax under section 501(a); or

(4) In the case of a decedent dying after December 31, 1965, an annuity under chapter 73 of title 10 of the United States Code (10 U.S.C. 1431, et seq.), also referred to as the Retired Serviceman's Family Protection Plan.

* * * * *

(c) *Amount excludable from the gross estate.* (1) The amount to be excluded from a decedent's gross estate under section 2039(c) is an amount which bears the same ratio to the value at the decedent's death of the annuity or other payment receivable by the beneficiary as the employer's contribution (or a contribution made on his behalf) on the employee's account to the plan or towards the purchase of the annuity contract bears to the total contributions on the employee's account to the plan or towards the purchase of the annuity contract. In applying the ratio set forth in the preceding sentence, payments or contributions made by the employer (or on its behalf) toward the purchase of an annuity contract described in paragraph (b) (3) of this section shall be considered to include only such payments or contributions as are, or were, excludable from the employee's gross income under section 403(b). For purposes of this ratio, contributions or payments made under a plan described in subparagraph (1) or (2) of paragraph (b) of this section on behalf of the decedent while he was an employee within the meaning of section 401(c) (1) with respect to such plan shall be considered to be contributions or payments made by the decedent and not by the employer. For purposes of this paragraph, amounts payable under subparagraph (4) of paragraph (b) of this section are attributable to payments or contributions made by the decedent only to the extent of amounts deposited by him pursuant to section 1438 of title 10 of the United States Code. In applying this ratio, the value at the decedent's death of the annuity or other payment is determined in accordance with the rules set forth in §§ 20.2031-1, 20.2031-7, 20.2031-8, and 20.2031-9.

* * * * *

III. Gift tax regulations (26 CFR Part 25):

PAR. 13. Section 25.2517 is amended by revising section 2517(a) (2) and (3), by adding a paragraph (4) to section 2517(a), by revising the first sentence of section 2517(b), and by revising the historical note. These amended and added provisions read as follows:

§ 25.2517 Statutory provisions; certain annuities under qualified plans.

Sec. 2517. *Certain annuities under qualified plans*—(a) *General rule.* * * *

(2) A retirement annuity contract purchased by an employer (and not by an employees' trust) pursuant to a plan which, at the time of such exercise or nonexercise, or at the time of termination of the plan if earlier, was a plan described in section 403(a);

(3) A retirement annuity contract purchased for an employee by an employer which is an organization referred to in section 504(b) (1), (2), or (3), and which is exempt from tax under section 501(a); or

(4) Chapter 73 of title 10 of the United States Code.

(b) *Transfers attributable to employee contributions.* If the annuity or other payment referred to in subsection (a) (other than paragraph (4)) is attributable to any extent to payments or contributions made by the employee, then subsection (a) shall not apply to that part of the value of such annuity or other payment which bears the same proportion to the total value of the annuity or other payment as the total payments or contributions made by the employee bear to the total payments or contributions made. * * *

* * * * *

[Sec. 2517 as added by sec. 68 and as amended by sec. 23(f), Technical Amendments Act 1958 (72 Stat. 1859); sec. 7(j), Self-Employed Individuals Tax Retirement Act 1962 (76 Stat. 830); sec. 2(b), Act of Mar. 8, 1966 (Public Law 89-365, 80 Stat. 33)]

PAR. 14. Section 25.2517-1 is amended by amending paragraph (b)(1) by revising subdivisions (ii) and (iii), and by adding a new subdivision (iv) after subdivision (iii); and by revising that part of paragraph (c)(1) that precedes example (1). These amended and added provisions read as follows:

§ 25.2517-1 Employees' annuities.

* * * * *

(b) *Annuities or other payments to which section 2517 applies.* (1) * * *

(ii) A retirement annuity contract purchased by an employer (and not by an employees' trust) pursuant to a plan which, at the time of such exercise or nonexercise, or at the time of termination of the plan if earlier, was a plan described in section 403(a);

(iii) A retirement annuity contract purchased for an employee by an employer which is an organization referred to in section 503(b) (1), (2), or (3) and which is exempt from tax under section 501(a); or

(iv) With respect to calendar years after 1965, an annuity under chapter 73 of title 10 of the United States Code (10 U.S.C. 1431, et seq.), also referred to as the Retired Serviceman's Family Protection Plan.

* * * * *

(c) *Amount excludable from gift.* (1) If an annuity or other payment described in paragraph (a)(1) of this section

(other than an annuity or other payment referred to in paragraph (b)(1)(iv) of this section) is attributable to payments or contributions made by both the employee and the employer, the exclusion is limited to that proportion of the value on the date of the gift (see paragraph (a)(1) of this section) of the annuity or other payment which the employer's contribution (or a contribution made on the employer's behalf) to the plan on the employee's account bears to the total contributions to the plan on the employee's account. In applying the ratio set forth in the preceding sentence, payments or contributions made by the employer toward the purchase of an annuity contract described in paragraph (b)(1)(iii) of this section are considered to be contributions made by the employee (and not by the employer) to the extent that such contributions are, or were, not excludable from the employee's gross income under section 403(b). For purposes of this ratio, payments or contributions made to a plan described in subdivision (i) or (ii) of paragraph (b)(1) of this section on behalf of an individual while he was an employee within the meaning of section 401(c)(1) with respect to such plan shall be considered to be payments or contributions made by the employee. The application of this paragraph may be illustrated by the following examples, none of which involves employees within the meaning of section 401(c)(1);

* * * * *

[F.R. Doc. 70-855; Filed, Jan. 22, 1970; 8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Stabilization and Conservation Service

17 CFR Part 724

CERTAIN TYPES OF TOBACCO

Farm Acreage Allotments and Marketing Quotas

Pursuant to the authority contained in applicable provisions of the Agricultural Adjustment Act of 1938, as amended, the Department is preparing to amend the regulations (33 F.R. 15521, 15947; 34 F.R. 1225, 12127, and 13521) for establishing farm acreage allotments and marketing quotas, the issuance of marketing cards, identification of marketings of tobacco, the collection and refund of penalties, and records and reports incident thereto for burley, Fire-cured, Dark air-cured, Virginia sun-cured, Cigar-binder (types 51 and 52), Cigar-filler and Binder (types 42, 43, 44, 53, 54, and 55), and Maryland tobacco for the 1968-69 and subsequent years.

Beginning with the crop year 1965, growers of Cigar-binder (types 51 and 52), Cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco have been producing an average of less than 40 percent of the allotted acreage for their farms. There is a threatened shortage of these kinds of tobacco to meet market

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demands and to maintain supplies at the desired reserve supply level. The supply deficit cannot be entirely overcome by a prorated increase in the individual farm allotments, many of which as indicated above are currently being considerably underplanted. It appears that the desirable supply could result from (a) a national marketing quota that would provide some increase in individual farm acreage allotments, (b) easing the eligibility conditions for new farm allotments, and (c) providing that old farm allotment acreage which will not be produced be surrendered to the State committee for reallocation to farms within the State that have been growing their allotted acreage.

The purpose of this document is to give notice of these and related proposed changes in the regulations. The proposed changes would be applicable for the 1970-71 and subsequent marketing years for Cigar-binder (types 51 and 52) and for Cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco.

§ 724.63 [Amended]

(1) Section 724.63(a) would be amended to provide that the farm acreage allotment determined for a new farm shall not exceed 75 percent (instead of 50 percent) of the average of the acreage allotments established for two or more but not more than five old tobacco farms which are similar with respect to land, labor, and equipment available for the production of tobacco, crop rotation practices; and the soil and other physical factors affecting the production of tobacco.

(2) Section 724.63(b)(1) would be amended to provide that the applicant for a new farm allotment shall be the farm operator. The applicant would not be required to be the owner of the farm as is now required in the cases of all kinds of tobacco.

(3) Section 724.63(b)(6) which provides in general that the applicant must receive more than 50 percent of his livelihood from the farm would not be applicable.

(4) Section 724.63(b)(7) concerning experience requirements for a new farm applicant would be revised to accept as qualifying tobacco experience the past experience in any prior year in the production of tobacco as a farm owner, farm operator, sharecropper, tenant, wage hand or laborer who produced Cigar-binder (types 51 and 52) or Cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco.

(5) Section 724.69 would be amended to read as follows:

§ 724.69 Transfer of farm marketing quota.

There shall be no transfer of farm marketing quotas except as provided in §§ 724.68, 724.70, and 724.71 and Part 719 of this chapter.

(6) A new section would be added as § 724.71 to read as follows:

§ 724.71 Surrender and reallocation of old farm acreage allotments for Cigar-binder (types 51 and 52) and Cigar-filler and Binder (types 42, 43, 44, 53, 54, and 55) tobacco.

(a) *Surrender of acreage allotments to State committee.* Except as provided in this paragraph, all or any part of a farm acreage allotment on which Cigar-binder (types 51 and 52) or Cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco will not be produced and which the operator of the farm voluntarily surrenders for the current year or the farm owner and the operator surrenders permanently (current year and all subsequent years), in writing to the State committee by not later than May 1 of the current year, shall be deducted from the allotment to such farm.

(1) For the farm surrendering tobacco farm acreage allotment for the current year, such acreage will be considered as having been planted on the surrendering farm. For the farm receiving such surrendered acreage, such acreage shall not be taken into account in establishing future allotments for such farm.

(2) For a farm permanently surrendering acreage, the history acreage for past years shall be credited to the surrendering farm. If the entire farm allotment is permanently surrendered, the farm loses its status as an old farm without regard to history in the base period. The farm permanently surrendering a part of its farm acreage allotment will be credited with acreage history only on that part of the allotment not surrendered. The increased allotment for the farm receiving permanently surrendered acreage shall be considered fully planted for acreage history purposes of as much as 75 percent of the final farm allotment (regular farm allotment plus permanently surrendered allotment reallocated to the farm) is planted in the current year.

(3) Any permanent surrender of acreage allotment shall be in writing and signed by both the owner and operator of the farm.

(4) If the entire farm acreage allotment is permanently surrendered, the farm shall not be eligible for a new farm tobacco allotment during the 5 years following the year in which such acreage is surrendered.

(5) Acreage allotments shall not be surrendered (i) from farms owned by the Federal Government or any agency thereof if there is in effect a lease or operating agreement prohibiting the production of Cigar-binder (types 51 and 52) or Cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco, (ii) from the eminent domain allotment pool if an application for transfer from the pool has been filed in accordance with Part 719 of this chapter, (iii) from new farms, or (iv) from a farm covered by a whole farm Conservation Reserve Contract, a whole farm cropland conversion program agreement entered into in 1966 and 1967 or a cropland adjustment program agreement.

(6) Acreage allotments may be surrendered from farms covered by part-farm Conservation Reserve Contracts or part-farm Cropland Conservation Program Agreements entered into in 1964 or 1965 in an amount not to exceed their permitted acreage.

