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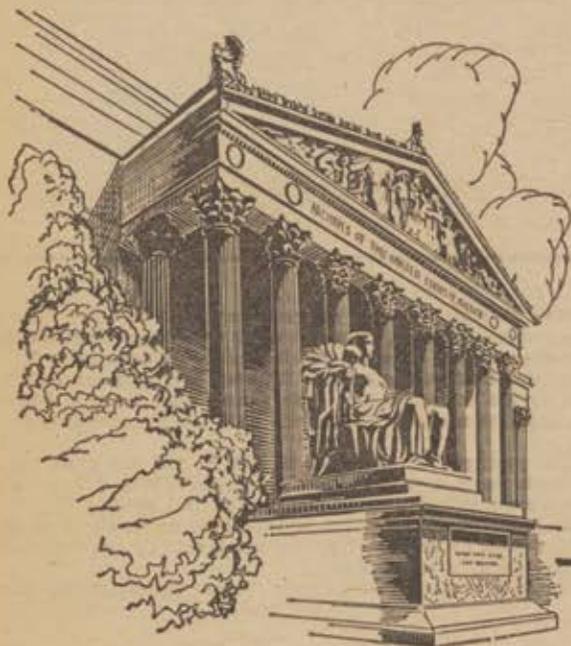
• Washington, D.C.

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Agricultural Research Service
Agricultural Stabilization and Conservation Service
Business and Defense Services Administration
Census Bureau
Civil Aeronautics Board
Civil Service Commission
Consumer and Marketing Service
Federal Aviation Administration
Federal Communications Commission
Federal Power Commission
Federal Reserve System
Federal Trade Commission
Foreign Assets Control Office
Internal Revenue Service
Interstate Commerce Commission
National Highway Safety Bureau
National Park Service
Renegotiation Board
Small Business Administration
Wage and Hour Division

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Just Released

CODE OF FEDERAL REGULATIONS

(Revised as of January 1, 1970)

Title 33—Navigation and Navigable Waters (Parts 1-199)	\$2.50
Title 35—Panama Canal	1.75
Title 43—Public Lands: Interior (Parts 1-999)	1.50

[A Cumulative checklist of CFR issuances for 1970 appears in the first issue of the Federal Register each month under Title 1]

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CFR CHECKLIST

1970 Issuances

This checklist, prepared by the Office of the Federal Register, is published in the first issue of each month. It is arranged in the order of CFR titles, and shows the issuance date and price of revised volumes of the Code of Federal Regulations issued to date during 1970. New units issued during the month are announced on the inside cover of the daily FEDERAL REGISTER as they become available.

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

CFR unit (Rev. as of Jan. 1, 1970):

	Price
3 1969 Compilation	\$1.00
4	.50
5	1.50
6 [Reserved]	
7 Parts:	
0-45	2.75
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52	3.00
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945-980	1.00
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1000-1029	1.50
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1-59	2.75
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1-149	2.00
150-end	2.00
19	2.50
21 Parts:	
1-119	1.75
147-end	1.50
22	1.75
23	.35
25	1.75
26 Parts:	
1 (§§ 1.0-1-1.300)	3.00
1 (§§ 1.301-1.400)	1.00
1 (§§ 1.401-1.500)	1.50
1 (§§ 1.501-1.640)	1.25
1 (§§ 1.641-1.850)	1.50
1 (§§ 1.851-1.1200)	2.00
1 (§ 1.1201-end)	3.25
2-29	1.25
40-169	2.50

	Price
300-499	\$1.50
500-599	1.75
600-end	.65
27	.45
28	.75
29 Parts:	
0-499	1.50
900-end	1.25
31	1.75
32 Parts:	
1-8	3.25
9-39	2.00
400-589	2.00
590-699	.75
700-799	3.50
800-1199	2.00
1200-1599	1.50
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33 Parts:	
1-199	2.50
200-end	1.75
35	1.75
36	1.25
39	3.50
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41 Chapters:	
1	2.75
2-4	1.00
5-5D	1.25
18	3.25
19-100	.75
101-end	1.75
42	1.75
43 Parts 1-999	1.50
44	.45
46 Parts:	
1-65	2.75
66-145	2.75
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200-end	3.00
47 Parts:	
20-69	2.00
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49 Parts:	
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200-999	1.50
1000-1199	1.25
1300-end	1.00

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 18605; RM-1462]

PART 73—RADIO BROADCAST SERVICES

Coded Information for Program Identification

In the matter of amendment of Part 73, § 73.682(a) of the Commission's rules and regulations to permit the inclusion of coded information in TV visual transmissions for the purpose of program identification.

In the report and order in the above-entitled matter, FCC 70-386, adopted

April 15, 1970, and published in the FEDERAL REGISTER on April 23, 1970, 35 F.R. 6490, paragraph 67 is corrected by revising the first sentence of new subparagraph (22) to § 73.682(a) to read as follows:

"The intervals within the first and last 10 microseconds of lines 21 through 23 and 260 through 262 (on a "field" basis) may contain coded patterns for the purpose of electronic identification of television broadcast programs and spot announcements."

Released: April 28, 1970.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 70-5355; Filed, Apr. 30, 1970; 8:48 a.m.]

PART 83—STATIONS ON SHIPBOARD IN MARITIME SERVICES

Order Regarding Passenger Vessels

In the matter of amendment of Part 83 of the Commission's rules to exempt all U.S. passenger vessels of less than 100 gross tons, not subject to the radio provisions of the Safety Convention, from the radiotelegraph provisions of title III, part II of the Communications Act of 1934, as amended, when navigated not more than 100 nautical miles from the nearest land.

1. The purpose of this order is to effect certain editorial amendments to reflect Commission action taken by order of March 6, 1970 (FCC 70-242) pursuant to authority contained in section 352(b) (3) of the Communications Act of 1934, as amended. The March 6, 1970, order exempted from the radiotelegraph provisions of title III, part II of the Communications Act of 1934, as amended, U.S. passenger vessels of less than 100 gross tons, not subject to the radio provisions of the Safety Convention, when navigated not more than 100 nautical miles from the nearest land, provided that the vessels are equipped with a radiotelephone installation fully complying with the provisions of part III of title III of the Communications Act of 1934, as amended, and the Commission's rules and regulations made pursuant thereto. It supersedes the Commission order of May 8, 1957, set forth in § 83.803 (a) of the rules.

2. The amendment adopted herein is editorial in nature, and, hence, the prior notice, procedure, and effective date provisions of 5 U.S.C. § 553 are not applicable.

3. Accordingly, it is ordered, Pursuant to section 4(l) and 303(r) of the Communications Act of 1934, as amended, and § 0.261(a) of the Commission's rules, that § 83.803 of the Commission's rules

is amended effective May 8, 1970, as set forth below.

(Secs. 4, 303, 48 Stat., as amended, 1066, 1082; 47 U.S.C. 154, 303)

Adopted: April 23, 1970.

Released: April 28, 1970.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

Part 83 is amended as follows:

Section 83.803 is amended by revising paragraph (a) to read:

§ 83.803 General exemption orders issued exempting ships from compulsory radio provisions.

(a) Order, March 6, 1970, granting exemption, pursuant to section 352(b) (3) of the Communications Act of 1934, as amended, to all U.S. passenger vessels of less than 100 gross tons, not subject to the radio provisions of the Safety Convention, from the radiotelegraph provisions of title III, part II, of the Communications Act of 1934, as amended: *Provided*, That the vessels are equipped with a radiotelephone installation fully complying with the provisions of part III of title III of the Communications Act of 1934, as amended, and the Commission's rules and regulations made pursuant thereto including the requirements with respect to certificates, operators, and listening watches: *And provided further*, That during the course of the voyages the vessels are not navigated more than 100 nautical miles from the nearest land.

[P.R. Doc. 70-5356; Filed, Apr. 30, 1970;
8:48 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER C—AIRCRAFT

[Docket No. 9724; Amdt. No. 37-21]

PART 37—TECHNICAL STANDARD ORDER AUTHORIZATIONS

Airborne ATC Transponder Equipment

The purpose of these amendments to Part 37 of the Federal Aviation Regulations is to update the standards for airborne ATC transponder equipment by revising the Technical Standard Order (TSO-C74a).

These amendments were proposed in Notice 69-29, issued on July 25, 1969 (34 F.R. 12287). While the comments received in response to Notice 69-29 were generally favorable, several of the comments recommended changes to the proposal. The FAA's disposition of these comments are set forth hereinafter.

One of the comments expressed concern over the transponder power limitation of 27 dbw set forth in paragraph 2.11 of the proposal. The comment indicated

that the limit should be raised to 30 dbw in order to improve signal strength during aircraft maneuvers which shade the antenna from ground receivers. The FAA does not agree. The 27 dbw peak pulse power limitation refers to the antenna end of the transponder transmission line, not to the transponder. If the power limit there were changed to 30 dbw as recommended, the equipment would not comply with the ICAO standard or the U.S. National Standard for Radar Beacon Systems.

There were also comments to the effect that the -70 dbm maximum transponder self test signal level, specified in paragraph 2.15 of the proposal, is too restrictive. After further consideration, the FAA agrees. Tests show that increasing the self test signal to -40 dbm would permit utilization of test equipment of reasonable weight and cost while simultaneously limiting the radius within which the self test signal would cause a transponder located in an adjacent aircraft to be interrogated to less than 100 feet.

One commentator recommended that the antenna radiation characteristics of paragraph 2.17 be retained as a design objective only. The FAA does not concur with this recommendation. Antennas should meet an acceptable level of performance to insure proper operation. The antenna radiation characteristics referred to in this comment are in current TSO-C74a and no change to this requirement was proposed in the notice.

Proposed paragraph 2.14 requires that the transponder be provided with a means to remove the information pulses from the Mode C reply when requested by Air Traffic Control. This requires an additional operating control on the transponder. However, the regulation does not state where it should be located. The final regulation corrects this deficiency and requires that this control be mounted on the control box with all the other operating controls.

Based on the comments received, it is apparent that the second sentence of paragraph 1.2c of the proposal has caused some confusion. Since this sentence is unnecessary, it has been deleted from the final rule.

There was also a recommendation that the reply characteristics in proposed § 2.2d covering Receiver Sensitivity and Dynamic Range should be applicable over a received signal amplitude range between minimum triggering level and -27 dbm rather than minimum triggering level and 50 db above that level. The FAA does not agree. This recommendation is based on a transponder with a minimum triggering level of -77 dbm. It does not take into consideration a transponder with a minimum triggering level of -69 dbm. Under this recommendation, the dynamic range would only have to be 42 db rather than 50 db. The FAA does not consider a dynamic range of 42 db suitable for operation under all conditions normally encountered in service.

Finally, there was a comment recommending that the provision governing side lobe suppression be changed to require that the transponder be suppressed

with a 99 percent efficiency over the received signal amplitude range between 3 db above minimum triggering level and -27 dbm rather than 3 db above minimum triggering level and 50 db above that level. The FAA does not agree. Under this recommendation, transponders would not be suppressed over the received signal amplitude range normally encountered in service.

In consideration of the foregoing, § 37.180 Airborne ATC Transponder Equipment—TSO-C74a of the Federal Aviation Regulations is amended, effective May 31, 1970, as follows:

1. Paragraphs (a), (b), (c), and (d) are amended to read as follows:

§ 37.180 Airborne ATC Transponder Equipment—TSO-C74b.

(a) *Applicability.* This technical standard order prescribes the minimum performance standards that ATC transponder equipment must meet in order to be identified with the applicable TSO marking. New models of equipment that are to be so identified, and that are manufactured on or after (the effective date of this section), must meet the requirements of the "Federal Aviation Administration Standard, Airborne ATC Transponder Equipment," set forth at the end of this section, and Radio Technical Commission for Aeronautics Document No. DO-138 entitled "Environmental Conditions and Test Procedures for Airborne Electronic/Electrical Equipment and Instruments" dated June 27, 1968. RTCA document No. DO-138 is incorporated herein in accordance with 5 U.S.C. 552(a) (1) and § 37.23 of the Federal Aviation Regulations, and is available as indicated in § 37.23. Additionally, RTCA document No. DO-138 may be examined at any FAA Regional Office and may be obtained from the RTCA Secretariat, Suite 302, NADA Building, 20th and K Streets NW., Washington, D.C., 20006, at a cost of \$4 per copy.