(b) *Reallocation of surrendered acreage allotment.* The acreage surrendered permanently or for the current year only under paragraph (a) of this section may be reallocated by the State committee for use in increasing individual old farm acreage allotments in any county in the State. The State committee shall select the counties to which the surrendered acreage will be reallocated. The county committee shall select the farms to which the surrendered acreage will be reallocated. The State committee shall keep a record of the source of acreage surrendered for the current year and a separate record of the source of all permanently surrendered acreage. Any acreage surrendered permanently or for the current year only, which is not reallocated by the State committee in the current year shall not be available for use in any subsequent year. The county committee for the county receiving surrendered acreage may reallocate the tobacco allotment acreage to other tobacco farms in the county in amounts determined by the county committee to be fair and reasonable on the basis of land, labor, and equipment available for the production of Cigar-binder (types 51 and 52), or Cigar-filler and Binder (types 42, 43, 44, 53, 54, and 55) tobacco; crop-rotation practices; and the soil and other physical factors affecting the production of tobacco. Surrendered acreage should not be reallocated to any farm unless there is assurance from the operator to the county committee that the surrendered acreage being received will be produced. A farm allotment shall be increased permanently from the acreage permanently surrendered and increased for the current year only from acreage surrendered for the current year. A farm shall be eligible to receive reallocation of the surrendered acreage only if a written request is filed by the farm owner or operator at the office of the county committee not later than May 1 of the current year.

The major issues for consideration are:

1. Changes in new farm allotment eligibility conditions.
2. Surrender and reallocation of all or any part of an old farm acreage allotment.
3. Whether to provide for (a) annual surrender, (b) permanent surrender, or (c) both annual and permanent surrender of old farm acreage allotments.
4. Whether to have the provisions apply to (a) only Cigar-binder (types 51 and 52), (b) only Cigar-filler and Binder (types 42, 43, 44, 53, 54, and 55), or (c) both such kinds of tobacco.

Prior to the issuance of the proposed changes in the regulations, any data, views, or recommendations pertaining

thereto which are submitted to the Director, Commodity Programs Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, Washington, D.C. 20250, will be given consideration, provided such submissions are postmarked not later than 10 days after the date of publication of this notice in the *FEDERAL REGISTER*. All written submissions made pursuant to this notice will be made available for public inspection at such times and places and in the manner convenient to the public business (7 CFR 1.27(b)).

Signed at Washington, D.C., on January 19, 1970.

CARL C. FARRINGTON,
Acting Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 70-890; Filed, Jan. 22, 1970; 8:47 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 120]

2,2-DICHLOROVINYL DIMETHYL PHOSPHATE

Proposed Establishment of Tolerances for Pesticide Chemicals

Dr. C. C. Compton, Coordinator, Inter-regional Research Project No. 4, State Agricultural Experiment Station, Rutgers University, New Brunswick, N.J. 08903, on behalf of the Greenhouse Vegetable Growers, Greenhouse Vegetable Packing Companies, Cleveland Greenhouse Vegetable Growers' Cooperative Association, State Experiment Stations of Ohio, Maryland, and New Jersey, and the U.S. Department of Agriculture, requested the establishment of tolerances for residues of the insecticide 2,2-dichlorovinyl dimethyl phosphate from preharvest application as follows: 1 part per million (expressed as naled) in or on lettuce; 0.5 part per million (expressed as naled) in or on cucumbers; 0.5 part per million (expressed as naled) in or on tomatoes from preharvest and postharvest application; and 0.5 part per million in or on radishes.

The Secretary of Agriculture has advised that this insecticide is useful for the purposes for which the tolerances are being proposed.

Based on consideration given the data submitted with the request and other relevant material, the Commissioner of Food and Drugs concludes that:

1. Transfer of residues of the insecticide to meat and milk will not occur since the proposed crops are not animal feed items.

2. The proposed tolerances are safe and will protect the public health.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(e), 68 Stat. 514; 21 U.S.C. 346a(e)) and under authority delegated

to the Commissioner (21 CFR 2.120), it is proposed that § 120.235 be revised to read as follows to include the above-mentioned tolerances:

§ 120.235 2,2-Dichlorovinyl dimethyl phosphate; tolerances for residues.

Tolerances for residues of the insecticide 2,2-dichlorovinyl dimethyl phosphate are established as follows:

2 parts per million from postharvest application in or on nonperishable packaged or bagged raw agricultural commodities that contain more than 6 percent fat.

1 part per million (expressed as naled) in or on lettuce.

0.5 part per million (expressed as naled) in or on cucumbers.

0.5 part per million (expressed as naled) in or on tomatoes from preharvest and postharvest application.

0.5 part per million in or on radishes.

0.5 part per million from postharvest application in or on nonperishable packaged or bagged raw agricultural commodities that contain 6 percent fat or less.

Any person who has registered or who has submitted an application for the registration of an economic poison under the Federal Insecticide, Fungicide, and Rodenticide Act containing the subject pesticide chemical may request, within 30 days after the date of publication of this notice in the *FEDERAL REGISTER*, that the proposal herein be referred to an advisory committee in accordance with section 408(e) of the act.

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

Dated: January 13, 1970.

SAM D. FINE,
Acting Associate Commissioner
for Compliance.

[F.R. Doc. 70-858; Filed, Jan. 22, 1970; 8:45 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 69-SO-150]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Mobile, Ala. (Bates Field), control zone and the Mobile, Ala., transition area.

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

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

The Mobile (Bates Field) control zone described in § 71.171 (35 F.R. 2054) would be redesignated as:

Within a 5-mile radius of Bates Field (lat. 30°41'17.7" N., long. 88°14'26.6" W.); within 1.5 miles each side of Mobile VORTAC 113° radial, extending from the 5-mile radius zone to 2 miles southeast of the VORTAC.

The Mobile transition area described in § 71.181 (35 F.R. 2134) would be redesignated as:

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Bates Field (lat. 30°41'17.7" N., long. 88°14'26.6" W.); within an 8.5-mile radius of Brookley Field (lat. 30°37'08.5" N., long. 88°03'57.2" W.); within 3 miles each side of Brookley VORTAC 150° radial, extending from the 8.5-mile radius area to 8.5 miles southeast of the VORTAC; within a 6.5-mile radius of Fairhope Municipal Airport (lat. 30°27'50" N., long. 87°52'35" W.); within 2 miles each side of Brookley VORTAC 134° radial, extending from the 6.5-mile radius area to Brookley Field 8.5-mile radius area.

The application of Terminal Instrument Procedures (TIRPs) and current airspace criteria to Mobile terminal area complex requires the following actions:

Control zone. Reduce the extension predicated on Mobile VORTAC 113° radial 1 mile in width.

Transition area. 1. Increase the Bates Field basic radius circle from 8 to 8.5 miles.

2. Revoke the extension predicated on Bates Field ILS localizer northwest course.

3. Increase the Brookley Field basic radius circle from 8 to 8.5 miles.

4. Increase the extension predicated on Brookley VORTAC 150° radial 2 miles in width and 0.5 mile in length.

5. Reduce the Fairhope Municipal Airport basic radius circle from 8 to 6.5 miles.

The proposed alterations are required to provide controlled airspace protection for IFR operations at Bates Field, Brookley Field and Fairhope Municipal Airport.

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

Issued in East Point, Ga., on January 13, 1970.

GORDON A. WILLIAMS, Jr.,
Acting Director, Southern Region.

[F.R. Doc. 70-872; Filed, Jan. 22, 1970;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SO-152]

CONTROL ZONE AND TRANSITION AREAS

Proposed Alteration and Revocation

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Columbus, Miss., control zone and transition area and revoke the Monroe County, Miss., transition area.

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

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

The Columbus control zone described in § 71.171 (35 F.R. 2054) would be redesignated as:

Within a 5-mile radius of Columbus AFB, Miss. (lat. 33°38'38" N., long. 88°26'39" W.); within 1.5 miles each side of the ILS localizer northwest course, extending from the 5-mile radius zone to 1.5 miles southeast of the LOM; within 1.5 miles each side of the Caledonia TACAN 141° and 312° radials, extending from the 5-mile radius zone to 6.5 miles southeast and northwest of the TACAN.

The Columbus transition area described in § 71.181 (35 F.R. 2134) would be redesignated as:

That airspace extending upward from 700 feet above the surface within a 17.5-mile radius of Columbus AFB (lat. 33°38'38" N., long. 88°26'39" W.); within an 8-mile radius of Monroe County Airport (lat. 33°52'20" N., long. 88°28'25" W.); within an 8-mile radius of Columbus-Lowndes County Airport (lat. 33°27'52" N., long. 88°20'50" W.); within 3 miles each side of the 179° bearing from Columbus RBN (lat. 33°27'30" N., long. 88°

PROPOSED RULE MAKING

23'00" W.), extending from the 8-mile radius area to 8.5 miles south of the RBN; within 4.5 miles north and 9.5 miles south of the Columbus VORTAC 281° radial, extending from the VORTAC to 18.5 miles west.

The Monroe County transition area described in § 71.181 (35 F.R. 2134) would be revoked.

The application of Terminal Instrument Procedures (TERPs) and current airspace criteria to the Columbus terminal area and the establishment of new instrument approach procedures require the following actions:

Control zone. 1. Reduce the extension predicated on the Columbus AFB localizer northwest course 1 mile in width and 0.5 mile in length.

2. Designate extensions predicated on the Columbus TACAN 141° and 312° radials 3 miles in width and 6.5 miles in length.

Transition area. 1. Increase the Columbus basic radius circle from 9 to 17.5 miles.

2. Increase the Columbus-Lowndes County Airport basic radius circle from 6 to 8 miles.

3. Increase the extension predicated on the 179° bearing from Columbus RBN 2 miles in width and 0.5 mile in length.

4. Designate an extension predicated on Columbus VORTAC 281° radial 14 miles in width and 18.5 miles in length.

5. Revoke the extensions predicated on Columbus VORTAC 101° and 275° radials.

6. Revoke the Oktibbeha Airport 5-mile basic radius circle.

7. Revoke the Monroe County transition area, incorporate it into the Columbus transition area, and increase the basic radius circle from 6 to 8 miles.

The proposed alterations are required to provide controlled airspace protection for IFR operations and radar vectoring for aircraft engaged in the Undergraduate Pilot Training (UPT) Program at Columbus AFB in climb to 1,200 feet above the surface and in descent from 1,500 feet above the surface, and for IFR operations at Columbus-Lowndes County Airport, Monroe County Airport and Oktibbeha Airport in climb from 700 to 1,200 feet above the surface and in descent from 1,500 to 1,000 feet above the surface.

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

Issued in East Point, Ga., on January 13, 1970.

GORDON A. WILLIAMS, Jr.,
Acting Director, Southern Region.

[F.R. Doc. 70-873; Filed, Jan. 22, 1970;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SO-154]

CONTROL ZONE AND TRANSITION AREAS

Proposed Alteration and Revocation

The Federal Aviation Administration is considering an amendment to Part 71

of the Federal Aviation Regulations that would alter the Anniston, Ala., control zone and transition area and revoke the Talladega, Ala., transition area.

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

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

The Anniston control zone described in § 71.171 (35 F.R. 2054) would be redesignated as:

Within a 5-mile radius of Anniston-Calhoun County Airport (lat. 33°35'23" N., long. 85°51'20" W.); within 1.5 miles each side of Anniston VOR 085° radial, extending from the 5-mile radius zone to the VOR; within a 1.5-mile radius of Lee Brothers Airport (lat. 33°37'30" N., long. 85°47'20" W.).