(b) *Marketing.* (1) In addition to the markings specified in § 37.7, the equipment must be marked to indicate the environmental extremes over which it has been designed to operate. There are 12 environmental test procedures outlined in the RTCA document which have categories established. These must be identified on the nameplate by the words "Environmental Categories" or, as abbreviated, "Env. Cat." followed by 12 letters which identify the categories designated. Reading from left to right, the category designations must appear on the nameplate in the following order, so that they may be readily identified:

- (i) Temperature-Altitude category;
- (ii) Humidity category;
- (iii) Vibration category;
- (iv) Audiofrequency magnetic field susceptibility category;
- (v) Radiofrequency susceptibility category;
- (vi) Emission of spurious radiofrequency energy category;
- (vii) Explosion category;
- (viii) Waterproofness category;
- (ix) Hydraulic fluid category;
- (x) Sand and dust category;
- (xi) Fungus resistance category;
- (xii) Salt spray category.

(2) Equipment intended for installation in aircraft that operate at altitudes above 15,000 feet must be identified on the nameplate as Class I equipment.

(3) Equipment intended for installation in aircraft that operate at altitudes not exceeding 15,000 feet must be identified on the nameplate as Class II equipment.

(4) Where a manufacturer desires to substantiate his equipment in dual categories for one environment, the nameplate must be marked with both categories in the space designated for that category by placing one letter above the other in the following manner:

Env. Cat. A AJAAAXWHDFS Class I
D

(5) Each separate component of equipment (antenna, power supply, etc.) must be identified with at least the name of the manufacturer, the TSO number and the environmental categories over which the equipment component is designed to operate. Where an environmental test procedure is not applicable to that component and the test is not conducted, an X should be placed in the space assigned for that category.

(c) *Data requirements.* In accordance with § 37.5 the manufacturer must furnish to the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Federal Aviation Administration, in the region in which the manufacturer is located, the following technical data:

(1) One copy of the operating instructions and equipment limitations of the manufacturer.

(2) One copy of the installation procedures with applicable schematic drawings, wiring diagram, and specifications, and a listing of components (by part number) or possible combinations thereof, which make up a system complying with this TSO. Indicate any limitations, restrictions, or other conditions pertinent to the installation.

(3) One copy of the test report of the manufacturer.

(d) *Previously approved equipment.* Airborne ATC transponder equipment approved prior to (the effective date of this section) may continue to be manufactured under the provisions of its original approval.

2. Paragraph 1.2 is amended by amending subparagraph 1.2c and by adding a new subparagraph 1.2e to read as follows:

1.2 *Operating controls.*

c. Selection of Modes 3/A and C combined.

e. Removal of all information pulses on the Mode C reply.

3. Paragraph 2.1 as amended by striking out the symbol "Mc" wherever it appears, and inserting the symbol "MHz" in place thereof.

4. Paragraph 2.2 is amended to read as follows:

2.2 *Receiver sensitivity and dynamic range.* a. The minimum triggering level (MTL) of the transponder must be such that

replies are generated to 90 percent of the interrogation signals when—

1. The two pulses P_1 and P_2 constituting an interrogation are of equal amplitude and P_2 is not detected; and

2. The amplitude of these signals received at the antenna end of the transmission line of the transponder is nominally 71 db below 1 milliwatt with limits between 69 and 77db below 1 milliwatt.

b. With the transponder adjusted to comply with paragraph a, the random triggering rate (squitter) must not be greater than five reply pulse groups or suppressions per second averaged over a period of at least 30 seconds.

c. The variation of the minimum triggering level between modes must not exceed 1 db for nominal pulse spacings and pulse widths.

d. The reply characteristics apply over a received signal amplitude range between minimum triggering level and 50 db above that level.

e. The standards of this section assume a transmission line loss of 3 db and an antenna performance equivalent to that of a simple quarter wave antenna. In the event that these assumed conditions do not apply, the equipment must be adjusted as necessary to provide a sensitivity equivalent to that specified.

5. Paragraph 2.6a(2) is amended to read as follows:

2.6 *Decoding performance.* a. * * *

(2) The received amplitude of P_2 is in excess of a level 1 db below the received amplitude of P_1 but no greater than 3 db above the received amplitude of P_1 .

6. Paragraph 2.6c is amended to read as follows:

2.6 *Decoding performance.*

c. *Side-lobe suppression.* The transponder must be suppressed for a period of 35 ± 10 microseconds following receipt of a pulse pair of proper spacing and amplitude indicative of side-lobe interrogation. This suppression action must be capable of being reinitiated for the full duration within 2 microseconds after the end of any suppression period. The transponder must be suppressed with a 99 percent efficiency over a received signal amplitude range between 3 db above minimum triggering level and 50 db above that level and upon receipt of properly spaced interrogations when the received amplitude of P_2 is equal to or in excess of the received amplitude of P_1 and spaced 2.0 ± 0.15 microsecond from P_1 .

7. Paragraph 2.7d is amended to read as follows:

2.7 *Transponder discrimination and desensitization.*

d. *Reply rate control.* A sensitivity-reduction type reply rate control must be provided. The range of this control must permit adjustment of the reply rate to any value between 500 replies per second and the maximum rate of which the transponder is capable, or 2,000 replies per second, whichever is the lesser, without regard to the number of pulses in each reply. Sensitivity reduction in excess of 3 db must not take effect until 90 percent of the selected reply rate is exceeded. The sensitivity must be reduced by at least 30 db when the rate exceeds the selected value by 50 percent. The reply rate limit must be set at 1,200 replies per second, or the maximum value below 1,200 replies per second of which the transponder is capable.

8. Paragraph 2.10 is amended by striking out the symbol "Mc" and inserting the symbol "MHz" in place thereof.

9. Paragraph 2.11 is amended to read as follows:

2.11 *Transmitter power output.* a. For equipment intended for installation in aircraft which operate at altitudes above 15,000 feet (Class I), the peak pulse power available at the antenna end of the transmission line of the transponder must be at least 21 db and not more than 27 db above 1 watt at any reply rate up to 1,200 per second for a 15-pulse coded reply.

b. For equipment intended for installation in aircraft which operate at altitudes not exceeding 15,000 feet (Class II), the peak pulse power available at the antenna end of the transmission line of the transponder must be at least 18.5 db and not more than 27 db above 1 watt at any reply rate up to 1,200 per second for a 15-pulse coded reply.

c. The standards of this section assume a transmission line loss of 3 db and an antenna performance equivalent to that of a simple quarter wave antenna. In the event that these assumed conditions do not apply, the equipment must be adjusted as necessary to provide a transmitter power output equivalent to that specified.

10. Paragraph 2.14 is amended to read as follows:

2.14 *Pressure-altitude transmission.* The equipment must have the capability for automatic pressure-altitude transmission in 100-foot increments on Mode C when operated in conjunction with a pressure-altitude encoder (digitizer). The equipment must be capable of automatic reply to Mode C interrogations with combinations of information pulses coded in binary form in 100-foot increments necessary for the equipment to operate up to design maximum altitude. The transponder must be provided with a means to remove the information pulses from the Mode C reply when requested by Air Traffic Control. The transponder must continue transmitting the framing pulses on Mode C when the information pulses have been removed or are not provided. Automatic pressure altitude transmission codes pulse position assignment are set forth in figure 2.

11. Paragraph 2.15 is amended to read as follows:

2.15 *Self test and monitor.* If a self test feature or monitor is provided, the devices that radiate test interrogation signals, or prevent transponder reply to proper interrogation during the test period, must be limited to intermittent use which is no longer than that required to determine the transponder status. The test interrogation rate must not exceed 450 per second and the interrogation signal level at the antenna end of the transmission line must not exceed a level of -40 dbm.

12. Paragraph 2.16 is amended to read as follows:

2.16 *Antenna.* The equipment antenna radiation pattern must be predominantly vertically polarized and be essentially omnidirectional in the horizontal plane with a nominal vertical beamwidth of at least $\pm 30^\circ$ from the horizontal plane. The voltage standing wave ratio (VSWR) produced on the antenna transmission line by the antenna must not exceed 1.5:1 when operating on the radiofrequencies of 1030 and 1090 MHz.

13. Paragraph 2.17 is amended to read as follows:

2.17 *Interference suppression pulse response.* If the equipment is designed to accept and respond to suppression pulses from other electronic equipment in the aircraft

(to disable it while the other equipment is transmitting), the equipment must regain normal sensitivity, within 3 db, not later than 15 microseconds after the end of the applied suppression pulse.

14. Paragraph 2.18 is amended to read as follows:

2.18 *Emission of spurious radiofrequency energy.* The levels of conducted and radiated spurious radiofrequency energy emitted by the equipment must not exceed those levels specified in Appendix A of RTCA Document No. DO-138 entitled "Environmental Conditions and Test Procedures for Airborne Electronic/Electrical Equipment and Instruments," dated June 27, 1968.

15. Section 3 is amended to read as follows:

3.0 *Minimum performance standards under environmental conditions.* Unless otherwise specified, the test procedures applicable to a determination of the performance of airborne ATC transponder equipment under environmental conditions are set forth in RTCA Document No. DO-138 entitled "Environmental Conditions and Test Procedures for Airborne Electronic/Electrical Equipment and Instruments," dated June 27, 1968.

3.1 *Temperature-Altitude—a. Low temperature.* (1) When the equipment is subjected to this test, the standards of the following paragraphs must be met: 2.1a; 2.2, except that at temperatures below -15°C , the sensitivity must not be less than -69 dbm and the variation of sensitivity of the receiver between any mode on which it is capable of operating must be less than 2 db; 2.6a(1); 2.6b(1); 2.6c; 2.7b; 2.7c; 2.10; 2.11; 2.12, except that at temperatures below -15°C , the delay variation between modes on which the transponder is capable of replying must be less than 0.4 microsecond; 2.13c; 2.13d; and 2.13e.

(2) Following the low temperature test, the requirements of paragraph 2.16 must be met.

b. *High temperature.* (1) When the equipment is subjected to the high short-time operating temperature test, the equipment must operate electrically and mechanically.

(2) When the equipment is subjected to the high operating temperature test, the standards of the following paragraphs must be met: 2.1a; 2.2, except that at temperatures above $+40^{\circ}\text{C}$, the sensitivity must not be less than -69 dbm and the variation of sensitivity of the receiver between any mode on which it is capable of operating must be less than 2 db; 2.6a(1); 2.6b(1); 2.6c; 2.7b; 2.7c; 2.10; 2.11; 2.12, except that at temperatures above $+40^{\circ}\text{C}$ the delay variation between modes on which the transponder is capable of replying must be less than 0.4 microsecond; 2.13c; 2.13d; and 2.13e.

(3) Following the high temperature test, the requirements of paragraph 2.16 must be met.

c. *Altitude.* (1) When the equipment is subjected to this test, the standards of the following paragraphs must be met: 2.1 a and b; 2.10; 2.11; and 2.13d.

(2) Following the altitude test, the requirements of paragraph 2.16 must be met.

d. *Decompression (when required).* When the equipment is subjected to this test, the standards of paragraphs 2.1 a and b; 2.10;

e. *Overpressure (when required).* When the equipment is subjected to this test, the standards of paragraphs 2.1 a and b; 2.10; 2.11; and 2.13a must be met.

3.2 *Humidity.* After being subjected to this test, the equipment must meet the following:

a. Within 15 minutes from the time primary power is applied, the receiver sensi-

tivity must be within 3 db of that specified in paragraph 2.2, the transmitter power output must be within 3 db of that specified in paragraph 2.11, and the requirements of 2.1a; 2.1b; and 2.10 must be met.

b. Within 4 hours from the time primary power is applied, the standards of paragraphs 2.1 a and b; 2.2; 2.10; 2.11; and 2.16 must be met.

3.3 *Shock.* a. Following the application of the 6G shocks, the standards of the following paragraphs must be met: 2.1a; 2.2; 2.6 a(1); 2.6c; 2.7b; 2.7c; 2.10; 2.11; 2.12; 2.13c; 2.13d; 2.13e; and 2.16.

b. Following the application of the 15G shocks, the equipment must have remained in its mounting and no parts of the equipment or its mounting become detached and free of the shock test equipment. The application of the 15G shock test may result in damage to the equipment. Therefore, this test may be conducted after the other tests are completed.

3.4 *Vibration.* a. When the equipment is subjected to this test, the standards of the following paragraphs must be met: 2.1a; 2.2; 2.6a(1); 2.6b(1); 2.6c; 2.7b; 2.7c; 2.10; 2.11; 2.13c; 2.13d; and 2.13e.

b. Following the vibration test, the requirements of paragraph 2.16 must be met.

3.5 *Temperature variation.* a. When the equipment is subjected to this test, the standards of the following paragraphs must be met: 2.1a; 2.2, except that at temperatures below -15°C and above $+40^{\circ}\text{C}$, the sensitivity must be not less than -69 dbm and the variation of sensitivity of the receiver between any mode on which it is capable of operating must be less than 2 db; 2.6a(1); 2.6b(1); 2.6c; 2.7b; 2.7c; 2.10; 2.11; 2.12, except that at temperatures below -15°C and above $+40^{\circ}\text{C}$, the delay variation between modes on which the transponder is capable of replying must be less than 0.4 microsecond; 2.13c; 2.13d; and 2.13e.

b. Following the temperature variation test, the requirement of paragraph 2.16 must be met.

3.6 *Power input variation.* When the equipment is subjected to this test, the standards of the following paragraphs must be met: 2.1a; 2.2; 2.6a(1); 2.6b(1); 2.6c; 2.7b; 2.7c; 2.10; 2.11; 2.12; 2.13c; 2.13d; and 2.13e.

3.7 *Low voltage.* a. When the primary power voltage(s) of d.c. operated equipment is 80 percent and when that of a.c. operated equipment is 87½ percent of design voltage(s), the equipment must operate electrically and mechanically.

b. D.c. operated equipment must meet the standards of paragraphs 2.1 a and b; 2.2; 2.10; and 2.11 within two (2) minutes upon returning the primary power voltage(s) to design voltage, after the gradual reduction of the primary voltage(s) from 80 percent to 50 percent of design voltage(s).

c. The gradual reduction of the primary power voltage(s) of d.c. operated equipment from 50 percent to 0 percent of design voltage(s) must produce no evidence of the presence of fire or smoke. Paragraph 1.2 does not apply.

3.8 *Conducted voltage transient.* When the equipment is subjected to this test, the standards of paragraphs 2.1 a and b; 2.2; 2.10; and 2.11 must be met.

3.9 *Conducted audiofrequency susceptibility.* When the equipment is subjected to this test, the standards of paragraphs 2.1 a and b; 2.2; 2.10; and 2.11 must be met.

3.10 *Audiofrequency magnetic field susceptibility.* When the equipment is subjected to this test, the standards of paragraphs 2.1 a and b; 2.2; 2.10; and 2.11 must be met.

3.11 *Radiofrequency susceptibility (radiated and conducted).* When the equipment is subjected to this test, the standards of paragraphs 2.1 a and b; 2.2b; 2.10; and 2.11 must be met.

3.12 *Explosion (when required).* When the equipment is subjected to this test, the equipment must cause no detonation of the explosive mixture within the test chamber.

3.13 *Waterproofness (drip proof) test (when required).* After subsection to this test, the standards of paragraphs 2.1; 2.2; 2.10; 2.11; and 2.13a must be met.

3.14 *Hydraulic fluid test (when required).* After subsection to this test, the standards of paragraphs 2.1; 2.2; 2.10; 2.11; and 2.13a must be met.

3.15 *Sand and dust test (when required).* After subsection to this test, the standards of paragraphs 2.1; 2.2; 2.10; 2.11; and 2.13a must be met.

3.16 *Fungus resistance test (when required).* After subsection to this test, the standards of paragraphs 2.1; 2.2; 2.10; 2.11; and 2.13a must be met.

3.17 *Salt spray test (when required).* After subsection to this test, the standards of paragraphs 2.1; 2.2; 2.10; 2.11; and 2.13a must be met.

16. Paragraph 1.0b of Appendix A is amended by striking out the letters "Cps" and inserting the letters "Hz" in place thereof.

17. Paragraph 1.0h of Appendix A is amended by striking out the letters "mc" and inserting the letters "MHz" in place thereof.

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

Issued in Washington, D.C., on April 24, 1970.

WILLIAM G. SHREVE, JR.,
Acting Director,
Flight Standards Service.

The incorporation by reference in this document was approved by the Director of the Federal Register on April 16, 1969.

[P.R. Doc. 70-5315; Filed, Apr. 30, 1970; 8:46 a.m.]

[Docket No. 70-EA-26; Amdt. 39-979]

PART 39—AIRWORTHINESS DIRECTIVES

Piper Aircraft

The Federal Aviation Administration is amending § 39.13 of Part 39 of the Federal Aviation Regulations so as to revise AD 70-3-8 applicable to Piper PA 23-235 and PA 23-250 airplanes.

Subsequent to the promulgation of AD 70-3-8 service experience establishes that the preflight checks may be relaxed to requiring daily checks and also to permit air carrier pilots to perform the checks.

Since this amendment is relaxing in substance, notice and public procedure hereon are unnecessary and it may be made effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator, 14 CFR 11.85 (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by amending AD 70-3-8 as follows:

(1) Delete all after the applicability paragraph and insert in lieu thereof:

In order to prevent possible explosion and fire resulting from fuel vapor ignition during engine starting, accomplish the following:

a. Prior to the first flight of each day, visually check the lower surface of the wings

in the areas of the fuel cells and aft nacelle for fuel stains and any odor of fuel vapor. If fuel stains or any other sign of fuel leakage are observed, the source of leakage must be determined and repairs or replacements accomplished prior to further flight, in accordance with section IX of Piper Service Manual No. 753564 or an equivalent repair approved by the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region.

b. The checks required by this AD may be performed by the pilot, including pilots of aircraft engaged in Air Carrier operations. A chronological listing of compliance with this AD must be made in the airplanes permanent maintenance log in accordance with FAR 91.173.

(Piper Service Letters Nos. 449 and 449A refer to this subject.)

This amendment is effective May 8, 1970.

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

Issued in Jamaica, N.Y., on April 17, 1970.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 70-5313; Filed, Apr. 30, 1970; 8:46 a.m.]

[Docket No. 70-EA-22; Amdt. 39-080]

PART 39—AIRWORTHINESS DIRECTIVES

Sikorsky Aircraft

The Federal Aviation Administration is amending § 39.13 of Part 39 of the Federal Aviation Regulations so as to issue an airworthiness directive applicable to Sikorsky Type S-61 helicopters.

There have been reports that in the course of overhauls of the tail rotor gear box assemblies a number of cracks have been found in the bore area of the pitch beam. These cracks have occurred because of stress corrosion. It is considered essential to require inspections of the pitch beams now in service to detect cracked beams and remove them from service. Failure of the pitch beam can result in complete loss of control of the tail rotor and consequent loss of control of the aircraft.

Since this deficiency can exist or develop in helicopters of the same type design an airworthiness directive is being issued requiring inspection and removal where necessary of the affected parts.

As a situation exists which requires expeditious adoption of the airworthiness directive, notice and public procedure hereon are impractical and the direction may be made effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator, 14 CFR 11.85 (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

Sikorsky. Applies to S-61 Type Helicopters. To prevent failure of P/N S6135-66649 and S6137-66704 series tail gear box pitch beams accomplish the following:

(a) Within the next 10 days or 25 hours in service, whichever occurs first after the effective

date of this AD, unless already accomplished, and thereafter at intervals not to exceed 90 days or 240 hours in service, whichever occurs first, from the last inspection perform the inspections of the bore area of the pitch beam in accordance with Sikorsky Service Bulletin No. 61B35-7 dated February 12, 1970, or later revisions or an equivalent method approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region. If a crack is found, remove the pitch beam from service prior to further flight.

This amendment is effective May 8, 1970.

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

Issued in Jamaica, N.Y., on April 17, 1970.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 70-5314; Filed, Apr. 30, 1970; 8:46 a.m.]

SUBCHAPTER E—AIRSPACE
[Airspace Docket No. 70-SO-21]

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

Alteration of Control Zone and Transition Area

On March 19, 1970, a notice of proposed rule making was published in the FEDERAL REGISTER (35 F.R. 4765), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Macon, Ga., control zone and 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 coordinates (lat. 32°49'20" N., long. 83°33'45" W.) for Herbert Smart Airport and (lat. 32°38'30" N., long. 83°35'30" W.) for Robins AFB were refined by Coast and Geodetic Survey. It is necessary to alter the descriptions to reflect these changes. Since these amendments are minor in nature, notice and public procedure hereon are unnecessary and action is taken herein to alter the descriptions accordingly.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., June 25, 1970, as hereinafter set forth.

In § 71.171 (35 F.R. 2054), the Macon, Ga., control zone is amended to read:

MACON, GA.

Within a 5-mile radius of Lewis B. Wilson Airport (lat. 32°41'35" N., long. 83°38'50" W.); within 2 miles each side of Runway 5 extended centerline, extending from the 5-mile radius zone to 5.5 miles southwest of the runway end; within 3 miles each side of Macon VORTAC 318° and 325° radials, extending from the 5-mile radius zone to 8.5 miles northwest of the VORTAC; within a 5-mile radius of Robins AFB (lat. 32°38'30" N., long. 83°35'30" W.); within 3 miles each side of Macon VORTAC 140° radial, extending from the 5-mile radius zone to 11.5 miles southeast of the VORTAC.

In § 71.181 (35 F.R. 2134), the Macon, Ga., transition area is amended to read:

MACON, GA.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Herbert Smart Airport (lat. 32°49'20" N., long. 83°33'45" W.); within an 11-mile radius of Lewis B. Wilson Airport (lat. 32°41'35" N., long. 83°38'50" W.); within a 14-mile radius of Robins AFB (lat. 32°38'30" N., long. 83°35'30" W.); within 5 miles each side of Macon VORTAC 227° radial, extending from the 14-mile radius area to 10.5 miles southwest of the VORTAC; within 3 miles each side of Macon ILS localizer southwest course, extending from the 14-mile radius area to 8.5 miles southwest of the LOM.

(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 April 23, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 70-5316; Filed, Apr. 30, 1970; 8:46 a.m.]

[Airspace Docket No. 69-WA-48]

PART 73—SPECIAL USE AIRSPACE

Designation of Prohibited Area; Correction

On April 2, 1970, the Federal Aviation Administration published an amendment to Part 73 of the Federal Aviation Regulations in the FEDERAL REGISTER (F.R. Doc. No. 70-4061; 35 F.R. 5466). This action amended FAR Part 73 by adding § 73.90. Subsequent to the publication of the document, it was noted that § 73.90 was in error. It should have been § 73.91. Action is taken herein to show the correct section. Also, Prohibited Area P-56 District of Columbia and P-66 Mount Vernon are less than 15 miles apart. Since confusion could arise between pilots and air traffic controllers when referring to P-56 or P-66, action is taken herein to change the number of the Mount Vernon prohibited area to P-73.

Since these amendments are minor in nature and no substantive change in the regulation is effected, notice and public procedure thereon are unnecessary, and good cause exists for making these amendments effective on less than 30 days notice.

In consideration of the foregoing, F.R. Doc. No. 70-4061 (35 F.R. 5466) is corrected, effective upon publication in the FEDERAL REGISTER, as follows:

The phrase "Section 73.90" is deleted and the phrase "Section 73.91" is substituted therefor. Also, the phrase "P-66 Mount Vernon, Va." is deleted and the phrase "P-73 Mount Vernon, Va." is substituted therefor.

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

Issued in Washington, D.C., on April 23, 1970.

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

[F.R. Doc. 70-5317; Filed, Apr. 30, 1970; 8:46 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 10263; Amdt. 607]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

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

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

From—	Transition	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
						2-engine or less 65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
E Cordova Int.	CDV LFR (final)	Direct	Direct	800	T-dn	300-1	300-1	300-1 $\frac{1}{2}$
Katalla Int.	East Cordova Int.	Direct	Direct	3000	C-dn	500-1	500-1	500-1 $\frac{1}{2}$
					S-dn	500-1	500-1	500-1
					A-dn	800-2	800-2	800-2

Procedure turn S side of SE crs, 116° Outbd, 296° Inbd, 1500' within 10 miles of E Cordova Int. Nonstandard due to terrain.

Minimum altitude over East Cordova Int on final approach crs, 1500'; over facility, 800'.

Crs and distance, facility to airport, 206°—1.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 miles after passing CDV LFR, turn left, climb to 1500' on SE crs (116°) CDV LFR, proceed to E Cordova Int.

CAUTION: High terrain NW through N to SE of CDV LFR, rising to 2740', 2 to 5 miles NE. Terrain 400' 1 mile N of CDV LFR.

NOTES: (1) Maneuvering NE of airport not authorized. (2) ADF not authorized when using CDV LFR.

City, Cordova; State, Alaska; Airport name, Cordova Mile 13; Elev., 38'; Fac. Class., MLZ; Ident., CDV; Procedure No. LFR-1, Amdt. 12; Eff. date, 14 May 70; Sup. Amdt. No. LFR 1, Amdt. 11; Dated, 5 Sept. 64

Transition authorized only from CDV LFR to	Direct	3100	T-dn	300-1	300-1	300-1 $\frac{1}{2}$
Egg Island Int; reciprocal not authorized.			C-dn	500-1	500-1	500-1 $\frac{1}{2}$
E Cordova Int.	CDV LFR	5000	A-dn	800-2	800-2	800-2
Eyak Int.	Egg Island Int.	3000				

Procedure turn S side SW crs, 206° Outbd, 026° Inbd, 1200' within 10 miles of Egg Island Int. Nonstandard due to terrain.

Minimum altitude over Egg Island Int on final approach crs, 1000'.