The Anniston transition area described in § 71.181 (35 F.R. 2134) would be redesignated as:

That airspace extending upward from 700 feet above the surface within a 15-mile radius of Anniston-Calhoun County Airport (lat. 33°35'23" N., long. 85°51'20" W.); within a 12-mile radius of Talladega Municipal Airport (lat. 33°34'07" N., long. 86°03'36" W.); excluding the portion within R-2101.

The Talladega transition area described in § 71.181 (35 F.R. 2134) would be revoked.

The application of Terminal Instrument Procedures (TERPs) and current airspace criteria to Anniston and Talladega terminal areas requires the following actions:

Control zone. Designate an extension predicated on Anniston VOR 085° radial 3 miles in width and extending to the VOR.

Transition areas. 1. Increase the Anniston basic radius circle from 8 to 15 miles.

2. Revoke the extension predicated on the 235° bearing from Anniston RBN.

3. Revoke the Talladega transition area, incorporate it into the Anniston transition area, and increase the basic radius circle from 5 to 12 miles.

4. Revoke the extension predicated on Anniston VOR 252° radial.

The proposed alterations are required for the protection of IFR operations at

Anniston in climb to 1,200 feet above the surface and in descent from 1,500 feet above the surface, and at Talladega in climb from 700 to 1,200 feet above the surface and in descent from 1,500 to 1,000 feet above the surface.

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

Issued in East Point, Ga., on January 14, 1970.

GORDON A. WILLIAMS, Jr.,
Acting Director, Southern Region.

[F.R. Doc. 70-874; Filed, Jan. 22, 1970;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SO-155]

TRANSITION AREA

Proposed Alteration

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

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

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

The Centerville transition area described in § 71.181 (35 F.R. 2134) would be redesignated as:

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Centerville Municipal Airport (lat. 35°50'15" N, long. 87°26'45" W); within 3 miles each side of Graham, Tenn., VOR 177° radial, extending from the 5.5-mile radius area to 8.5 miles south of the VOR.

The application of Terminal Instrument Procedures (TERPs) and current airspace criteria to Centerville terminal area requires the following actions:

1. Increase the basic radius circle from 5 to 5.5 miles.

2. Increase the extension predicated on Graham, Tenn., VOR 177° radial 2 miles in width and 0.5 mile in length.

The proposed alterations are required to provide controlled airspace protection for IFR operations in climb from 700 to 1,200 feet above the surface and in descent from 1,500 to 1,000 feet above the surface.

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

Issued in East Point, Ga., on January 14, 1970.

GORDON A. WILLIAMS, Jr.,
Acting Director, Southern Region.

[F.R. Doc. 70-875; Filed, Jan. 22, 1970;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 70-WE-1]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration and Designation

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations that would designate a control zone for Alamosa Municipal Airport, Colo., and alter the description of the Alamosa, Colo., transition area.

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

Airspace extending upward from 700 feet above the surface within 10 miles northeast and 9 miles southwest of the Alamosa VORTAC 335° and 155° radials extending from 20 miles northwest to 12 miles southeast of the VORTAC; and within 2 miles northwest and 6 miles southeast of the Alamosa VORTAC 200° radial extending from the VORTAC to 10 miles south of the VORTAC.

That airspace extending upward from 1,200 feet above the surface within 13 miles northeast and 9.5 miles southwest of the Alamosa VORTAC 335° radial extending from the VORTAC to 31 miles northwest of the VORTAC; within 5 miles each side of the Alamosa VORTAC 018° radial extending from the VORTAC to 45 miles northeast of the VORTAC; within 5 miles each side of the Alamosa VORTAC 065° radial extending from the VORTAC to 37 miles northeast of the VORTAC; within 5 miles each side of the Alamosa VORTAC 080° radial extending from the VORTAC to 56 miles east of the VORTAC; within 4.5 miles northeast and 9.5 miles southwest of the Alamosa VORTAC 127° radial extending from the VORTAC to 19 miles southeast of the VORTAC; and within 5 miles each side of the Alamosa VORTAC 200° radial extending from the VORTAC to 37 miles southwest of the VORTAC.

That airspace extending upward from 12,000 feet MSL within 5 miles each side of the Alamosa VORTAC 200° radial extending from 37 to 54 miles southwest of the VORTAC.

Airport have been revised to comply with the criteria contained in the U.S. Standard for Terminal Procedures (TERPS). The primary changes consist of the designation of a control zone and the redesignation of the 700 and 1,200 foot transition areas. Aircraft climbing on course from over the VORTAC via radials of jet routes 13, 64, and 110 require the additional extensions to the 1,200-foot transition area to reach the continental control area. Consideration was given to terrain chart legibility and ease of charting in arriving at the proposed floors of 12 AGL.

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

In § 71.171 (35 F.R. 2054) the following control zone is added:

ALAMOSA, COLO.

Within a 5-mile radius of Alamosa Municipal Airport (lat. 37°26'15" N., long. 105°51'40" W.); within 3.5 miles each side of the Alamosa VORTAC 127° and 335° radials extending from the 5-mile radius zone to 11.5 miles southeast of the VORTAC; within 3 miles each side of the 013° bearing from the Frontier Airlines NDB (lat. 37°26'36" N., long. 105°51'12" W.) extending from the 5-mile radius zone to 10 miles northeast of the NDB; and within 2 miles each side of the Alamosa VORTAC 186° radial extending from the VORTAC to 10 miles south of the VORTAC.

This control zone is effective during the specific dates and times established in advance by a notice to Airmen. The effective date and time will thereafter be continuously published in the Airmen's Information Manual.

In § 71.181 (35 F.R. 2134) the description of the Alamosa transition area is amended to read as follows:

ALAMOSA, COLO.

That airspace extending upward from 700 feet above the surface within 10 miles northeast and 9 miles southwest of the Alamosa VORTAC 335° and 155° radials extending from 20 miles northwest to 12 miles southeast of the VORTAC; and within 2 miles northwest and 6 miles southeast of the Alamosa VORTAC 200° radial extending from the VORTAC to 10 miles south of the VORTAC.

That airspace extending upward from 1,200 feet above the surface within 13 miles northeast and 9.5 miles southwest of the Alamosa VORTAC 335° radial extending from the VORTAC to 31 miles northwest of the VORTAC; within 5 miles each side of the Alamosa VORTAC 018° radial extending from the VORTAC to 45 miles northeast of the VORTAC; within 5 miles each side of the Alamosa VORTAC 065° radial extending from the VORTAC to 37 miles northeast of the VORTAC; within 5 miles each side of the Alamosa VORTAC 080° radial extending from the VORTAC to 56 miles east of the VORTAC; within 4.5 miles northeast and 9.5 miles southwest of the Alamosa VORTAC 127° radial extending from the VORTAC to 19 miles southeast of the VORTAC; and within 5 miles each side of the Alamosa VORTAC 200° radial extending from the VORTAC to 37 miles southwest of the VORTAC.

That airspace extending upward from 12,000 feet MSL within 5 miles each side of the Alamosa VORTAC 200° radial extending from 37 to 54 miles southwest of the VORTAC.

PROPOSED RULE MAKING

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

Issued in Los Angeles, Calif., on January 14, 1970.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 70-876; Filed, Jan. 22, 1970;
8:46 a.m.]

FEDERAL RESERVE SYSTEM

[12 CFR Part 217]

[Reg. Q]

CERTAIN OBLIGATIONS OF BANK
SUBSIDIARIES

Suspension of Rate Limitation

On October 29, 1969, in conjunction with a notice of proposed rule making with respect to "Certain Borrowings by

Bank Affiliates as Deposits" (published in the *FEDERAL REGISTER* of November 5, 1969, 34 F.R. 17918), the Board pointed out that obligations of bank subsidiaries are, under present provisions of Regulations Q and D, subject to interest rate limitations and reserve requirements to the same extent as obligations issued directly by the bank.

On November 4, 1969, the Board announced measures to allow member banks whose subsidiaries had commercial paper outstanding on October 29, 1969, a reasonable time to adjust to that determination. Such time has been extended until February 26, 1969. The following is the text of a letter to the Federal Reserve Banks on this matter.

The Board today adopted the following in furtherance of its actions on October 29, November 4 and November 26 concerning the status of certain types of obligations issued by bank subsidiaries under Regulations D and Q:

1. *Regulation Q.* The Board has further suspended until February 26, 1970, the limitations on the rate of interest that may be specified in commercial paper or similar obligations with a maturity of 30 days or more

issued by a subsidiary of a member bank, to the extent that the total amount of such obligations does not exceed the total amount of the subsidiary's commercial paper outstanding on October 29.

2. *Regulation D.* The Board regards it as appropriate for a Reserve Bank to waive penalties for member bank reserve deficiencies in reserve periods before February 26, 1970, that result from the treatment of bank subsidiary obligations as deposits, to the extent that the total amount of such obligations does not exceed the total amount of the subsidiary's commercial paper outstanding on October 29.

3. *Discount window accommodation.* The Board continues to regard it as appropriate for a Reserve Bank to provide accommodation at the discount window for member banks affected by the October 29 determination, in order to allow such banks a reasonable time to adjust in an orderly manner to that determination.

By order of the Board of Governors,
January 14, 1970.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.
[F.R. Doc. 70-856; Filed, Jan. 22, 1970;
8:45 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[ATS 643.3-v]

BICYCLE TIRES AND INNER TUBES FROM JAPAN

Antidumping Proceeding Notice

JANUARY 19, 1970.

On August 27, 1969, information was received in proper form pursuant to §§ 53.26 and 53.27, Customs Regulations (19 CFR 53.26, 53.27), indicating a possibility that bicycle tires and inner tubes from Japan are being, or likely to be, sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a) et seq.).

The information was submitted on behalf of the Cycle Parts & Accessories Association.

There is evidence on record concerning injury to or likelihood of injury to or prevention of establishment of an industry in the United States.

Having conducted a summary investigation as required by § 53.29 of the Customs Regulations (19 CFR 53.29) and having determined as a result thereof that there are grounds for so doing, the Bureau of Customs is instituting an inquiry to verify the information submitted and to obtain the facts necessary to enable the Secretary of the Treasury to reach a determination as to the fact or likelihood of sales at less than fair value.

A summary of the information received from all sources is as follows: The information received tends to indicate that the prices of the merchandise sold for exportation to the United States are less than the prices for home consumption.

This notice is published pursuant to § 53.30 of the Customs Regulations (19 CFR 53.30).

[SEAL] **MYLES J. AMBROSE,**
Commissioner of Customs.

[F.R. Doc. 70-891; Filed, Jan. 22, 1970;
8:47 a.m.]

DEPARTMENT OF THE INTERIOR

National Park Service

CAPE HATTERAS NATIONAL SEASHORE

Notice of Intention To Issue Concession Permit

Pursuant to the provisions of section 5 of the Act of October 9, 1965 (79 Stat. 969; 16 U.S.C. 20), public notice is hereby given that thirty (30) days after the date of publication of this notice, the Department of the Interior, through the Superintendent, Cape Hatteras National Seashore, proposes to issue a concession

permit to Manteo Flying Service authorizing it to provide concession facilities and services for the public at Wright Brothers National Memorial for a period of 5 years from January 1, 1970 through December 31, 1974.