Crs and distance, Egg Island Int to missed approach point, 026°—6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing Egg Island Int, turn right, climb to 1500' on the SW crs (206°) at CDV LFR, proceed to Egg Island Int.

CAUTION: High terrain NW through N to SE of CDV LFR, rising to 2740', 2 to 5 miles NE. Terrain 400' 1 mile N of CDV LFR.

NOTES: (1) VFR flight required from missed approach point to airport. (2) Maneuvering NE of airport not authorized. (3) ADF not authorized when using CDV LFR.

City, Cordova; State, Alaska; Airport name, Cordova Mile 13; Elev., 38'; Fac. Class., MRLZ; Ident., CDV; Procedure No. LFR-2, Amdt. 11; Eff. date, 14 May 70; Sup. Amdt. No. LFR 2, Amdt. 10; Dated, 4 Jan. 64

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

Detroit, Mich.—Detroit Metropolitan Wayne County, NDB (ADF) Runway 27, Orig., 25 Apr. 1968 (established under Subpart C).

Alliance, Ohio—Miller, VOR 1, Orig., 31 July 1965 (established under Subpart C).

Detroit, Mich.—Detroit Metropolitan Wayne County, VOR Runway 9, Amdt. 3, 18 Nov. 1967 (established under Subpart C).

Detroit, Mich.—Detroit Metropolitan Wayne County, VOR Runway 27, Amdt. 3, 18 Nov. 1967 (established under Subpart C).

Grand Haven, Mich.—Grand Haven Memorial Airpark, VOR 1, Amdt. 4, 13 Mar. 1965 (established under Subpart C).

Martinsburg, Pa.—Blair County, VOR-1, Amdt. 3, 27 May 1967 (established under Subpart C).

Napa, Calif.—Napa County, VOR 1, Amdt. 1, 22 Oct. 1966 (established under Subpart C).

Port Angeles, Wash.—William R. Fairchild International, VOR-1, Amdt. 2, 4 Nov. 1967 (established under Subpart C).

Sandusky, Ohio—Griffing-Sandusky, VOR 1, Amdt. 2, 2 Mar. 1963 (established under Subpart C).

Sidney, Ohio—Sidney, VOR Runway 22, Amdt. 4, 2 Sept. 1967 (established under Subpart C).

Tomahawk, Wis.—Drott, VOR 1, Amdt. 3, 15 Sept. 1966 (established under Subpart C).

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

Detroit, Mich. (Romulus)—Detroit Metropolitan Wayne County, ADF 1, Amdt. 16, 12 Nov. 1966, canceled, effective 14 May 1970.

Detroit, Mich. (Romulus)—Detroit Metropolitan Wayne County, ADF 2, Amdt. 6, 12 Nov. 1966, canceled, effective 14 May 1970.

4. By amending § 97.13 of Subpart B to cancel terminal very high frequency omnirange (TerVOR) procedures as follows:
Strongsville, Ohio—Strongsville Airpark, TerVOR-9, Orig., 4 June 1966, canceled, effective 14 May 1970.
5. By amending § 97.17 of Subpart B to amend instrument landing system (ILS) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less 65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
Long Lake VHF/DME Int.....	Elkhart VHF/DME Int.....	Via GSH R 018° and E crs ILS.	2400	T-dn#.....	300-1	300-1	200-1½
North Liberty VHF/DME Int.....	LOM.....	Direct.....	2900	C-dn.....	500-1	500-1	500-1½
South Bend VOR.....	LOM.....	Direct.....	2400	S-dn-27*##.....	200-1½	200-1½	200-1½
Bristol VHF/DME Int.....	Elkhart VHF/DME Int.....	Via E crs ILS.	2400	A-dn.....	600-2	600-2	600-2
Elkhart VHF/DME Int.....	LOM (final).....	Direct.....	1900				
Goshen VOR.....	Norman VHF/DME Int.....	Via R 345° GSH-VOR.	2400				
Norman VHF/DME Int.....	LOM (final).....	Direct.....	1900				

Procedure turn N side of final approach crs, 089° Outbd, 269° Inbd, 2200' within 10 miles.
Minimum altitude at glide slope interception Inbd, 1900'.
Altitude of glide slope and distance to approach end of runway at OM—1900', 3.8 miles; DME dist., 3.9 miles, at MM—975', 0.6 mile; DME dist., 0.7 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing OM, make climbing right turn to 2000' and proceed direct to the SBN VOR or make climbing right turn to 2200' and proceed direct to SB LOM.
CAUTION: 1918' tower 5.6 miles S of LOM.
NOTE: DME distances are predicated on zero reference point abeam SBN ILS (Channel 30) glide slope. DME should not be used to determine aircraft position over MM, runway threshold or runway touchdown point.
*500-1½ required when glide slope not utilized, 500-1½ authorized with operative ALS except for 4-engine turbojets.
#RVR (2400') authorized Runway 27.
##RVR (2400'). Descent below 985' not authorized unless approach lights are visible.
MSA within 25 miles of SB LOM: 000°-095°-2400'; 095°-275°-3000'; 275°-365°-2200'.

City, South Bend; State, Ind.; Airport name, St. Joseph County; Elev., 785'; Fac. Class., ILS; Ident., I-SBN; Procedure No. ILS Runway 27, Amdt. 22; Eff. date, 14 May 70; Sup. Amdt. No. 21; Dated, 20 May 67

6. By amending § 97.17 of Subpart B to delete instrument landing system (ILS) procedures as follows:
Detroit, Mich.—Detroit Metropolitan Wayne County, ILS-21R, Amdt. 5, 12 Nov. 1966 (established under Subpart C).
7. By amending § 97.17 of Subpart B to cancel instrument landing system (ILS) procedures as follows:
Detroit, Mich. (Romulus)—Detroit Metropolitan Wayne County, ILS-3L/R, Amdt. 18, 20 Nov. 1969, canceled, effective 14 May 1970.
8. By amending § 97.19 of Subpart B to delete radar procedures as follows:
Detroit, Mich.—Detroit Metropolitan Wayne County, Radar 1, Amdt. 2, 12 Nov. 1966 (established under Subpart C).
9. By amending § 97.21 of Subpart C to amend 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 RVH.

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

Terminal routes		Via	Minimum altitudes (feet)	Missed approach MAP: 3 miles after passing OE LFR.
From—	To—			
OME VORTAC.....	OE LFR.....	Direct.....	3000	Climbing left turn to 2100' on E course LFR within 15 miles. Supplementary charting information: 1152' mountain 3.7 miles NE of airport. 1962' mountain 2.7 miles N of airport. Runway 27, TDZ elevation, 13'.

Procedure turn S side of crs, 069° Outbd, 249° Inbd, 2200' within 10 miles of OE LFR.
FAP, OE LFR. Final approach crs, 264°. Distance FAP to MAP, 3 miles.
Minimum altitude over OE LFR, 1200'.
MSA: NE—4700'; SE—2200'; SW—2600'; NW—5500'.
% Northbound (260° CW through 040°) IFR departures must comply with published Nome SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27.....	400	1	447	400	1	447	400	1	447	400	1	447
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	400	1	423	500	1	463	500	1½	463	700	2	663
A.....	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Nome; State, Alaska; Airport name, Nome Airport; Elev., 37'; Facility, OE; Procedure No. LFR Runway 27, Amdt. 8; Eff. date, 14 May 70; Sup. Amdt. No. 7; Dated, 20 Nov. 69

10. 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: 4.4 miles after passing Atwater Int/ 6.1-mile DME	
ACO VORTAC.....	Atwater Int/6.1-mile DME (NOPT)	Direct.....	2700	Climbing left turn to 3000'; return to ACO VORTAC and hold. Supplementary charting information Hold NW, 1 minute, right turns, 136° Inbud.	

Procedure turn W side of crs, 320° Outbd, 140° Inbd, 2800' within 10 miles of ACO VORTAC. FAF, Atwater Int. Final approach crs, 140° Distance FAF to MAP 4.4 miles. Minimum altitude over ACO VORTAC, 2800'; over Atwater Int, 6.1-mile DME, 2700'. MSA: 080°-170°-3200'; 170°-350°-3100'; 350°-080°-2700'. NOTES: (1) Radar vectoring. (2) Use Akron-Canton Airport, Ohio, altimeter setting. * Night minimums authorized only on Runways 10/28.

DAY AND NIGHT MINIMUMS

Category	A			B			C		D	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	MDA	VIS
C.....	1580	1	510	1580	1	510		NA		NA

Takeoff Standard Alternate—Not authorized.

City, Alliance; State, Ohio; Airport name, Miller; Elev., 1070'; Fac. Ident., ACO; Procedure No. VOR-1, Amdt. 1; Eff. date, 14 May 70; Sup. Amdt. No. VOR 1, Orig. Dated, 31 July 65

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.7 miles after passing Boston Int/or 10.7-mile DME Fix	
				Right turn to 2300' direct to Southgate NDB. Supplementary charting information: Runway 3R, TDZ elevation 630'. 913' tower 5 miles SW of airport. Final approach radial established by flight check.	

Procedure turn not authorized. Approach crs (profile) starts at CRL VORTAC. FAF, Boston Int/6-mile DME Fix. Final approach crs, 030°. Distance FAF to MAP, 4.7 miles. Minimum altitude over Boston Int/6-mile DME Fix 2000'. MSA: 090°-270°-3100'; 270°-090°-2800'. ASR. Inoperative component table does not apply to REIL Runway 3R.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT									
S-3R.....	1020	1	384	1020	1	384	1020	1	384	1020	1	384
	MDA	VIS	HAA									
C.....	1090	1	421	1100	1	461	1100	1½	461	1200	2	561

Takeoff Runway 21R, 2400'; Runway 3L, 1800'; Standard all others. Alternate—Standard.

City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 630'; Fac. Ident. CRL; Procedure No. VOR Runway 3R, Amdt. Orig.; Eff. date, 14 May 70

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 7.3 miles after passing YIP VOR	
Salem VORTAC	YIP VOR	Direct	2600	Climb to 2300' and proceed to Southgate NDB. Supplementary charting information: Runway 9, TDZ elevation 639'. 838' power lines 4.5 miles west of airport.	
Carleton VORTAC	YIP VOR	Direct	2500		

Procedure turn S side of crs, 283° Outbnd, 163° Inbnd, 2500' within 10 miles of YIP VOR.
FAF, YIP VOR. Final approach crs 103°. Distance FAF to MAP, 7.3 miles.
Minimum altitude over YIP VOR, 2500'; over French Int, 1160'.
MSA: 000°-090°-2800'; 090°-270°-2400'; 270°-360°-2800'.
ASR.

CAUTION: Brightly lighted street in town 1½ miles short of runway may easily be confused for Runway 9. Inoperative component table does not apply to REILS Runway 9.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT									
S-9	1160	1	521	1160	1	521	1160	1	521	1160	1¼	521
C	1160	1	521	1160	1	521	1160	1¼	521	1200	2	561
Dual VOR Minimums:												
S-9	1040	1	401	1040	1	401	1040	1	401	1040	1	401
C	1060	1	421	1100	1	461	1100	1¼	461	1200	2	561

Takeoff Runway 21R 2400'; Runway 3L 1800'; Standard all others. Alternate—Standard.

City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639'; Fac. Ident. YIP; Procedure No. VOR Runway 9, Amdt. 4; Eff. date, 14 May 70; Sup. Amdt. No. 3; Dated, 18 Nov. 67

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.9 miles after passing Dearborn Int or 12.1-mile DME Fix	
SVM VORTAC	Dearborn Int/17-mile DME Fix	Direct	2800	Climb to 2300' and proceed direct to CRL VORTAC. Supplementary charting information: Runway 21L, TDZ elevation 634'. Final approach radial established by flight check.	
QG VOR	Dearborn Int/17-mile DME Fix	Direct	2800		
CRL VORTAC	Dearborn Int/17-mile DME Fix	Direct	2800		
Royal Int	Dearborn Int/17-mile DME Fix (Nopt)	Direct	2500		

Procedure turn W side of crs, 030° outbnd, 210° inbnd, 2800' within 10 miles of Dearborn Int/17-mile DME Fix.
FAF, Dearborn Int/17-mile DME-Fix. Final approach crs 210°. Distance FAF to MAP, 4.9 miles.
Minimum altitude over Dearborn Int/17-mile DME Fix, 2500'.
MSA: 090°-270°-3100'; 270°-090°-2800'.
ASR.

Inoperative component table does not apply to REIL Runway 21L.

DAY AND NIGHT MINIMUMS

Categories	A			B			C			D		
	MDA	VIS	HAT									
S-21L	1120	1	486	1120	1	486	1120	1	486	1120	1¼	486
C	1120	1	481	1120	1	481	1120	1¼	481	1200	2	561

Takeoff Runway 21R, 2400'; Runway 3L, 1800'; Standard all others. Alternate Standard.

City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639'; Fac. Ident., CRL; Procedure No. VOR Runway 21L, Amdt. Orig.; Eff. date, 14 May 70

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.8 miles after passing Taylor Int.	
Carleton VORTAC	Taylor Int.	Direct	2300	Climb to 2300' and proceed to YIP VOR.	
YIP VOR	Taylor Int.	Direct	2300	Supplementary charting information:	
La Salle Int.	Taylor Int. (Ncpt)	Direct	2600	Runway 27, TDZ elevation 630'	
				Delete REILS Runway 27.	

Procedure turn N side of crs, 100° outbd, 280° inbd, 2200', within 10 miles of Taylor Int.
 FAF, Taylor Int. Final approach crs., 280°. Distance FAF to MAP, 4.8 miles.
 Minimum altitude over Taylor Int, 2900'.
 MSA: 090°-090°-2800'; 090°-270°-2400'; 270°-360°-2800'.
 NOTE: ASR.

DAY AND NIGHT MINIMUMS

Categories	A			B			C			D		
	MDA	VIS	HAT									
S-27	1040	1	404	1040	1	404	1040	1	404	1040	1	404
	MDA	VIS	HAA									
C	1060	1	421	1100	1	461	1100	1½	461	1200	2	561

Takeoff Runway 21R, 2400'; Runway 3L, 1800'; standard all others. Alternate—Standard.

City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 689'; Fac. Ident. YIP; Procedure No. VOR Runway 27, Amdt. 4; Eff. date, 14 May 70; Sup. Amdt. No. 3; Dated, 18 Nov. 67

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 10.7-mile DME Fix or 4.6-mile after passing Spring Int/6.1-mile DME Fix.	
MKG VORTAC	Spring Int/6.1-mile DME Fix	Direct	1700	Left-climbing turn to 2500' and proceed to Zeeland Int via 180° heading and GRR VOR R 282° and hold.*	
				Additional flight data: 900' Sand Dunes with trees 1 mile SW of airport. *Hold W, 1 minute, right turns, 102° Inbd.	

Procedure turn not authorized.
 Approach crs (profile) starts at MKG VORTAC.
 FAF, Spring Int/6.1-mile DME Fix. Final approach crs, 222°. Distance FAF to MAP, 4.6 miles.
 Minimum altitude over MKG VORTAC, 2800'; over Spring Int/6.1-mile DME Fix, 1700'.
 MSA: 090°-090°-2800'; 090°-180°-2300'; 180°-270°-2100'; 270°-360°-2300'.
 Procedural Data/Notes:
 CAUTION: Sand dunes rise to 900' W and SW of airport.
 % Runway 27, climb to 1400' on 360° heading before turning southwestbound.
 Runway 18, climb to 1400' on runway heading before turning southwestbound.
 (1) Use Muskegon, Mich., altimeter setting.
 (2) Alternate minimums not authorized.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAA									
Circling	1220	1	617	1220	1	617	1220	1½	617	1220	2	617

Takeoff. Standard. % Alternate—Not authorized.

City, Grand Haven; State, Mich.; Airport name, Grand Haven Memorial Airpark; Elev., 693'; Fac. Ident., MKG; Procedure No. VOR-1, Amdt. 5; Eff. date, 14 May 70; Sup. Amdt. No. VOR 1, Amdt. 4; Dated, 13 Mar. 69

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 1.5 miles after passing AOO VOR.
From—	To—	Via		
Huntingdon Int.	AOO VOR	Direct	4000	Climb straight ahead on AOO VPR R 213° to 3600'; then right turn direct AOO VOR and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 213° Inbnd. Final approach R 213° intersects runway at threshold.
Woodbury Int.	AOO VOR	Direct	3600	

Procedure turn W side of crs, 033° Outbnd, 213° Inbnd, 3600' within 10 miles of AOO VOR.

FAF, AOO VOR. Final approach crs, 213°. Distance FAF to MAP, 1.5 miles.

Minimum altitude over AOO VOR, 2600'.

MSA: 000°-090°-3800'; 090°-180°-3700'; 180°-360°-4300'.

NOTE: Approach from a holding pattern not authorized; procedure turn required.

CAUTION: Precipitous terrain underlying this procedure. Turbulence of varying intensities may be encountered. Mountainous terrain higher than airport in all quadrants.

%IFR departure procedure: Climb visually to 2100' over the airport, thence climb via AOO VOR R 213° to 3600' before proceeding as cleared.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAA									
C.....	2100	1	596	2120	1	616	2120	1½	616	2600	2	1096

Takeoff. 600-1.5% Alternate—1300-2.

City, Martinsburg; State, Pa.; Airport name, Blair County; Elev., 1594'; Fac. Ident., AOO; Procedure No. VOR Runway 20, Amdt. 4; Eff. date, 14 May 70; Sup. Amdt. No. VOR-1, Amdt. 3; Dated, 27 May 67

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: Within 7.6 miles after passing CSN VORTAC.
From—	To—	Via		
				Make immediate right-climbing turn to 2100' direct CSN VORTAC and hold. Supplementary charting information: Hold NW, 1 minute, right turns, 119° Inbnd. R 6608, 6.7 miles E of airport. Runway 14, TDZ elevation, 316'.

Procedure turn S side of crs, 299° Outbnd, 119° Inbnd, 3100' within 10 miles of CSN VORTAC.

FAF, CSN VORTAC. Final approach crs 119°. Distance FAF to MAP, 7.6 miles.

Minimum altitude over CSN VORTAC, 2100'.

MSA: 000°-090°-3000'; 090°-180°-1900'; 180°-270°-5100'; 270°-360°-5100'.

NOTE: Use Dulles Airport altimeter setting.

DAY AND NIGHT MINIMUMS

Categories	A			B			C			D		
	MDA	VIS	HAT									
E-14.....	1000	1	690	1000	1	690	1000	1¼	690	1000	1½	690
	MDA	VIS	HAA									
C.....	1000	1	675	1000	1	675	1000	1½	675	1000	2	675

Takeoff. Standard. Alternate—Not authorized.

City, Midland; State, Va.; Airport name, Warrenton-Fauquier; Elev., 323'; Fac. Ident., CSN VORTAC; Procedure No. VOR Runway 14, Amdt. Orig.; Eff. date, 14 May 70

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From--	To--	Via	Minimum altitudes (feet)	MAP: 3.8 miles after passing APC VOR.	
Pope Int.	Boyes Int.	Direct	4000	Climbing left turn to 3000' direct to APC	
Boyes Int.	APC VOR	Direct	3000	VOR and hold.**	
Crockett Int.	APC VOR	Direct	3000	Supplementary charting information:	
Richmond Int.	APC VOR	Direct	3000	**Hold N, 1 minute, left turns, 167° Inbnd.	
Point Reyes VOR	APC VOR	Direct	3000	FAC is aligned to AER 06. Chart 0.6 NM from MAP to Runway 6' threshold. Runway 6, TDZ elevation, 19'.	

Procedure turn S side of crs, 230° Outbnd, 050° Inbnd, 2900' within 10 miles of APC VOR.

FAF, APC VOR. Final approach crs, 050°. Distance FAF to MAP, 3.5 miles.

Minimum altitude over APC VOR, 1700'.

MSA: 000°-090°-3900'; 090°-180°-4900'; 180°-270°-3700'; 270°-360°-4000'.

NOTE: Radar vectoring.

#Alternate minimums not authorized when control zone not effective.

*When control zone not effective: (1) Use Hamilton AFB altimeter setting; (2) increase straight-in Runway 6 MDA 40'.

%IFR departure procedures: Runways 6 and 18, turn right; Runways 24 and 36, turn left; proceed via R 050° to cross APC VOR at or above 1900'.

§Circling not authorized NE of airport between Runways 6/24 and 18/36.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-0*	400	1	381	400	1	381	400	1	381	400	1	381
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*§	580	1	547	620	1	587	620	1½	587	1100	2	1067

Takeoff 700-1 required Runways 6 and 36; standard all others.%§ Alternate-#Standard all others. #Category D, 1200-2.

City, Napa; State, Calif.; Airport name, Napa County; Elev., 33'; Fac. Ident., APC; Procedure No. VOR Runway 6, Amdt. 2; Eff. date, 14 May 70; Sup. Amdt. No. VOR 1, Amdt. 1; Dated, 22 Oct. 66

Terminal routes				Missed approach	
From--	To--	Via	Minimum altitudes (feet)	MAP: 3.2 miles after passing CLM VOR.	
Jamestown Int.	Agnew Int.	Direct	2800	Climbing right turn to 3000' direct CLM	
Agnew Int.	CLM VOR (NOPT)	Direct	1000	VOR and hold.# All maneuvering N of R 068°.	

Supplementary charting information:
#Hold E, 1 minute, right turns, 248° Inbnd.
Final approach crs aligned to intersection of runways.
Chart LRCO frequency. Chart VFR track MAP to airport. Chart trees 1427 S of airport at 48°05'33"/123°29'30".

Procedure turn N side of crs, 068° Outbnd, 248° Inbnd, 2800' within 10 miles of CLM VOR.

FAF, CLM VOR. Final approach crs, 230°. Distance FAF to MAP, 3.2 miles.

Minimum altitude over CLM VOR, 1000'.

MSA: 000°-090°-4500'; 090°-180°-0000'; 180°-270°-0000'; 270°-360°-4100'.

%IFR departure procedures: Runways 8 and 13 turn left; Runways 26 and 31 turn right, climb direct CLM VOR, continue climb on R 068° within 10 miles so as to cross CLM VOR at or above: Westbound V4, V287 3400'; Eastbound V4, V287, 1100'.

All turns N of R 068°.

*Circling S of Runways 8/26 not authorized.

**Circling MDA increased 160' and alternate minimums not authorized when control zone not effective, except for operators with approved weather reporting service. Use Whidbey Island altimeter when control zone not effective. Final approach from holding pattern not authorized; procedure turn required.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAA									
**C*	980	1	690	980	1	600	980	1½	600	980	2	690

Takeoff 500-1, Runway 13; Standard all other runways.%§ Alternate-1000-2.**

City, Port Angeles; State, Wash.; Airport name, William R. Fairchild International; Elev., 290'; Fac. Ident., CLM; Procedure No. VOR-1, Amdt. 3; Eff. date, 14 May 70; Sup. Amdt. No. 2; Dated, 4 Nov. 67

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: 5.6 miles after passing Venice Int, or 12.6-mile DME Fix, R 328°.	
				Right turn to 060° heading, climb to 3000'; intercept SKY R 345° proceed to Middle Int and hold. Supplementary charting information: Hold N SKY VORTAC, 1 minute, left turns, 165° Inbnd.	

Procedure turn E side of crs, 148° Outbnd, 328° Inbnd, 2900' within 10 miles of SKY VORTAC.
FAF, Venice Int/7-mile DME Fix, R 328°. Final approach crs, 328°. Distance FAF to MAP, 5.6 miles.
Minimum altitude over SKY VORTAC, 2500'; over Venice Int/7-mile DME Fix R 328°, 2900'.
MSA: 090°-270°-2500'; 270°-090°-2100'.
NOTES: (1) Radar vectoring. (2) Use Toledo, Ohio, altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	1280	1	670	1280	1	670	1280	1 1/4	670	NA
A.....	Not authorized.			T 2-eng. or less—Runway 26, 300-1; Standard all others.			T over 2-eng.—Runway 26, 300-1; Standard all others.			

City, Port Clinton; State, Ohio; Airport name, Carl R. Keller Field; Elev., 590'; Facility, SKY; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 14 May 70

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.7 miles after passing SKY VORTAC.	
Cleveland VORTAC.....	Sandusky VORTAC.....	Direct.....	3000	Climb to 2400' on crs 029°, right turn, proceed to SKY VORTAC and hold. Supplementary charting information: Hold SW SKY VORTAC, 1 minute, right turns, 029° Inbnd. Runway 36, TDZ elevation, 579'.	

Procedure turn E side of crs, 269° outbnd, 029° inbnd, 2400' within 10 miles of SKY VORTAC.
FAF, SKY VORTAC. Final approach crs, 029°. Distance FAF to MAP, 5.7 miles.
Minimum altitude over SKY VORTAC, 2300'.
MSA: 000°-080°-2100'; 080°-270°-2500'; 270°-300°-2000'.
NOTES: (1) Radar vectoring. (2) Use Cleveland Hopkins Airport, Ohio, altimeter setting.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS
S-36.....	1280	1	701	1280	1	701		NA			NA
	MDA	VIS	HAA	MDA	VIS	HAA		VIS			VIS
C.....	1280	1	701	1280	1	701		NA			NA

Takeoff Standard. Alternate—not authorized.