The foregoing concessioner has performed its obligations under a prior permit to the satisfaction of the National Park Service and, therefore, pursuant to the Act cited above, is entitled to be given preference in the renewal of the permit and in the negotiation of a new permit. However, under the Act cited above, the National Park Service is also required to consider and evaluate all proposals received as a result of this notice. Any proposal to be considered and evaluated must be submitted within thirty (30) days after the publication date of this notice.

Interested parties should contact the Superintendent, Cape Hatteras National Seashore, Post Office Box 457, Manteo, N.C. 27954, for information as to the requirements of the proposed permit.

Dated: December 18, 1969.

KITTRIDGE A. WING,
Superintendent,
Cape Hatteras National Seashore.
[F.R. Doc. 70-860; Filed, Jan. 22, 1970;
8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration FMC CORP.

Notice of Filing of Petition Regarding Pesticide Chemicals

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a(d)(1)), notice is given that a petition (PP 0F0918) has been filed by FMC Corp., 100 Niagara Street, Middleport, N.Y. 14105, proposing the establishment of tolerances (21 CFR Part 120) for negligible residues of the insecticide ethion (*O,O,O',O'-tetraethyl S,S'-methylene bisphosphorodithioate*) in or on the raw agricultural commodities apricots, cherries, chestnuts, filberts, pecans, and walnuts at 0.1 part per million.

The analytical method proposed in the petition for determining residues of the insecticide is a microcoulometric-gas chromatographic procedure with a sulfur detection system.

Dated: January 14, 1970.

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

[F.R. Doc. 70-859; Filed, Jan. 22, 1970;
8:45 a.m.]

GOODYEAR TIRE & RUBBER CO.

Notice of Withdrawal of Petition for Food Additives

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b), 72 Stat. 1786; 21 U.S.C. 348(b)), the following notice is issued:

In accordance with § 121.52 *Withdrawal of petitions without prejudice* of the procedural food additive regulations (21 CFR 121.52), The Goodyear Tire & Rubber Co., 142 Goodyear Boulevard, Akron, Ohio 44316, has withdrawn its petition (FAP 9B2429), notice of which was published in the *FEDERAL REGISTER* of August 13, 1969 (34 F.R. 13120), proposing an amendment to § 121.2509 *Release agents* (21 CFR 121.2509) to provide for the safe use of *N,N*-dioleoylethylene-diamine as a release agent in polyvinyl chloride film for use in contact with food.

Dated: January 14, 1970.

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

[F.R. Doc. 70-883; Filed, Jan. 22, 1970;
8:46 a.m.]

FEDERAL HOME LOAN BANK BOARD

[H. C. 56]

GREAT WESTERN FINANCIAL CORP.

Notice of Receipt of Application for Permission To Acquire Control of Orange Savings and Loan Associa- tion

JANUARY 20, 1970.

Notice is hereby given that the Federal Savings and Loan Insurance Corporation has received an application from the Great Western Financial Corp., Beverly Hills, Calif., a multiple savings and loan holding company, for approval of acquisition of control of the Orange Savings and Loan Association, Orange, Calif., an insured institution, under the provisions of section 408(e) of the National Housing Act, as amended (12 U.S.C. 1730(a)), and § 584.4 of the Regulations for Savings and Loan Holding Companies, said acquisition to be effected by an exchange of stock of Great Western Financial Corp. for stock in Orange Savings and Loan Association. Comments on the proposed acquisition should be submitted to the Director, Office of Examinations and Supervision, Federal Home Loan Bank Board, Washington, D.C. 20552, within 30 days of the date this notice appears in the *FEDERAL REGISTER*.

[SEAL] **JACK CARTER,**
Secretary,
Federal Home Loan Bank Board.

[F.R. Doc. 70-887; Filed, Jan. 22, 1970;
8:47 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RI70-1069 etc.]

ATLANTIC RICHFIELD CO. ET AL.

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

JANUARY 16, 1970.

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

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

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that

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

NOTICES

the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

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

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however,* That the supplements to the rate schedules filed by Respondents, as set forth herein, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order Respondents shall each execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of copies thereof upon

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

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before March 9, 1970.

By the Commission.

[SEAL] GORDON M. GRANT,
Secretary.

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

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf	Rate in effect subject to refund in dockets Nos.
RI70-1069	Atlantic Richfield Co., Post Office Box 2819, Dallas, Tex. 75221.	§ 551	1	Kansas-Nebraska Natural Gas Co., Inc. (Bradshaw Area, Hamilton County, Kans.).	\$1,660	12-22-69	12-1-70	12-2-70	12.5	13.5
RI70-1070	First Transportation Gas Corp., Inc., 1401 National Bank of Tulsa Bldg., Tulsa, Okla. 73102.	1	6	Transwestern Pipeline Co. (Lipscomb and Ochiltree Counties, Tex.) (R.R. District No. 10).	1,424	12-18-69	12-18-69	12-10-69	18.1935	18.27309
RI70-1071	Skelly Oil Co., Post Office Box 1650, Tulsa, Okla. 74102.	92	9	Texas Eastern Transmission Corp. (North Scotville Field, Harrison County, Tex.) (R.R. District No. 6).	211	12-19-69	12-19-69	12-20-69	15.0	15.07
RI70-1072	Texas Gas Exploration Corp., First City National Bank Bldg., Houston, Tex. 77002.	28	1	Consolidated Gas Supply Corp. (Block 255 Field, Vermillion Area, Offshore Louisiana).	5,625	12-19-69	1-19-70	1-20-70	15.151718.5	14.20.0

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

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

³ The suspension period is limited to 1 day.

⁴ Periodic rate increase.

⁵ Pressure base is 14.65 p.s.i.a.

⁶ Subject to a downward B.t.u. adjustment.

⁷ The stated effective date is the date of filing pursuant to the Commission's Order 390 issued Oct. 10, 1969.

⁸ Tax reimbursement increase.

⁹ Includes base rate of 17 cents plus upward B.t.u. adjustment. Base rate subject to upward and downward B.t.u. adjustment.

The contract related to Atlantic Richfield Co.'s (Atlantic) rate filing was executed subsequent to September 28, 1960, the date of issuance of the Commission's statement of general policy No. 61-1, as amended, and the proposed 13.5 cents per Mcf rate exceeds the area increased rate ceiling of 11 cents per Mcf for Kansas but does not exceed the initial service ceiling of 16 cents per Mcf for the area involved. We believe, in this situation, Atlantic's proposed rate increase should be suspended for 1 day from February 1, 1970, the proposed effective date.

The proposed rate increases filed by First Transportation Gas Corp., Inc., and Skelly Oil Co. reflect the 0.5-percent increase in the production tax from 7 percent to 7.5 percent enacted by the State of Texas on Sep-

tember 9, 1969, to be effective as of October 11, 1969. The producers' proposed rates herein exceed the applicable area ceiling for the areas involved as announced in the Commission's statement of general policy No. 61-1, as amended (18 CFR 2.56). We believe that it would be in the public interest to waive the statutory notice provided in section 4(d) of the Natural Gas Act. Pursuant to the Commission's Order No. 390 issued October 10, 1969, the producers' proposed rate increases from underlying firm rates which were filed subsequent to October 31, 1969, are suspended for 1 day from the date of filing.

Texas Gas Exploration Corp.'s (Texas Gas) proposed rate increase, from 18.5 cents to 20 cents per Mcf, involves a sale of third vintage

¹⁰ The stated effective date is the first day after expiration of the statutory notice period, or the date of initial delivery, whichever is later.

¹¹ Rate increase filed pursuant to Ordering Paragraph (A) of Opinion No. 546-A.

¹² Pressure base is 15.025 p.s.i.a.

¹³ Subject to quality adjustments.

¹⁴ Area base rate for the sale of gas well gas sold under contracts dated after Oct. 1, 1968, as established in Opinion No. 546.

¹⁵ Initial rate for gas well gas as conditioned by temporary certificate issued Nov. 10, 1969, in Docket No. C170-322.

gas well gas in Offshore Louisiana and was filed pursuant to ordering paragraph (A) of Opinion No. 546-A which lifted the indefinite moratorium imposed in Opinion No. 546 as to sales of offshore gas well gas under contracts entitled to a third vintage price (18.5 cents as adjusted for quality) and permitted such producers to file for contractually authorized increases up to the 20 cents base rate established in Opinion No. 546 for onshore gas well gas. Texas Gas was issued a temporary certificate in Docket No. C170-322 on November 10, 1969.

Consistent with previous Commission action on similar rate filings, we conclude that Texas Gas' rate increase should be suspended for 1 day from the date of expiration of the statutory notice, or for 1 day from

the date of initial delivery, whichever is later. Texas Gas' proposed increased rate may be placed in effect subject to refund under the provisions of section 4(e) of the Natural Gas Act pending the outcome of the Area Rate Proceeding instituted in Docket No. AR69-1.

[F.R. Doc. 70-815; Filed, Jan. 22, 1970; 8:45 a.m.]

[Docket No. RI70-1042 etc.]

MOBIL OIL CORP. ET AL.

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

JANUARY 14, 1970.

The respondents named herein have filed proposed increased rates and

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

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

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

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

The Commission orders:

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

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf	Rate in effect	Proposed increased rate	Rate in effect subject to refund in dockets Nos.
RI70-1042...	Mobil Oil Corp., Post Office Box 1774, Houston, Tex. 77001.	376	8	West Lake Natural Gasoline Co. ⁴ (Nena Lucha Field, Nolan County, Tex.) (R.R. District No. 7-B).	\$418	12-15-69	12-31-69	1-1-70	9.0	** 9.50		RI65-322.
RI70-1043...	CRA, Inc. (Operator et al., Post Office Box 7305 Kansas City, Mo. 64116.	44	5	Kansas-Nebraska Natural Gas Co., Inc. (Shawnee-Flat Top Field, Converse County, Wyo.).	4,172	12-15-69	1-15-70	6-15-70	10 15.0	** 16.0		
RI70-1044...	Union Oil Co. of California, Union Oil Center, Los Angeles, Calif. 90017.	153	2	Kansas-Nebraska Natural Gas Co., Inc. (Waltman Area, Natrona County, Wyo.).	1,475	12-15-69	1-15-70	6-15-70	15.150	** 16.160		
RI70-1045...	Shell Oil Co., 50 West 50th St., New York, N.Y. 10020.	375	1	Transwestern Pipeline Co. (Barstow Field, Ward County, Tex.) (R.R. District No. 8) (Permian Basin Area).	2,683	12-18-69	1-18-70	6-18-70	10 15.77	** 11 12 18.2531		
RI69-362...	Skelly Oil Co., Post Office Box 1650, Tulsa, Okla. 74102.	90	14	El Paso Natural Gas Co. (acreage in Rio Arriba County, N. Mex.) (San Juan Basin Area).		12-16-69	1-16-70	Accepted				
		90	15			12-16-69	1-16-70	Accepted				
		90	16	Decrease		12-16-69	1-16-70	" Accepted	20 15.0593	* 16 13 13.0551		RI69-362.
RI70-1046...	Champlin Petroleum Co., Post Office Box 9365, Fort Worth, Tex. 76107.	50	1 to 9	El Paso Natural Gas Co. (South Fullerton Gasoline Plant, Andrews County, Tex.) (R.R. District No. 8) (Permian Basin Area).		12-22-69	1-22-70	Accepted				
		50	12			12-22-69	1-22-70	Accepted				
		50	13	380	12-22-69	1-22-70	6-22-70	13.1043	* 18 19.0713			
RI70-1047...	Texaco, Inc., Post Office Box 2100, Denver, Colo. 80201.	297	5	Montana Dakota Utilities Co. (Lignite Gasoline Plant, Burke County, N. Dak.).	10,000	12-18-69	1-18-70	6-18-70	10 16.0	** 18 17.0		

¹ The stated effective date is the date preceding the termination date of the buyer's suspension period in Docket No. RI70-54.