City, Sandusky; State, Ohio; Airport name, Griffing-Sandusky; Elev., 579'; Fac. Ident., SKY; Procedure No. VOR Runway 36, Amdt. 3; Eff. date, 14 May 70; Sup. Amdt. No. VOR 1, Amdt. 2; Dated, 2 Mar. 63

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.6 miles after passing ROD VORTAC.	
DAY VORTAC.....	ROD VORTAC.....	Direct.....	3000	Climbing left turn to 3000'; return to ROD VORTAC and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 242° Inbnd. Transmission towers on centerline 2500' from approach end Runway 22, 1160'. Runway 22, TDZ elevation, 1040'.	

Procedure turn N side of crs, 062° Outbnd, 242° Inbnd, 3000' within 10 miles of ROD VORTAC. FAF, ROD VORTAC. Final approach crs, 242°. Distance FAF to MAP, 5.6 miles. Minimum altitude over ROD VORTAC, 3000'. MSA: 000°-090°-2900'; 090°-180°-2500'; 180°-270°-2400'; 270°-360°-2500'. NOTE: Use Dayton, Ohio, altimeter setting.

DAY AND NIGHT MINIMUMS

Categories	A			B			C		D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	MDA	VIS
B-22.....	1400	1	420	1400	1	420		NA		NA
C.....	1500	1	460	1500	1	460		NA		NA

Takeoff Standard. Alternate—not authorized.

City, Sidney; State, Ohio; Airport name, Sidney; Elev. 1040'; Fac. Ident., ROD; Procedure No. VOR Runway 22, Amdt. 5; Eff. date, 14 May 70; Sup. Amdt. No. 4; Dated, 2 Sept. 67

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 8.3 miles after passing RHI VORTAC.	
R 300°, RHI VORTAC CW.....	R 029°, RHI VORTAC.....	7-mile arc.....	3300	Make left-climbing turn to 3300' on R 209° direct to VORTAC.	
R 190°, RHI VORTAC CCW.....	R 050°, RHI VORTAC.....	7-mile arc.....	4400	Supplementary charting information: Final approach crs to intersection of Runways 18 and 16.	
R 060°, RHI VORTAC CCW.....	R 029°, RHI VORTAC.....	7-mile arc.....	3300	1700' MSL tower 1 mile west of airport at 45°30'45"/89°35'00" and 1800' trees 1 mile N of airport at 45°31'50"/89°32'10".	
7-mile arc.....	RHI VORTAC (NOPT).....	R 029°.....	3000		

Procedure turn W side of crs, 029° Outbnd, 209° Inbnd, 3300' within 10 miles of RHI VORTAC. FAF, RHI VORTAC. Final approach crs, 209°. Distance FAF to MAP, 8.3 miles. Minimum altitude over RHI VORTAC, 3000'; 2340' over 6.5-miles DME Fix. MSA: 000°-180°-4500'; 180°-360°-3000'.

CAUTION: Runways unlighted.

*Night minimums not authorized.

Use Rhinelander, Wis., altimeter setting; when not available use Wausau, Wis., altimeter setting and increase all MDAs 100'.

%IFR departure procedures: When weather is below 300-1 aircraft departing Runways 34 and 36 climb to 2300' on runway heading before proceeding on crs.

DAY AND NIGHT MINIMUMS

Category	A			B			C		D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS
C*.....	2240	1	607	2240	1	607	2240	1 1/4	607		NA
VOR/DME Minimums:											
C*.....	2120	1	577	2120	1	577	2120	1 1/4	577		NA

Takeoff Standard.*% Alternate—Not authorized.

City, Tomahawk; State, Wis.; Airport name, Drott Airport; Elev., 1543'; Fac. Ident., RHI; Procedure No. VOR-1, Amdt. 4; Eff. date, 14 May 70; Sup Amdt No. VOR-1 Amdt. 3; Dated, 15 Sept. 66

11. 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.

From—	Terminal routes		Via	Minimum altitudes (feet)	Missed approach MAP: BOI VOR.
	To—				
Emmett Int (IAF).....	BOI R 300°, 10 miles (NOPT).....	Direct.....	4500	Climb to 5500' on radial 111° within 10 miles all turn S. Supplementary charting information: Runway 10L—Final approach crs intercepts runway centerline 4500' from threshold. Runway 10R—Final approach crs intercepts runway centerline 1630' from threshold. Runway 10L, TDZ elevation, 2839'. Runway 10R, TDZ elevation, 2831'.	
Pump Int (IAF).....	BOI R 285°, 10 miles.....	Direct.....	4500		
BOI R 300°, 15 miles.....	BOI R 300°, 10 miles (NOPT).....	Direct.....	4500		
BOI R 212°, CW (IAF).....	BOI R 300°, (NOPT).....	10-mile Arc BOI R 288°, lead radial.....	4500		
Spring Valley Int CCW (IAP).....	BOI R 300°, (NOPT).....	15-mile Arc BOI R 308°, lead radial.....	6200		

Procedure turn W side of crs, 300° Outbd, 120° Inbd, 4500' within 10 miles of BOI VOR.

Final approach crs, 120°.

Minimum altitude over Perkins Int, 3280'.

MRA: 000°-090°-04000'; 090°-180°-7700'; 180°-270°-7200'; 270°-360°-8600'.

%IFR departure procedures: Takeoff runways 28L/28R left turn, runways 10L/10R right turn. Climb on radial 212° BOI VORTAC within 20 miles so as to cross BOI VORTAC at or above: V-253 northbound, 6000'; V4N 500 eastbound, 6000'.

‡ Circling N Runways 10L and 28R not authorized.

* Sliding scale not authorized Runway 10R.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10L.....	3280	RVR 24	441	3280	RVR 24	441	3280	RVR 24	441	3280	RVR 50	441
S-10R*.....	3280	¾	449	3280	¾	449	3280	¾	449	3280	1	449
C.....	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
	3280	1	422	3320	1	462	3320	1½	462	3420	2	562
DME/ADF Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10L.....	3140	RVR 24	301	3140	RVR 24	301	3140	RVR 24	301	3140	RVR 50	301
S-10R*.....	3140	¾	309	3140	¾	309	3140	¾	309	3140	1	309
Category E Aircraft:												
	MDA	VIS	HAT									
S-10L.....	3280	RVR 50	441									
S-10R.....	3280	1	449									
	MDA	VIS	HAA									
C.....	3600	2	742									
DME/ADF Minimums:												
	MDA	VIS	HAT									
S-10L.....	3140	RVR 50	301									
S-10R.....	3140	1	309									
A.....	Standard.			T 2-eng. or less—Runway 10L RVR 24; Standard all other runways.‡				T over 2-eng.—Runway 10L RVR 24; Standard all other runways.‡				

City, Boise; State, Idaho; Airport name, Boise Air Terminal; Elev., 2858'; Facility, BOI; Procedure No. VOR Runways 10L & R, Amdt. 11; Eff. date, 14 May 70; Sup. Amdt. No. 10; Dated, 3 Mar. 70

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes						Missed Approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: CHS VORTAC.			
R 233°, CHS VORTAC CW	R 334°, CHS VORTAC	CHS 10-mile DME Arc	1800	Climb to 2000' on R 154°, CHS VORTAC within 15 miles of CHS VORTAC. Supplementary charting information: Final approach crs intercepts runway centerline 3500' from threshold. VASI Runways 21, 15, 33. Runway 15, TDZ elevation, 44'.			
R 052°, CHS VORTAC CCW	R 334°, CHS VORTAC	CHS 10-mile DME Arc	1800				
10-mile DME Arc	CH LOM/5.8-mile DME (NOPT)	CHS R 334°	480				

Procedure turn W side of crs, 334° Outbnd, 154° Inbnd, 1600' within 10 miles of CHS VORTAC.
 Final approach crs, 154°.
 Minimum altitude over CH LOM or 5.8-mile DME Fix, 480'.
 MSA: 000°-090°-3100'; 090°-180°-2100'; 180°-360°-1500'.
 NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-15	480	RVR 24	436	480	RVR 24	436	480	RVR 24	436	480	RVR 50	436
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	480	1	435	500	1	455	500	1½	455	600	2	555
VOR/DME/NDB Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-15	440	RVR 24	396	440	RVR 24	396	440	RVR 24	396	440	RVR 50	396
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	480	1	435	500	1	455	500	1½	455	600	2	555
A	Standard.			T 2-eng. or less—RVR 24, Runway 15; Standard all other runways.			T over 2-eng.—RVR 24, Runway 15; Standard all other runways.					

City, Charleston; State, S.C.; Airport name, Charleston AFB/Municipal; Elev., 45'; Facility, CHS; Procedure No. VOR Runway 15, Amdt. 4; Eff. date, 14 May 70; Sup. Amdt. No. 3; Dated, 19 June 69

Terminal routes						Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: CHS VORTAC.			
CHS VORTAC, R 279° CW	CHS, R 020°	CHS 10-mile DME Arc	1800	Climb to 2000' on R 200° within 15 miles of CHS VORTAC. Supplementary charting information: Final approach crs intercepts runway centerline 3200' from threshold. VASI Runways 21, 15, 33. Runway 21, TDZ elevation, 44'.			
CHS VORTAC, R 060° CCW	CHS, R 020°	CHS 10-mile DME Arc	1800				
10-mile DME Arc	5-mile DME Fix (NOPT)	CHS, R 020°	480				

Procedure turn W side of crs, 020° Outbnd, 200° Inbnd, 1600' within 10 miles of CHS VORTAC.
 Final approach crs, 200°.
 Minimum altitude over Sherwen Int or 5-mile DME Fix, 480'.
 MSA: 000°-090°-3100'; 090°-180°-2100'; 180°-360°-1500'.
 NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-21	480	1	436	480	1	436	480	1	436	480	1	436
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	480	1	435	500	1	455	500	1½	455	600	2	555
VOR/DME/NDB Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-21	440	1	396	440	1	396	440	1	396	440	1	396
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	480	1	435	500	1	455	500	1½	455	600	2	555
A	Standard.			T 2-eng. or less—RVR 24, Runway 15; Standard all other Runways.			T over 2-eng.—RVR 24, Runway 15; Standard all other Runways.					

City, Charleston; State, S.C.; Airport name, Charleston AFB/Municipal; Elev., 45'; Facility, CHS; Procedure No. VOR Runway 21, Amdt. 5; Eff. date, 14 May 70; Sup. Amdt. No. 2; Dated, 19 Dec. 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.7 miles after passing FLO VORTAC.	
R 099°, FLO VORTAC CW	R 055°, FLO VORTAC	8-mile Arc	1900	Left turn, climb to 2000' direct to FLO VORTAC and hold. Supplementary charting information: Hold NE of FLO VORTAC, 235° Inbnd, right turn, 1 minute, 4 miles. Runway 33, TDZ elevation, 147'.	
8-mile Arc	FLO VORTAC (NOPT)	FLO R 055°	900		

Procedure turn N side of crs, 055° Outbnd, 235° Inbnd, 1700' within 10 miles of FLO VORTAC.
FAF, FLO VORTAC. Final approach crs, 235°. Distance FAF to MAP, 3.7 miles.
Minimum altitude over FLO VORTAC, 900'.
MSA: 000°-360°-2000'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-23	560	1	413	560	1	413	560	1	413	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	620	1	473	620	1	473	620	1½	473	NA
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Florence; State, S.C.; Airport name, Florence Municipal; Elev., 147'; Facility, FLO; Procedure No. VOR Runway 33, Amdt. 6; Eff. date, 14 May 79; Sup. Amdt. No. 5; Dated, 5 June 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.8 miles after passing OME VORTAC.	
OE LFR	OME VORTAC	Direct	3000	Climbing left turn to 2100' on R 090° within 15 miles.	
10-mile DME OME R 090°	OME VORTAC	Direct	2500		
R 097°, OME VORTAC CW	R 048°, OME VORTAC	10-mile Arc	2500	Supplementary charting information: 1152' mountain 3.7 miles NE of airport. 1062' mountain 2.7 miles N of airport. Runway 27, TDZ elevation, 13'.	
R 048°, OME VORTAC CW	R 090°, OME VORTAC (NOPT)	10-mile Arc OME, R 079° lead radial.	1700		
21-mile DME OME, R 063°	OME R 090° (NOPT)	201°, 10 miles	1700		
11-mile DME OME, R 088°	OME R 090° (NOPT)	225°, 0.5 mile	1700		
R 138°, OME VORTAC CW	R 090°, OME VORTAC (NOPT)	10-mile Arc OME, R 101° lead radial.	1700		