² Suspended until Jan. 1, 1970, the termination date of West Lake's suspension period in Docket No. RI70-54.

³ Revenue-sharing rate increase. Contract price is 50 percent of buyer's resale rate but not less than 50 percent of 13 cents. Buyer's proposed rate of 19 cents is suspended in Docket No. RI70-54 until Jan. 1, 1970.

⁴ Pressure base is 14.65 p.s.i.a.

⁵ Gas resold to El Paso Natural Gas Co. under West Lake's Rate Schedule No. 1.

⁶ The stated effective date is the first day after expiration of the statutory notice.

⁷ Periodic rate increase.

⁸ Pressure base is 15.025 p.s.i.a.

⁹ Initial rate.

¹⁰ Increase from applicable area ceiling rate to contract rate.

¹¹ 19 cents base rate less 0.10-cent treating charge less 0.73-cent downward B.t.u. adjustment plus tax reimbursement.

¹² 18.5 cents base rate less 0.10-cent treating charge less 0.63-cent downward B.t.u. adjustment. Quality Statement has been filed.

¹³ CRA, Inc. (Operator) et al., request waiver of the statutory notice to permit an effective date of December 1, 1969, for their proposed rate increase. Union Oil Company of California also requests waiver of the statutory notice to permit an effective date of January 1, 1970, for its proposed rate increase. Shell Oil Co. requests an effective date of January 1, 1970, and Texaco, Inc. requests an effective date of January 15, 1970, for its proposed rate increase. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit earlier effective

dates for the aforementioned producers' rate filings and such requests are denied.

Mobil Oil Corp.'s (Mobil) proposed increase is a revenue-sharing increase for a sale of gas to West Lake Natural Gasoline Co. (West Lake) in Nolan County, Tex. The proposed increase represents 50 percent of West Lake's resale rate of 19 cents to El Paso Natural Gas Co. which is suspended in Docket No. RI70-54 until January 1, 1970. Although Mobil's proposed rate is below the applicable area ceiling rate, it is a percentage portion of a suspended rate and consistent with prior Commission action we conclude that it

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before March 4, 1970.

By the Commission.

[SEAL] **GORDON M. GRANT,**
Secretary.

NOTICES

Union Oil's proposed rate filing reflects tax and a periodic increase we conclude that it should be suspended for 5 months from January 15, 1970, the expiration date of the statutory notice.

After the amount of tax reimbursement applicable to past production has been recovered, Union Oil shall file an appropriate rate decrease under its Rate Schedule No. 153 to reduce the rate proposed herein so as to provide for tax reimbursement for future production only. Union Oil will also be required to refund any reimbursement relating to the Wyoming tax collected in this proceeding in the event the tax is for any reason held invalid upon judicial review.

Texaco, Inc. (Texaco) proposed a periodic rate increase from 16 cents to 17 cents per Mcf for a sale of gas to Montana Dakota Utilities Co. in Burke County, N. Dak. No formal ceiling rates have been established for North Dakota; however, a previous increase to 17 cents per Mcf was suspended by the Commission for 5 months because it exceeded an informal initial ceiling rate of 16 cents per Mcf established by the Commission's order issued June 1, 1962. In this connection, we conclude that Texaco's proposed rate increase should be suspended for 5 months from January 18, 1970, the expiration date of the statutory notice.

Concurrently with the filing of its proposed rate decrease, Skelly Oil Co. (Skelly) submitted two letter agreements dated October 11, 1967, and August 9, 1968, designated as Supplement Nos. 14 and 15 to Skelly's FPC Gas Rate Schedule No. 90, respectively, which provide for its proposed rate decrease. We believe that it would be in the public interest to accept for filing Skelly's aforementioned letter agreements to become effective as of January 16, 1970, the expiration date of the statutory notice. Skelly's proposed rate decrease contained in Supplement No. 16 to its FPC Gas Rate Schedule No. 90 is accepted for filing effective as of January 16, 1970, subject to the existing related rate suspension proceeding in Docket No. RI69-362.

Concurrently with the filing of its proposed renegotiated rate increase, Champlin Petroleum Co. (Champlin) submitted a quality

statement dated September 22, 1969, which supersedes quality statement dated March 7, 1968, designated as Supplement No. 1 to Supplement No. 9 to Champlin's FPC Gas Rate Schedule No. 50, and a contract amendment dated October 24, 1969, designated as Supplement No. 12 to Champlin's FPC Gas Rate Schedule No. 50, which provides the basis for its proposed rate increase. We believe that it would be in the public interest to accept for filing Champlin's proposed superseding quality statement and contract amendment to become effective on January 22, 1970, the proposed effective date, but not the proposed rate contained therein which is suspended as ordered herein.

All of the producers' proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's statement of general policy No. 61-1, as amended (18 CFR 2.56) with the exception of the rate increase filed by Texaco in North Dakota where no formal guideline prices have been announced by the Commission but exceeds the informal initial ceiling rate for the area involved and should be suspended for five months as ordered herein.

[F.R. Doc. 70-816; Filed, Jan. 22, 1970; 8:45 a.m.]

[Docket No. RI70-1060 etc.]

**PAN AMERICAN PETROLEUM CORP.
ET AL.**

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

JANUARY 16, 1970.

The Respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under

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

Commission jurisdiction, as set forth in appendix A hereof.

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

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

The Commission orders:

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

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before March 9, 1970.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Rate in effect	Proposed increased rate	Cents per Mcf	Rate in effect subject to refund in docket Nos.
RI70-1060..	Pan American Petroleum Corp. (Operator) et al., Post Office Box 1410, Fort Worth, Tex. 76101.	238	7	Michigan Wisconsin Pipe Line Co. (Laverne Gas Area, Harper County, Okla. (Panhandle Area).)	\$43,678	12-22-69	1-22-70	6-22-70	1 19.5	1 1 1 21.01556	RI69-350.	
.....do.....	.....do.....	273	26	.....do.....	34,100	12-22-69	1-22-70	6-22-70	1 19.22	1 1 1 20.73556	RI69-350.
.....do.....	.....do.....	330	41	Michigan Wisconsin Pipe Line Co. (Woodward Gas Area, Woodward County, Okla. (Panhandle Area) and Major, Dewey, and Woods Counties, Okla. (Oklahoma "Other" Area).	97,905	12-22-69	1-22-70	6-22-70	1 19.5	1 1 1 21.01556	RI69-228.
.....do.....	.....do.....	490	3	Michigan Wisconsin Pipe Line Co. (East Campbell Field, Major and Woods Counties, Okla.) (Oklahoma "Other" Area).	30,028	12-22-69	1-22-70	6-22-70	1 16.0	1 1 1 20.51556	RI69-413.
.....do.....	.....do.....	192	19	Northern Natural Gas Co. (Hansford and Bernstein Fields, Hansford, Roberts, and Ochiltree Counties, Tex.) (R.R. District No. 10).	26,290	12-22-69	1-22-70	6-22-70	1 18.07	1 1 1 18.57	RI69-592.
R170-1061..	Pan American Petroleum Corp.	290	10	Transwestern Pipeline Co. (acreage in Hansford, Lipscomb, Roberts, and Hutchinson Counties, Tex.) (R.R. District No. 10).	40,643	12-22-69	1-22-70	6-22-70	1 11 18.08	1 1 10 11 19.585531	RI69-219.	

See footnotes at end of table.

APPENDIX A—Continued

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Rate in effect	Cents per Mcf	Rate in effect subject to refund in docket Nos.
RI70-1062..	Atlantic Richfield Co., Post Office Box 2819, Dallas, Tex. 75221.	394	10	Natural Gas Pipeline Co. of America (Grand Valley Field, Texas County, Okla.) (Panhandle Area).	76	12-22-69	1-23-70	6-23-70	11 18 18.615	14 11 12 18.815	RI69-795.
.....do.....		435	6	Natural Gas Pipeline Co. of America (Spearman Field, Hansford County, Tex.) (R.R. District No. 10).	26	12-22-69	1-23-70	6-23-70	11 18.66075	14 11 18.87050	RI70-3.
RI70-1063..	Western Oil Fields, Inc. (Operator) et al., 1800 Empire Life Bldg., Dallas, Tex. 75201.	13	3	Transwestern Pipeline Co. (Roberts County, Tex.) (R.R. District No. 10).	3,616	12-18-69	1-18-70	6-18-70	17.074375	14 18.07875	RI70-682.
RI70-1064..	The Superior Oil Co., 909 R.C.A. Bldg., Washington, D.C. 20006.	110	3	Panhandle Eastern Pipe Line Co. (Midwell Field, Cimarron County, Okla.) (Panhandle Area).	1,422	12-19-69	1-10-70	6-19-70	14 17.01	14 18.01	RI68-83.
RI70-1065..	Mobil Oil Corp. (Operator) et al., Post Office Box 1774, Houston, Tex. 77001.	392	7	Panhandle Eastern Pipe Line Co. (Bishop et al. Fields, Ellis County, Okla.) (Panhandle Area).	1,898	12-22-69	1-22-70	6-22-70	17.0	14 18.0	
RI70-1066..	Gulf Oil Corp., Post Office Box 1589, Tulsa, Okla. 74102.	406	2	Kansas-Nebraska Natural Gas Co., Inc. (Buffalo Wallow Field, Hemphill County, Tex.) (R.R. District No. 10).	637,473	12-19-69	1-19-70	6-19-70	17.0575	18.0	RI70-1005.
RI70-1067..	Skelly Oil Co., Post Office Box 1650, Tulsa, Okla. 74102.	181	2	Natural Gas Pipeline Co. of America (East Bay City Field, Matagorda County, Tex.) (R.R. District No. 3).	36,689	12-22-69	1-22-70	6-22-70	17.0	14 19.0	
RI70-1068..	H.H. Howell (Operator) et al., 604 Milam Bldg., San Antonio, Tex. 78205.	2	8	United Gas Pipe Line Co. (South El Toro Field Area, Jackson County, Tex.) (R.R. District No. 2).	8,282	12-22-69	1-30-70	6-30-70	18 15.2295	17.2601	RI70-740.

¹ The stated effective date is the effective date requested by respondent.

² Periodic rate increase.

³ Pressure base is 14.65 p.s.i.a.

⁴ Subject to upward and downward B.t.u. adjustment.

⁵ Includes base rate of 18 cents plus upward B.t.u. adjustment before increase and base rate of 19.5 cents plus upward B.t.u. adjustment plus tax reimbursement after increase.

⁶ Filing from initial certificated rate to initial contract rate plus tax reimbursement.

⁷ Includes base rate of 15 cents plus upward B.t.u. adjustment before increase and base rate of 19 cents plus upward B.t.u. adjustment plus tax reimbursement after increase.

⁸ Includes 0.07-cent tax reimbursement.

⁹ Includes base rate of 18 cents plus tax reimbursement before increase and base rate of 19.5 cents plus tax reimbursement after increase.

¹⁰ Subject to a downward B.t.u. adjustment.

¹¹ Includes 0.015-cent tax reimbursement.

¹² The stated effective date is the first day after expiration of the statutory notice.

¹³ Includes 0.01-cent tax reimbursement.

¹⁴ Respondent is filing to initial contract base rate.

¹⁵ Subject to upward and downward B.t.u. adjustment from a base of 1,000 B.t.u.'s per cubic foot (902 B.t.u. gas).

¹⁶ Initial rate per Opinion No. 475.

¹⁷ Tax reimbursement increase effective subject to refund in Docket No. RI70-740.

¹⁸ Increase to 16.2048 cents suspended in RI65-488 until June 30, 1968 but as yet not made effective subject to refund.

The Superior Oil Co. (Superior) requests that its proposed rate increase be permitted to become effective as of January 1, 1970. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Superior's rate filing and such request is denied.

All of the producer's proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's statement of general policy No. 61-1, as amended (18 CFR 2.56).

[F.R. Doc. 70-817; Filed, Jan. 22, 1970; 8:45 a.m.]

FEDERAL RESERVE SYSTEM CHARTER BANKSHARES CORP.

Order for Public Proceeding

In the matter of the applications of Charter Bankshares Corp., Jacksonville, Fla., a registered bank holding company, pursuant to section 3 of the Bank Holding Company Act of 1956.

There are pending before the Board of Governors applications filed by Charter Bankshares Corp., pursuant to section 3 (a) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842), for the Board's prior approval of the acquisition by Applicant of voting shares of three banks in the State of Florida. The banks are The First National Bank of St. Petersburg, The First National Beach Bank, Jackson-

ville Beach, and The Harbor City National Bank of Eau Gallie.

It appears to the Board of Governors that it is appropriate in the public interest that a public oral presentation be held with respect to certain aspects of these applications. Accordingly:

It is ordered, That a public proceeding before the Board be held commencing at 2:30 p.m. on February 17, 1970, in Room 1202 of the Federal Reserve Building, Washington, D.C., and that documentary evidence and oral testimony be adduced regarding the extent, if any, to which The Charter Co., Jacksonville, Fla., exercises, or is capable of exercising, control over Charter Bankshares Corp., or exercises influence with respect to Charter Bankshares' management and/or operations.

It is further ordered, That said documentary evidence and oral testimony with respect to the aforementioned issues be received from certain present and former officers and directors of The Charter Co. and Charter Bankshares and from such other persons as the Board may find appropriate.

Dated at Washington, D.C., this 19th day of January 1970.

By order of the Board of Governors.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[F.R. Doc. 70-857; Filed, Jan. 22, 1970; 8:45 a.m.] [F.R. Doc. 70-861; Filed, Jan. 22, 1970; 8:45 a.m.]

OFFICE OF EMERGENCY PREPAREDNESS

SINCLAIR OIL CORP.

Termination of Participation in Voluntary Agreement Relating to Foreign Petroleum Supply

Pursuant to section 708 of the Defense Production Act of 1950, as amended, notice is hereby given that participation by the Sinclair Oil Corp. (now merged with the Atlantic Richfield Co.) in the voluntary agreement entitled "Voluntary Agreement Relating to Foreign Petroleum Supply," dated May 8, 1956, and the Plan of Action pursuant thereto, has been terminated. The list of companies participating in that agreement was published in the FEDERAL REGISTER of August 3, 1967 (32 F.R. 11296) and was amended by notices in the FEDERAL REGISTER of March 1, 1968 (33 F.R. 3657) and the FEDERAL REGISTER of June 14, 1969 (34 F.R. 9409).

(Sec. 708, 64 Stat. 818, as amended; 50 U.S.C. App. 2158; Executive Order 10480, Aug. 14, 1953, as amended; Reorganization Plan No. 1 of 1958, as amended; Executive Order 11051, Sept. 27, 1962, as amended)

Dated: January 19, 1970.

G. A. LINCOLN,
Director,

Office of Emergency Preparedness.

NOTICES

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3421]

CONTINENTAL VENDING MACHINE CORP.

Order Suspending Trading

JANUARY 16, 1970.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, 10 cents par value of Continental Vending Machine Corp., and the 6 percent convertible subordinated debentures due September 1, 1976, being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period January 17, 1970, through January 26, 1970, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 70-885; Filed, Jan. 22, 1970;
8:47 a.m.]

[812-2658]

EQUITY INSURANCE COMPANY OF IOWA ET AL.

Notice of Application for Exemptions

JANUARY 16, 1970.

Notice is hereby given that Equity Insurance Company of Iowa ("Equity"), Equity of Iowa Variable Annuity Account A ("Separate Account") and E. I. Sales, Inc. ("E. I. Sales"), 604 Locust Street, Des Moines, Iowa 50306 (hereinafter collectively called "Applicants"), have filed an application pursuant to section 6(c) of the Investment Company Act of 1940 ("Act"), for an order exempting Applicants from sections 22(c), 22(d), and 27(c)(2) of the Act and Rule 22c-1 thereunder to the extent specified therein. Equity is a wholly owned subsidiary of Equitable Life Insurance Company of Iowa ("Equitable of Iowa"). The Separate Account, an open-end diversified management company registered under the Act, was established by Equity in connection with the proposed offering to the public of individual variable annuity contracts ("contracts"). E. I. Sales, a wholly owned subsidiary of Equity, is the principal underwriter for the Separate Account. All interested persons are referred to the application on file with the Commission for a statement of the representations therein, which are summarized below.

Rule 22c-1 enacted pursuant to section 22(c) provides, in pertinent part, that a redeemable security, shall not be sold, redeemed, or repurchased except at a

price based on the current net asset value of such security next computed after receipt of a tender of such security for redemption or of an order to purchase or sell such security. Applicants request an exemption from Rule 22c-1 so as to permit the application of purchase payments received, and the determination of death benefits and redemption values, to be based on valuations as of the close of the New York Stock Exchange on the date the purchase payment, notice of death, or request for redemption is received, regardless of the time of receipt, except when such payment is made to the payee in person or such notice or request is delivered in person at Equity's home office. Applicants represent that the requested exemption is sought for ease of administration and that in almost all instances purchase payments, death notices, and surrender requests will be received by mail.

Section 22(d) provides, in pertinent part, that no registered investment company shall sell any redeemable security issued by it to any person except at a current offering price described in the prospectus.

In connection with the sale of the contracts, a sales charge of 8 1/2 percent is deducted from each purchase payment. A portion of the balance will be placed in the Separate Account for accumulation on a variable basis, and a portion may be allocated to Equity for accumulation on a fixed-dollar basis. The contracts permit a contract owner, at the beginning of the annuity payment period, to apply amounts accumulated in Equity on a fixed-dollar basis to provide a variable annuity without any additional sales charge. The contracts further provide that, on the death during the accumulation period of the person on whose life a contract is issued, amounts accumulated under the contract (whether on a variable or fixed-dollar basis) may be applied to effect a variable annuity for the decedent's beneficiary without an additional sales charge. The variable annuity option may be elected by the beneficiary within six months after the decedent's death if the contract owner has not indicated another form of payment.

Applicants assert that since the same sales charge is deducted with respect to the amounts accumulated under the contracts on a variable and fixed-dollar basis, elimination of an additional sales charge in the manner proposed would not involve unfair discrimination.

Applicants also request exemption from section 22(d) to permit the application of amounts payable under insurance policies and fixed-dollar annuity contracts issued by Equitable of Iowa or to Equity to the purchase of the variable annuity contracts at a reduced sales charge of 3 percent.

Applicants assert that from the point of view of equitable treatment of contract owners, no unfair discrimination would exist if the sales charge is reduced in the manner proposed. A sales charge will have been paid on the premiums under Equitable of Iowa's and Equity's life

insurance policies and fixed-dollar annuity contracts, and reduction of the sales charge in the manner proposed will avoid duplication of charges already made.

Section 27(c)(2) prohibits a registered investment company or a depositor or underwriter for such company from selling periodic payment plan certificates unless the proceeds of all payments, other than the sales load, are deposited with a bank as trustee or custodian and held under an indenture or agreement containing, in substance, the provisions required by sections 26(a)(2) and (3) for a unit investment trust. Section 26(a)(2) requires that the trustee or custodian segregate and hold in trust all securities and cash of the trust and places certain restrictions on charges which may be made against the trust income and corpus and excludes from expenses which the trustee or custodian may charge against the trust any payments to the depositor or principal underwriter, other than a fee not exceeding such reasonable amount as the Commission may prescribe, for performing bookkeeping and other administrative services delegated to them by the trustee or custodian. Section 26(a)(3) governs the circumstances under which the trustee or custodian may resign. Applicants request an exemption from these requirements to permit the proceeds of all payments under the contracts to be held by Equity on the grounds that its status as a regulated insurance company, and its obligations as an insurance company to the contract owners, provide substantially the protection contemplated by these requirements.

Applicants have consented that the requested exemption may be made subject to the conditions (1) that the charges to variable annuity contract owners for administrative services shall not exceed such reasonable amounts as the Commission shall prescribe, jurisdiction being reserved for such purpose, and (2) that the payment of sums and charges out of the assets of the Account shall not be deemed to be exempted from regulation by the Commission by reason of the requested order, provided that the Applicants' consent to this condition shall not be deemed to be a concession to the Commission of authority to regulate the payments of sums and charges out of such assets other than charges for administrative services and Applicants reserve the right in any proceeding before the Commission or in any suit or action in any court to assert that the Commission has no authority to regulate the payment of such other sums or charges.

Section 6(c) of the Act provides that the Commission, by order upon application, may conditionally or unconditionally exempt any persons or transactions from any provision or provisions of the Act, if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than February 6, 1970 at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicants at the address stated above. Proof of such service by affidavit (or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing, or advice as to whether a hearing is ordered, will receive notice of further developments in the matter including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBois,
Secretary.

[F.R. Doc. 70-886; Filed, Jan. 22, 1970;
8:47 a.m.]

TARIFF COMMISSION

[TEA-W-11]

CERTAIN WORKERS OF CAMBRIDGE TILE MFG. CO., CINCINNATI, OHIO

Workers' Petition for Determination of Eligibility To Apply for Adjustment Assistance; Notice of Investigation

On the basis of a petition filed under section 301(a)(2) of the Trade Expansion Act of 1962, on behalf of the production and maintenance workers of the Cambridge Tile Manufacturing Co., Cincinnati, Ohio 45215, the U.S. Tariff Commission, on the 19th day of January 1970, instituted an investigation under section 301(c)(2) of the said Act to determine whether, as a result in major part of concessions granted under trade agreements, articles like or directly competitive with ceramic floor and wall tile produced by the Cambridge Tile Manufacturing Co. are being imported into the United States in such increased quantities as to cause, or threaten to cause, the unemployment or underemployment of a significant number or proportion of the workers of such manufacturing company.

The petitioners have not requested a public hearing. A hearing will be held on request of any other party showing a proper interest in the subject matter of the investigation, provided such request is filed within 10 days after the notice is published in the **FEDERAL REGISTER**.