Procedure turn S side of crs, 090° Outbnd, 270° Inbnd, 1700' within 10 miles of OME VORTAC.
FAF, OME VORTAC. Final approach crs, 270°. Distance FAF to MAP, 4.8 miles.
Minimum altitude over OME VORTAC, 1200'; over 2-mile DME or abeam OE LFR, 540'.
MSA: 000°-090°-4200'; 090°-180°-2200'; 180°-270°-2600'; 270°-360°-4400'.
%Northbound (280° CW through 040°) IFR departures must comply with published Nome SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27	540	½	527	540	½	527	640	½	527	540	1	527
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	540	1	503	540	1	503	540	1½	503	700	2	663
VOR/DME or VOR/LFR Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27	420	½	407	420	½	407	420	½	407	420	1	407
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	400	1	423	500	1	463	500	1½	463	700	2	663
A	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Nome; State, Alaska; Airport name, Nome Airport; Elev., 37'; Facility, OME; Procedure No. VOR Runway 27, Amdt. 7; Eff. date, 14 May 79; Sup. Amdt. No. 6; Dated, 20 Nov. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: OSH VORTAC.
R 093°, OSH VORTAC CW.....	R 273°, OSH VORTAC.....	10-mile arc.....	2600	Climb to 2600' on R 093° within 10 miles, return to VORTAC. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from threshold. Runway 9, TDZ elevation 790'.
R 093°, OSH VORTAC CCW.....	R 273°, OSH VORTAC.....	10-mile arc.....	2600	
10-mile arc.....	4-mile DME Fix R 273° (NOPT).....	OSH VORTAC R 273°.....	1220	

Procedure turn S side of crs, 273° Outbd, 093° Inbd, 2600' within 10 miles of OSH VORTAC.
 Final approach crs, 093°.
 Minimum altitude over 4-mile DME Fix, R 273°—1220'.
 MSA: 315°-045°—2300'; 045°-135°—2700'; 135°-225°—2500'; 225°-315°—2400'.
 NOTES: (1) Radar vectoring. (2) Use Green Bay, Wis., altimeter setting when control zone not effective and all MDA's increased 160' except for operators with approved weather reporting service. (3) CAUTION: Runways 4/22 and 13/31 unlighted. (4) Inoperative table does not apply to HIRL or REIL Runway 9.
 *Alternate minimums not authorized when control zone not effective except for operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT									
S-9.....	1220	1	424	1220	1	424	1220	1	424	1220	1	424
C.....	1220	1	415	1260	1	435	1260	1½	455	1360	2	555
VOR/DME Minimums:												
S-9.....	1160	1	364	1160	1	364	1160	1	364	1160	1	364

Takeoff Standard. Alternate—Standard.*
 City, Oshkosh; State, Wis.; Airport name, Wittman Field; Elev., 805'; Fac. Ident., OSH; Procedure No. VOR Runway 9, Amdt. 2; Eff. date, 14 May 70; Sup. Amdt. No. 1; Dated, 17 Oct. 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: OSH VORTAC.
R 337°, OSH VORTAC CCW.....	R 150°, OSH VORTAC.....	10-mile arc.....	2600	Climb to 2300' on R 307° within 10 miles, return to VORTAC. When directed by ATC, climb to 2600' on R 088° within 10 miles, return to VORTAC. Supplementary charting information: Runway 36, TDZ elevation 805'.
R 038°, OSH VORTAC CW.....	R 150°, OSH VORTAC.....	10-mile arc.....	2600	
10-mile arc.....	4-mile DME Fix (R 150° (NOPT)).....	OSH VORTAC R 150°.....	1200	

Procedure turn E side of crs, 150° Outbd, 360° Inbd, 2300' within 10 miles of OSH VORTAC.
 Final approach crs, 360°.
 Minimum altitude over 4-mile DME Fix, R 150°—1200'.
 MSA: 315°-045°—2300'; 045°-135°—2700'; 135°-225°—2500'; 225°-315°—2400'.
 NOTES: (1) Radar vectoring. (2) Use Green Bay, Wis., altimeter setting when control zone not effective and all MDA's increased 160' except operators with approved weather reporting service. (3) CAUTION: Runways 4/22 and 13/31 unlighted. (4) Inoperative table does not apply to HIRL Runway 36.
 *Alternate minimums not authorized when control zone not effective except for operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT									
S-36.....	1200	1	395	1200	1	395	1200	1	395	1200	1	395
C.....	1220	1	415	1260	1	435	1260	1½	455	1360	2	555
VOR/DME Minimums:												
S-36.....	1160	1	355	1160	1	355	1160	1	355	1160	1	355

Takeoff Standard. Alternate—Standard.*
 City, Oshkosh; State, Wis.; Airport name, Wittman Field; Elev., 805'; Fac. Ident., OSH; Procedure No. VOR Runway 36, Amdt. 2; Eff. date, 14 May 70; Sup. Amdt. No. 5; Dated, 17 Oct. 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: SFO VOR.
From—	To—	Via		
OAK VOR.....	SFO VOR.....	Direct.....	3500	Climb to 1900' on SFO VOR R 101° to SF LOM/Bridge Int and hold.
SFO VOR.....	Westlake Int.....	Direct.....	2500	
R 345°, SFO VOR CCW (IAF).....	R 281°, SFO VOR.....	11-mile arc SFO, R 291° lead radial.....	2500	
R 145°, SFO VOR CW (IAF).....	R 210°, SFO VOR.....	11-mile arc.....	4500	
R 210°, SFO VOR CW.....	R 281°, SFO VOR.....	11-mile arc SFO, R 271° lead radial.....	2500	
11-mile DME Arc.....	Westlake Int (NOPT).....	SFO, R 281°.....	1700	

Procedure turn S of crs, 281° Outbd, 101° Inbd, 2500' within 10 miles of Westlake Int.
 Final approach crs 101°.
 Minimum altitude over Westlake Int, 1700'; over Skyline 3-mile DME Fix, 1100'.
 MSA: 000°-090°-4900'; 090°-180°-4300'; 180°-270°-3100'; 270°-360°-3700'.
 NOTE: Radar vectoring.
 @Circling not authorized S of Runways 10/28 unless following minimums are used: MDA, 1160' and VIS, 2½ miles.
 %IFR departure procedures: Departures from Runway 19 L/R require left turn be started as soon as practicable due to steeply rising terrain to 2000' immediately S of airport. All departures must comply with published SFO SID's.
 #RVR 18 authorized Runway 28L.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@.....	1100	1½	1090	1100	1½	1090	1100	2	1090	1100	2½	1090
VOR/DME Minimums:												
C@.....	840	1	830	840	1½	830	840	1½	830	840	2	830
A.....	1200-3.			T 2-eng. or less—%700-1, Runway 19 L/R; #Standard all other runways.			T over 2-eng.—%700-1, Runway 19 L/R; Standard all other runways.					

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 10'; Facility, SFO; Procedure No. VOR Runway 10 L/R, Amdt. 6; Eff. date, 14 May 70; Sup. Amdt. No. 5; Dated, 5 Mar. 70

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: IA LMM or 1.2-mile DME Fix.5
From—	To—	Via		
Pittsburg Int.....	Concord VOR.....	Direct.....	4000	Climbing left turn to 1900' to intercept and proceed via SFO R 101° or E crs I-SFO localizer to Bridge Int (or SF LOM) and hold.
Concord VOR (IAF).....	Berkeley Int.....	Direct.....	4000	
R 230°, SFO VOR CW (IAF).....	R 011°, SFO VOR.....	17-mile Arc SFO, R 004° lead radial.....	4000	Supplementary charting information: Runway 19L, TDZ elevation, 9'.
R 080°, SFO VOR CCW (IAF).....	R 011°, SFO VOR.....	17-mile Arc SFO R 018° lead radial.....	4000	
Berkeley Int.....	South Shore Int.....	Direct.....	2500	
South Shore Int.....	Oyster Int.....	Direct.....	1600	

Procedure turn not authorized.
 Approach crs (profile) starts at Berkeley Int.
 Final approach crs, 191°.
 Minimum altitude over Berkeley Int, 4000'; over South Shore Int, 2500'; over Oyster Int, 1600'.
 MSA: 000°-090°-4900'; 090°-180°-4300'; 180°-270°-3100'; 270°-360°-3700'.
 NOTE: Radar vectoring.
 *Inoperative table does not apply to HIRL and SALS Runway 19L.
 %DME, marker beacon or ADF equipment required.
 %IFR departure procedures: Departures from Runway 19 L/R require left turn be started as soon as practicable due to steeply rising terrain to 2000' immediately S of airport. All departures must comply with published SFO SID's.
 #RVR 18 authorized Runway 28L.
 @Circling not authorized S of Runways 10/28 unless following minimums are used: MDA, 1160' and VIS, 2½ miles.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-19L*.....	300	1	291	300	1	291	300	1	291	300	1	291
MVA Minimums:												
C@.....	660	1	650	660	1	650	660	1½	650	660	2	650
A.....	Standard.			T 2-eng. or less—%700-1, Runway 19 L/R; #Standard all other runways.			T over 2-eng.—%700-1, Runway 19 L/R; #Standard all other runways.					

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 10'; Facility, SFO; Procedure No. VOR Runway 19L, Amdt. 14; Eff. date, 14 May 70; Sup. Amdt. No. 13; Dated, 5 Mar. 70

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: MM or 1.4-mile DME Fix \$
SCK VOR (IAF).....	Fairway Int.....	SCK R 215°.....	6000	Climb to 3000' on SFO VOR R 281° to 2000'
Dumbarton Int.....	Foster Int.....	Direct.....	2000	Olympic Int. Obstructions bordering both sides of the missed approach area require a rate of climb of at least 400 feet per minute/100K, 600 fpm/150K, 800 fpm/200K, no wind condition.
OSI VOR.....	SF LOM.....	Direct.....	4800	Supplementary charting information: Runway 28L, TDZ elevation, 10'. Runway 28R, TDZ elevation, 9'.
SFO VOR.....	SF LOM.....	Direct.....	2500	
OAK VOR.....	SF LOM.....	Direct.....	2000	
Fairway Int.....	Dumbarton Int.....	Direct.....	4000	
Foster Int.....	SF LOM (NOPT).....	Direct.....	1000	
SJC VOR (IAF).....	Dumbarton Int.....	Direct.....	2000	

Procedure turn not authorized.
 Holding pattern SF LOM, holding fix, 281° Inbnd, 101° Outbnd, left turns, 1 minute, 1900'.
 Final approach crs, 281°.
 Minimum altitude over Foster Int/DME, 2000'; over SF LOM, 1600'; over 3-mile DME, 580'.
 Distance to runway threshold at OM: Runway 28L, 5.3 miles; Runway 28R, 5.8 miles (displaced threshold).
 MSA: 090°-090°-4900'; 090°-180°-4300'; 180°-270°-3100'; 270°-360°-3700'.
 NOTE: Radar vectoring.
 *Inoperative table does not apply to HIRL and REIL Runway 28R.
 †Circling not authorized S of Runway 10/28 unless following minimums are used: MDA, 1160' and Vis, 2½ miles.
 ‡DME or marker beacon equipment required.
 §IFR departure procedures: Departures from Runway 19 L/R require—left turn be started as soon as practicable due to steeply rising terrain to 2000' immediately S of airport. All departures must comply with published SFO SID's or be radar vectored.
 #RVR is authorized Runway 28L.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT									
S-28L.....	580	RVR 24	570	580	RVR 24	570	580	RVR 24	570	580	RVR 50	570
S-28R*.....	580	RVR 50	571	580	RVR 50	571	580	RVR 50	571	580	RVR 60	571
	MDA	VIS	HAA									
C@.....	580	1	570	580	1	570	600	1½	600	600	2	600
VOR/DME Minimums:	MDA	VIS	HAT									
S-28L.....	440	RVR 24	430	440	RVR 24	430	440	RVR 24	430	440	RVR 50	430
S-28R*.....	440	RVR 50	431	440	RVR 50	431	440	RVR 50	431	440	RVR 60	431

A..... Standard. T 2-eng. or less—%700-1, Runway 19 L/R; #Standard all other runways. T over 2-eng.—%700-1, Runway 19 L/R; #Standard all other runways.