The petition filed in this case is available for inspection at the Office of the Secretary, U.S. Tariff Commission, 8th and E Streets NW., Washington, D.C., and at the New York City office of the Tariff Commission located in room 437 of the Customhouse.

Issued: January 20, 1970.

By order of the Commission.

[SEAL] KENNETH R. MASON,
Secretary.

[F.R. Doc. 70-877; Filed, Jan. 22, 1970;
8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

JANUARY 20, 1970.

Protests to the granting of an application must be prepared in accordance with Rule 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the **FEDERAL REGISTER**.

LONG-AND-SHORT HAUL

FSA No. 41864—*Newsprint paper from Sheldon, Tex.* Filed by Southwestern Freight Bureau, agent (No. B-129), for interested rail carriers. Rates on newsprint paper, in carloads, as described in the application, from Sheldon, Tex., to points in Illinois Freight Association and western trunkline territories.

Grounds for relief—Market competition.

Tariff—Supplement 93 to Southwestern Freight Bureau, agent, tariff ICC 4716.

FSA No. 41865—*Fish meal from Boucherville, Quebec, Canada.* Filed by Southwestern Freight Bureau, agent (No. B-122), for interested rail carriers. Rates on fish meal, in carloads, as described in the application, from Boucherville, Quebec, Canada, to points in southwestern territory.

Grounds for relief—Motortruck competition and rate relationship.

Tariff—Supplement 17 to Canadian Freight Association, agent, tariff ICC 291.

FSA No. 41866—*Barite (Barytes) to Del Rio, Tex.* Filed by Southwestern Freight Bureau, agent (No. B-127), for interested rail carriers. Rates on barite (barytes), ground, in carloads, as described in the application, from specified points in Arkansas and Missouri, to Del Rio, Tex.

Grounds for relief—Rate relationship.

Tariff—Supplement 18 to Southwestern Freight Bureau, agent, tariff ICC 4861.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 70-888; Filed, Jan. 22, 1970;
8:47 a.m.]

[Notice 9]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 19, 1970.

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 32882 (Sub-No. 49 TA), filed January 6, 1970. Applicant: MITCHELL BROS. TRUCK LINES, 3841 North Columbia Boulevard, Portland, Oreg. 97217. Applicant's representative: Norman E. Sutherland, 1200 Jackson Tower, Portland, Oreg. 97205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fiberboard packaging materials and pulpboard*, from points in Pierce County, Wash., and Multnomah County, Oreg., to points in Idaho, for 180 days. Supporting shipper: Fibreboard Corp., 475 Branigan Street, San Francisco, Calif. 94119. Send protests to: District Supervisor W. J. Huetig, Interstate Commerce Commission, Bureau of Operations, 450 Multnomah Building, 120 Southwest Fourth Avenue, Portland, Oreg. 97204.

No. MC 43654 (Sub-No. 77 TA), filed January 2, 1970. Applicant: DIXIE OHIO EXPRESS, INC., 237 Fountain Street, Akron, Ohio 44304. Applicant's representative: R. E. Gifford, 237 Fountain Street, Akron, Ohio 44304. 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, livestock, household

NOTICES

goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Erie and Warren, Pa., serving no intermediate points, (1) from Erie over Interstate Highway 79 to junction U.S. Highway 6 to Warren, Pa., and return over the same route; (2) from Erie over U.S. Highway 19 to junction U.S. Highway 6 thence to Warren, Pa., as specified above, and return over the same route, serving Fairview and Girard, Pa., as intermediate points on U.S. Highway 20 in connection with carrier's regular route operations between Akron, Ohio, and Niagara Falls, N.Y. (3) serving Lake City, Pa., as an off-route point in connection with carrier's present regular route operations, for 180 days. Note: Applicant states it intends to join at Erie, Pa., with Docket MC 43654. Supporting shippers: Louis Marx & Co., Girard, Pa. 16417; New Process Co., Warren, Pa. 16365; Automation Devices, Inc., Automation Park, Post Office Box AD, Fairview, Pa. 16415; Copes-Vulcan, Inc., Post Office Box 577, Lake City, Pa. 16423. Send protests to: G. J. Baccetti, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 181 Federal Office Building, 1240 East Ninth Street, Cleveland, Ohio 44199.

No. MC 61231 (Sub-No. 48 TA), filed January 5, 1970. Applicant: ACE LINES, INC., 4143 East 43d Street, Des Moines, Iowa 50317. Applicant's representative: William A. Landau, 1451 East Grand Avenue, Des Moines, Iowa 50306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Precast concrete architectural panels*, from West Des Moines, Iowa, to Lafayette, Ind., for 150 days. Supporting shipper: Midwest Concrete Industries, Inc., 1514 Fuller Road, West Des Moines, Iowa 50265. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 69322 (Sub-No. 2 TA), filed December 11, 1969. Applicant: DOBSON CARTAGE AND STORAGE COMPANY, 1006 East Indiana Street, Bay City, Mich. 48706. Applicant's representative: Keith Dobson (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, as defined by the Commission, between Bay City and Oscoda, Mich., on the one hand, and points in Michigan North of Michigan Highway 57 and East of Michigan Highway 131, on the other, limited to the transportation of shipments having a prior or subsequent movement in containers beyond the points authorized and further restricted to the performance of pickup and delivery service in connection with packing, crating, and containerization or unpacking, uncrating and decontainerization, for 180 days. Supporting shipper: Dow Chemical International, 2020 Abbott Road Center, Midland, Mich. 48640. Send protests to: C. R. Flemming, District Supervisor, Interstate Commerce Com-

mission, Bureau of Operations, 225 Federal Building, Lansing, Mich. 48933.

No. MC 103993 (Sub-No. 492 TA), filed January 5, 1970. Applicant: MORGAN DRIVE-AWAY, INC., 2800 West Lexington Avenue, Elkhart, Ind. 46914. Applicant's representative: Ralph Miller (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor homes*, in truck-away service, from Apple Creek, Ohio, Goshen, Ind., Leola, Pa., Columbia, S.C., and Grapevine, Tex., to points in the United States on and east of the western boundaries of Montana, Wyoming, Colorado, and New Mexico, for 180 days. Supporting shipper: Shasta Trailers, Northridge, Calif. Send protests to: District Supervisor J. H. Gray, Bureau of Operations, Interstate Commerce Commission, Room 204, 345 West Wayne Street, Fort Wayne, Ind. 46802.

No. MC 105424 (Sub-No. 9 TA), filed January 5, 1970. Applicant: PLAGGE TRUCK LINE, INC., 251 18th Street SE., Mason City, Iowa 50401. Applicant's representative: Clayton L. Wornson, 824 Brick and Tile Building, Mason City, Iowa 50401. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from Mason City, Iowa, to points in Minnesota, Nebraska, South Dakota, and Wisconsin, for 180 days. Supporting shipper: Agricultural Products, Arco Chemical Co., Division of Atlantic Richfield Co., Post Office Box 328, Fort Madison, Iowa 52627. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 118959 (Sub-No. 67 TA), filed January 5, 1970. Applicant: JERRY LIPPS, INC., 130 South Frederick, Cape Girardeau, Mo. 63701. Applicant's representative: Frank D. Hall, 1273 West Peachtree Street NE, Atlanta, Ga. 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum trays, iron and steel channels, nuts, bolts, washers, fittings and accessories*, from Highland, Ill., to points in Georgia, Florida, Alabama, Texas, Pennsylvania, Ohio, Louisiana, Kentucky, Tennessee, New York, West Virginia, Virginia, North Carolina, Mississippi, South Carolina, Arizona, New Mexico, Oklahoma, New Jersey, Kansas, California, and Arkansas, for 180 days. Supporting shipper: The Binkley Co., 509 West Monroe, Highland, Ill. 62249. Send protests to: J. P. Werthmann, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 3248, 1520 Market Street, St. Louis, Mo. 63103.

No. MC 119531 (Sub-No. 133 TA) (Correction), filed December 24, 1969, published FEDERAL REGISTER, issue of January 14, 1970, and republished as corrected this issue. Applicant: DIECK-BRADER EXPRESS, INC., 5391 Wooster Road, Cincinnati, Ohio 45226. Applicant's representative: Raymond C. Minks

(same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass bottles*, liquid capacity not exceeding 1 gallon, from Rockdale, Ill., to Detroit, Mich., Frankfort and Louisville, Ky., and St. Louis, Mo., for 150 days. Note: The purpose of this re-publication is to show the correct destination territory. Supporting shipper: Universal Glass Products Co., 936 Moen Avenue, Rockdale, Ill. 60436. Send protests to: Emil P. Schwab, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 1010 Federal Building, 550 Main Street, Cincinnati, Ohio 45202.

No. MC 124078 (Sub-No. 420 TA), filed January 6, 1970. Applicant: SCHWERMANN TRUCKING CO., 611 South 28 Street, Milwaukee, Wis. 53246. Applicant's representative: James R. Ziperski (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry catalyst*, in bulk, in tank vehicles, from Lima, Ohio, to Dowling, Tex., for 150 days. Supporting shipper: Vistron Corp., Midland Building, Cleveland, Ohio 44115; (L. W. Petersen). Note: The application indicates the commodity referred to as dry catalyst is classified as a radio active material. Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 124688 (Sub-No. 4 TA), filed December 29, 1969. Applicant: INDEPENDENT DELIVERY, INC., 1000 South Weller Street, Seattle, Wash. 98104. Applicant's representative: Joseph O. Earp, 411 Lyon Building, Seattle, Wash. 98104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *1 (a) business papers and records, supplies, and audit and accounting media of all kinds, and advertising literature moving therewith; (b) exposed and processed film and prints, complimentary replacement film, incidental dealer handling supplies, and advertising literature moving therewith (except motion picture film used for commercial theater and television exhibition); between points in King County, Wash., on the one hand, and, on the other, points in Washington, Yamhill, Polk, Clatsop, Columbia, Marion, Multnomah, and Clackamas Counties, Oreg.; 2 (a) Biologicals, prescriptions, pharmaceuticals, serums and hospital and medical supplies such as sutures, syringes, needles, antiseptics, bandages, surgical instruments, intravenous solutions, stethoscopes, forceps, scalpels, and gauges; (b) electrical parts and controls, such as switches, switch boxes, circuit breakers, relays, coils, condensers and magnetic contractors and starters, restricted against the transportation of packages or articles weighing in the aggregate more than 250 pounds from one consignor to one consignee on any one day; (c) stereo controls, stereo tapes, records, record changers, electronic*

switches, cords, amplifiers, tubes, transistors, condensers and filters; bags and racks; cameras, projectors, screens, tripods and related photographic supplies; from points in King County, Wash., to all points in Washington, Yamhill, Polk, Clatsop, Columbia, Masson, Multnomah, and Clackamas Counties, Oreg.: 3. automobile, tractor and construction equipment repair and replacement parts, and tractor and construction equipment attachments, such as winches and pulleys, restricted against the transportation of packages or articles weighing in the aggregate more than 250 pounds from one consignor to one consignee on any one day; between Seattle and Tacoma, Wash., on the one hand, and, on the other, Portland and Salem, Oreg., for 180 days. Note: Applicant will fill permanent authority application with respect to all the above items within approximately 1 month. Supporting shippers: There are approximately (11) 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: E. J. Casey, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 6130 Arcade Building, Seattle, Wash. 98101.

No. MC 124839 (Sub-No. 2 TA), filed January 6, 1970. Applicant: BUILDERS TRANSPORT, INC., Post Office Box 7057, 4800 Augusta Road, Savannah, Ga. 31408. Applicant's representative: William P. Jackson, Jr., Federal Bar Building West, 1819 H Street NW, Washington, D.C. 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Hardboard and particleboard*, from Vienna, Ga., to points in Alabama, Florida, Georgia, Kentucky, Maryland, North Carolina, South Carolina, Tennessee, Virginia, West Virginia, and Washington, D.C., under contract with the Georgia-Pacific Corp., for 180 days. Supporting shipper: Georgia-Pacific Corp., Post Office Box 909, Augusta, Ga. 30903. Send protests to: District Supervisor G. H. Fauss, Jr., Bureau of Operations, Interstate Commerce Commission, Box 35008, 400 West Bay Street, Jacksonville, Fla. 32202.

No. MC 126719 (Sub-No. 3 TA), filed January 5, 1970. Applicant: CARON TRANSPORT LTD., Post Office Box 3464, Station D, Edmonton, Alberta, Canada. Applicant's representative: J. F. Meglen, Post Office Box 1581, Billings, Mont. 59103. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: Mono-

chloroacetic acid, in bulk, in tank vehicles, from the international boundary between the United States and Canada at or near the port of entry at Portal, N. Dak., to Midland, Mich., for 180 days. Supporting shipper: Dow Chemical of Canada, Ltd., Fort Saskatchewan, Alberta, Canada. 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 128302 (Sub-No. 7 TA), filed January 5, 1970. Applicant: THE MANFREDI MOTOR TRANSIT COMPANY, Route 87, Newbury, Ohio 44065. Applicant's representative: John P. McMahon, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid concrete admixtures*, in bulk, in tank vehicles, from Reynolds, Ga., to points in the United States (except points in the States of Alaska, Arizona, California, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming), for 180 days. Supporting shipper: Master Builders Division, Martin Marietta Corp., 2490 Lee Boulevard, Cleveland, Ohio 44118. Send protests to: G. J. Baccei, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 181 Federal Office Building, 1240 East Ninth Street, Cleveland, Ohio 44199.

No. MC 129893 (Sub-No. 3 TA), filed January 5, 1970. Applicant: DALLAS MATERIALS TRANSPORT COMPANY, Post Office Box 6117, Dallas, Tex. 75222. Applicant's representative: Dan Felts, 904 Lavaca, Austin, Tex. 78701. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sand and gravel in bulk* (restricted to the use of pneumatic equipment and the transportation thereof), from points in Miller County, Ark., to points in Oklahoma, Texas, and Louisiana, for 150 days. Note: Applicant does not intend to tack with its existing authority. Supporting shipper: Gifford-Hill & Co., Inc., Dallas, Tex. Send protests to: E. K. Willis, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, 513 Thomas Building, 1314 Wood Street, Dallas, Tex. 75202.

No. MC 133581 (Sub-No. 2 TA) (Correction), filed December 24, 1969, published FEDERAL REGISTER, issue of January 14, 1970, and republished as corrected this issue. Applicant: HOLD'T POTATO COMPANY, INC., Route 2, Red Cloud, Nebr. 68970. Applicant's representative: Frederick J. Coffman, Post Office Box 806, Lincoln, Nebr. 68501. Authority

sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cheese*, from the plantsite and storage warehouse facilities of Oxford Cheese Co. at Oxford, Nebr., Ravenna Cheese Co., at or near Ravenna, Nebr., and Ord Cheese Co., at or near Ord, Nebr., to points in New Mexico, Oklahoma, Kansas, California, Arizona, and Missouri, for 180 days. Note: The purpose of this republication is to correct the origin territory. Supporting shipper: Don Pauly Cheese, Inc., Manitowoc, Wis. Send protests to: District Supervisor Johnston, Bureau of Operations, Interstate Commerce Commission, 315 Post Office Building, Lincoln, Nebr. 68508.

No. MC 134245 TA, filed January 5, 1970. Applicant: RUSSELL J. HAEFELE, doing business as A & H TRUCKING COMPANY, 55 Ashley Street, Ashley, Pa. 18706. Applicant's representative: William J. McCall, Suite 700, United Penn Bank Building, Wilkes-Barre, Pa. 18701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Shredded paper, excelsior, and polyurethane foam*, from West Pittston, Pa., to Leitchfield, Ky.; Stamford, Conn.; New York, N.Y.; Elizabeth, N.J.; Philadelphia, Pa.; Chicago, Ill.; Framingham, Mass.; Columbus, Ohio; Dayton, Ohio; and Baltimore, Md., for 180 days. Supporting shipper: Warren Products, Box 51, West Pittston, Pa. 18643. Send protests to: Paul J. Kenworthy, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 309 U.S. Post Office Building, Scranton, Pa. 18503.

No. MC 134247 (Sub-No. 1 TA), filed January 6, 1970. Applicant: CHARLES SEVERANCE, doing business as SEVERANCE TRUCK LINES, Post Office Box 903, State Road 100, Lake City, Fla. 32055. Applicant's representative: Alva Duncan, 111 East Madison, Lake City, Fla. 32055. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood chips*, from points in Columbia County, Fla., to Clyattville, Ga., for 180 days. Supporting shipper: Bullard Cypress Co., Inc., Post Office Box 766, Lake City, Fla. 32055. Send protests to: District Supervisor G. H. Fauss, Jr., Interstate Commerce Commission, Bureau of Operations, Box 35008, 400 West Bay Street, Jacksonville, Fla. 32202.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 70-889; Filed, Jan. 22, 1970;
8:47 a.m.]

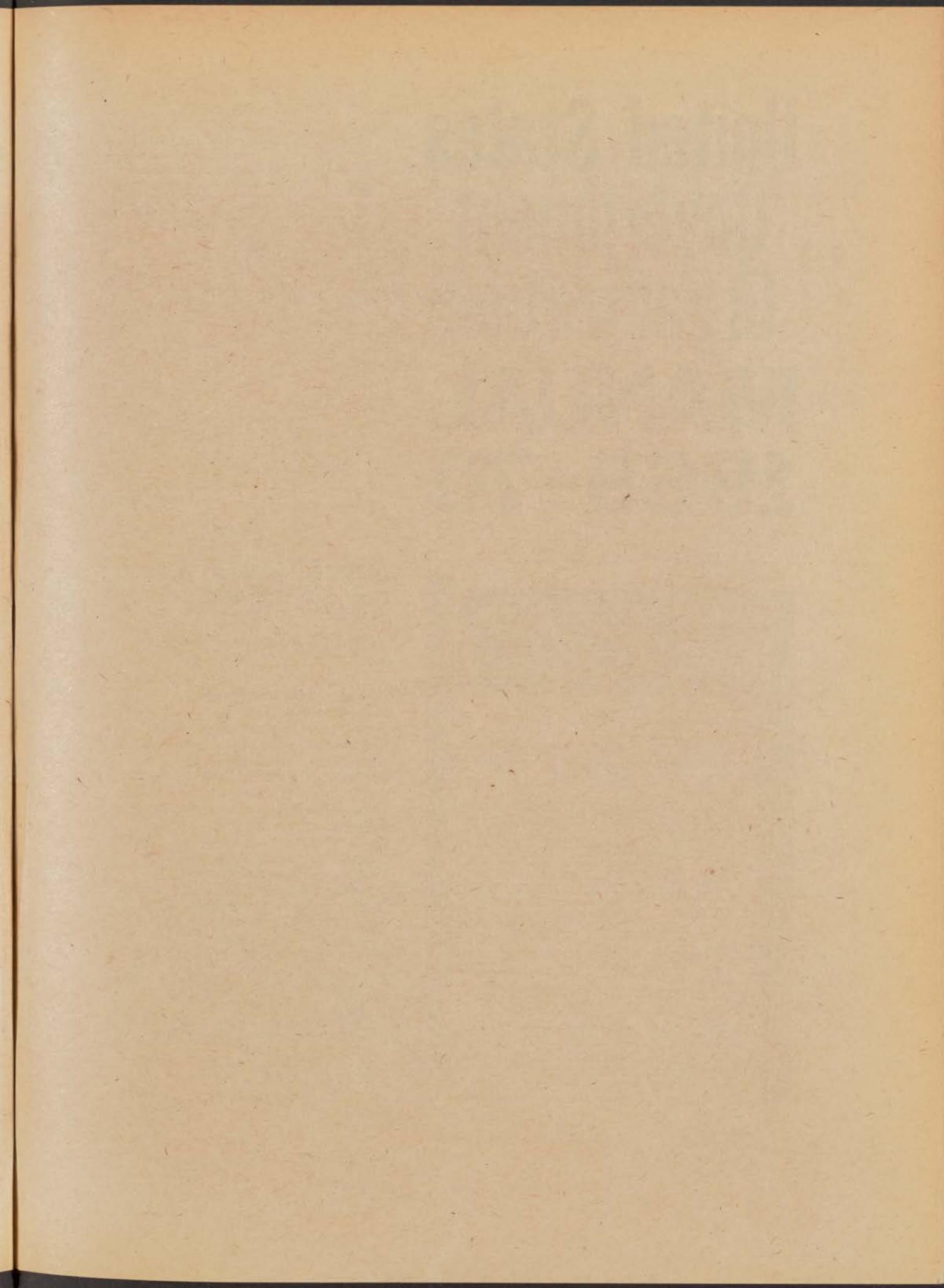
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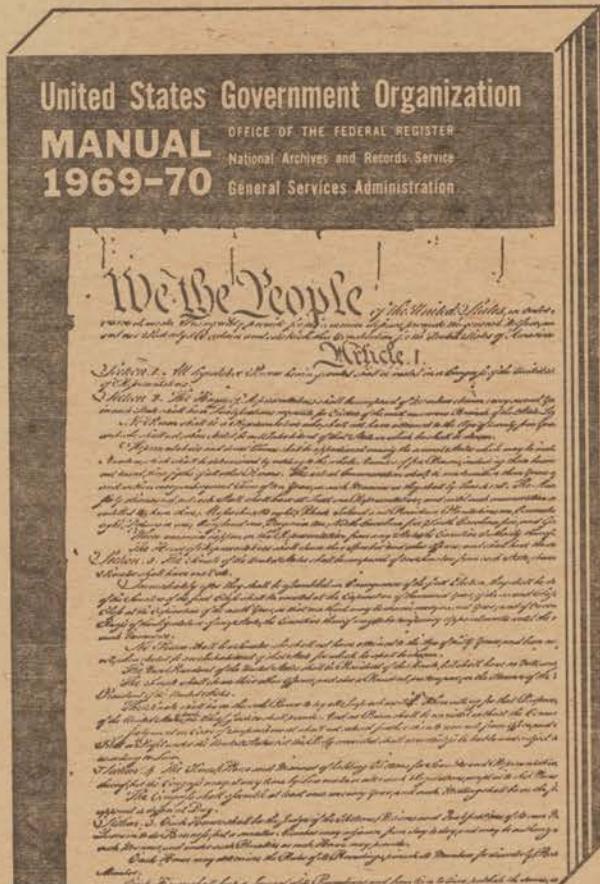
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