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 10'; Facility, SFO; Procedure No. VOR Runway 28 L/R, Amdt. 11; Eff. date, 14 May 70; Sup. Amdt. No. 10; Dated, 9 Mar. 70

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: R 040°, 5-mile DME.
Fox NDB.....	FAI VORTAC.....	Direct.....	4000	Climbing left turn to 4000' on R 100° within 15 miles, thence direct to FAI VORTAC.
FI LFR.....	FAI VORTAC.....	Direct.....	4000	Supplementary charting information: Final approach crs intercepts runway centerline 1600' from threshold.
R 100°, FAI VORTAC CCW.....	R 040°, FAI VORTAC (NOPT).....	19-mile Arc FAI, R 040°, lead radial.	3600	Terrain rising to 1000' within 2 miles W of airport. 1580' hill 3 miles SW of airport.
R 003°, FAI VORTAC CW.....	R 040°, FAI VORTAC (NOPT).....	19-mile Arc FAI, R 034°, lead radial.	4000	
EIL TACAN.....	R 040°, FAI VORTAC (NOPT).....	EIL R 310°, 15 miles FAI, R 040°, lead radial.	3600	

Procedure turn E side of crs, 040° Outbnd, 220° Inbnd, 3600' within 10 miles 9-mile DME.
 Final approach crs 220°.
 Minimum altitude over 13-mile DME, 2600'; over 9-mile DME, 1800'; over 7-mile DME, 1020'.
 MSA: 090°-090°-4000'; 090°-180°-3500'; 180°-270°-4000'; 270°-360°-4300'.
 NOTE: ASR.
 *Circling not authorized W of Runways 1/19.
 %Westbound (190° through 020°) IFR departures must comply with published Fairbanks SID's.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-19.....	800	½	366	800	½	366	800	½	366	800	1	366
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*.....	820	1	366	900	1	466	900	1½	466	1000	2	466

Takeoff Standard.% Alternate—Standard.
 City, Fairbanks; State, Alaska; Airport name, Fairbanks International; Elev., 434'; Fac. Ident., FAI; Procedure No. VORTAC Runway 19, Amdt. 1; Eff. date, 14 May 70; Sup. Amdt. No. VORTAC-1, Orig.; Dated, 27 Nov. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 8.5-mile DME Fix MCN R 028°.
R 111°, MCN VORTAC (CW)	R 228°, MCN VORTAC	8-mile DME Arc	2000	Climb to 2200', right turn, direct to MCN
R 334°, MCN VORTAC (CCW)	R 228°, MCN VORTAC	8-mile DME Arc	2000	VORTAC and hold.
8-mile DME Arc	MCN VORTAC (NOPT)	MCN R 228°	2000	Supplementary charting information:
Powersville Int.	MCN VORTAC (NOPT)	MCN R 228°	2000	Hold SW, 1 minute, right turn, 040° Inbound.
Byron Int.	MCN VORTAC (NOPT)	MCN R 228°	2000	Final approach crs to center of landing area.

Procedure turn S side of crs, 228° Outbound, 040° Inbound, 2000' within 10 miles of MCN VORTAC.
 Final approach crs, 028°.
 Minimum altitude over MCN VORTAC, 2000'; over 6-mile DME Fix, 1000'.
 MSA: 000°-090°-2300'; 090°-180°-2000'; 180°-270°-2100'.
 NOTES: (1) Radar vectoring; (2) Use MCN altimeter setting; (3) No weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAT	MDA	VIS	HAT
C	1180	1	717	1180	1	717	NA			NA		
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.					

City, Macon; State, Ga.; Airport name, Herbert Smart; Elev., 663'; Facility, MCN; Procedure No. VOR/DME-1, Amdt. 2; Eff. date, 14 May 70; Sup. Amdt. No. 1; Dated, 3 Apr. 69

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: 5.8 mile DME R 271°.
OE LFR	OME VORTAC	Direct	2000	Climb to 2100' on R 090° within 15 miles.
10-mile DME OME R 090°	OME VORTAC	Direct	2500	Supplementary charting information: 1152' mountain 3.7 miles NE of air. ori. 1062' mountain 2.7 miles N of airport. Runway 9, TDZ elevation, 15'.

Procedure turn S side of crs, 271° Outbound, 091° Inbound, 2500' within 10 miles of 11-mile DME.
 FAF, 11-mile DME R 271°. Final approach crs, 091°. Distance FAF to MAP, 5.2 miles.
 Minimum altitude over 11-mile DME R 271° (FAF), 2000'.
 MSA: 000°-090°-4200'; 090°-180°-2300'; 180°-270°-2600'; 270°-360°-4400'.
 %Northbound (260° CW through 040°) LFR departures must comply with published Non-SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-9	400	3/4	385	400	3/4	385	400	3/4	385	400	1	385
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	460	1	423	500	1	463	500	1 1/2	463	700	2	663
A	Standard.			T 2-eng or less—Standard. 5/8			T over 2-eng.—Standard. 5/8					

City, Nome; State, Alaska; Airport name, Nome Airport; Elev., 37'; Facility, OME; Procedure No. VORTAC Runway 9, Amdt. 3; Eff. date, 14 May 70; Sup. Amdt. No. 2; Dated, 20 Nov. 69

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: 17.1-mile DME Fix.	
R 231°, UBS VORTAC CW	R 256°, UBS VORTAC	30-mile DME Arc	2200	Climbing right turn to 2200' to Longview	
R 266°, UBS VORTAC CCW	R 256°, UBS VORTAC	30-mile DME Arc	2200	Int via R 256° UBS VOR and hold.	
30-mile DME Arc	Longview Int (NOPT)	R 256° UBS	1500	Supplementary charting information:	
UBS VORTAC	Longview Int.	Direct	2200	Hold W, 1 minute, left turns, 076° Inbd. Final approach crs to center of landing area.	

Procedure turn N side of crs, 256° Outbd, 076° Inbd, 2200' within 10 miles of Longview Int.

Final approach crs, 076°.

Minimum altitude over Longview Int, 1500'.

MSA: 000°-180°-1800'; 180°-360°-1900'.

NOTES: (1) Use Columbus approach control altimeter setting. (2) No weather reporting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	800	1	467	800	1	467	800	1½	467	900	2	567
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Starkville, State, Miss.; Airport name, George M. Bryan Field; Elev., 333'; Facility, UBS; Procedure No. VOR/DME-1, Amdt. 1; Eff. date, 14 May 70; Sup. Amdt. No. Orig.; Dated, 13 Nov. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: Lodi DME Fix.	
Wayne DME Fix	Clifton DME Fix (NOPT)	Direct	1500	Climbing left turn to 2500' direct to Wayne Int and hold. Supplementary charting information: Hold NW, 1 minute, right turns, 120° Inbd, 633' tower 1.4 miles N of airport.	

Procedure turn not authorized. Approach crs (profile) starts at Wayne DME Fix at 2500'.

Final approach crs, 126°.

Minimum altitude over Wayne DME, 2500'; over Clifton DME, 1500'; over Lodi DME, 1000'.

MSA: 000°-090°-2900'; 090°-180°-1000'; 180°-270°-2000'; 270°-360°-2600'.

NOTES: (1) Radar required. (2) Inoperative visual aids table does not apply.

% Runways 1, 6, 19, 24, IFR departures must comply with published Teterboro SID's.

IFR departure procedures: Runway 19 requires 200'/mile climb rate to 800'. Runway 24 requires 270'/mile climb rate to 800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1000	1¼	993	1000	1½	993	1000	1¾	993	1000	2	993
A	1200-2			T 2-eng. or less—Runway 1, 700-1; Standard all others. %			T over 2-eng.—Runway 1, 700-1; Standard all others. %					

City, Teterboro; State, N.J.; Airport name, Teterboro; Elev., 7'; Facility LGA; Procedure No. VOR/DME-1, Amdt. 2; Eff. date, 14 May 70; Sup. Amdt. No. 1; Dated 19 Sept. 68

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

Cleveland, Ohio—Cleveland Hopkins International, VOR Runway 36L, Amdt. 7, 8 Jan. 1970, canceled, effective 14 May 1970.

Boise, Idaho—Boise Air Terminal, VOR/DME Runway 28L, Amdt. 6, 5 Mar. 1970, canceled, effective 14 May 1970.

13. 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: 6 miles from 6-mile Radar Fix.	
				Climb to 1600' on crs 084° to ES LOM and hold (Inbnd crs 264°). Supplementary charting information: Hold E of ES LOM crs 264° Inbnd, right turns, 1 minute. Runway 8, TDZ elevation, 92'.	

Procedure turn not authorized. Approach crs (profile) begins at 6-mile Radar Fix. FAF, 6-mile Radar Fix. Final approach crs, 084°. Distance FAF to MAP, 6 miles. Minimum altitude over 6-mile Radar Fix, 1700'.
NOTES: (1) ASR. (2) Radar required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-S	500	1	408	500	1	408	500	1	408	500	1	408
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	540	1	432	560	1	452	560	1½	452	660	2	552
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Alexandria; State, La.; Airport name, Esler Field; Elev., 108'; Facility I-ESF; Procedure No. LOC (BC) Runway 8, Amdt. 1; Eff. date, 14 May 70; Sup. Amdt. No. Orig.; Dated, 8 Jan. 70

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.8 miles after passing Plaza LOM.	
Grand Island Int.	Plaza LOM GB	Direct	2400	Climbing left turn to 2600' to BUF VOR.	
Buffalo VORTAC	Plaza LOM GB	Direct	2400	TAC R 302° to Grand Island Int. and hold; or, when directed by ATC, climb to 2100' on 052° crs to Clarence LOM. Hold NE, 1 minute, right turns, 252° Inbnd.	
Elmham Int.	Plaza LOM GB	Clarence (BU) LOM	2400	Supplementary charting information: Hold NW, 1 minute, right turns, 122° Inbnd Runway centerline lighting 5/23. Steel towers 5 miles W 1349'; 8 miles NW 1549'; 3 miles W 865'. Runway 5, TDZ elevation, 700'.	
Welland Int.	Hamburg Int.	135° Crs/BUF R 243°	2400		
Hamburg Int.	Plaza LOM GB (NOPT)	BUF SW (BC) ILS	2400		

Procedure turn S side of crs, 232° Outbnd, 052° Inbnd, 2400' within 10 miles of Plaza LOM. FAF, Plaza LOM. Final approach crs, 052°. Distance FAF to MAP, 4.8 miles. Minimum altitude over Plaza LOM, 2300'.
MSA: 000°-060°-2600'; 060°-180°-3000'; 180°-270°-3100'; 270°-360°-2000'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-S	1040	RVR 40	340	1040	RVR 40	340	1040	RVR 40	340	1040	RVR 50	340
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1100	1	437	1180	1	457	1180	1½	457	1280	2	557
A	Standard.		T 2-eng. or less—Runway 5, RVR 40; Standard all others. T over 2-eng.—Runway 5, RVR 40; Standard all others.									

City, Buffalo; State, N.Y.; Airport name, Greater Buffalo International; Elev., 723'; Facility, I-BUF; Procedure No. LOC (BC) Runway 5, Amdt. 13; Eff. date, 14 May 70; Sup. Amdt. No. 12; Dated, 13 Nov. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
Cape Charles VORTAC.....	York Point Int (NOPT).....	Direct.....	1600	MAP: 5 miles after passing York Point Int. Make right-climbing turn to 1600' direct to Williamsburg Int via ORF VORTAC R 322° and hold. Supplementary charting information: Hold SE, 1 minute, right turns, 322° Inbnd. MAP is 1 nautical mile from NEW EOR-24, 212' stack 1 mile S Runway 2. Runway 24, TDZ elevation, 41'.

Procedure turn N side of crs, 065° Outbnd, 245° Inbnd, 1600' within 10 miles of York Point Int. FAF, York Point Int. Final approach crs, 245°. Distance FAF to MAP, 5 miles. Minimum altitude over York Point Int, 1600'.
NOTE: Radar required.
*Inoperative table does not apply to HIRL and REIL Runway 24.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
LOC: S-24.....	400	1	350	400	1	350	400	1	350	400	1	350
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	520	1	479	520	1	479	520	1½	479	600	2	550
A.....	Standard.			T 2-eng. or less—RVR 24, Runway 6; Standard all other runways.			T over 2-eng.—RVR 24, Runway 6; Standard all other runways.					

City, Newport News; State, Va.; Airport name, Patrick Henry; Elev., 41'; Facility, I-PHF; Procedure No. LOC (BC) Runway 24, Amdt. 4; Eff. date, 14 May 70; Sup. Amdt. No. 3; Dated, 14 Nov. 68

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
SAV VORTAC.....	Gloria Int.....	Direct.....	2000	MAP: 3.9 miles after passing Gloria Int. Climb to 2000' on front crs SAV LOC 27° to SA LOM; or, when directed by ATC, climbing right turn to 2000' direct to SAV VORTAC. Supplementary charting information: Runway 27, TDZ elevation, 50'.
SA LOM.....	Gloria Int.....	LOC crs.....	2000	
SAV VORTAC, R 024° CW.....	SAV LOC crs.....	8-mile Arc SAV, R 092° lead radial.....	2000	
SAV VORTAC, R 196° CCW.....	SAV LOC crs.....	8-mile Arc SAV, R 121° lead radial.....	2000	
8-mile Arc.....	Gloria Int (NOPT).....	LOC crs.....	1200	

Procedure turn N side of crs, 092° Outbnd, 272° Inbnd, 2000' within 10 miles of Gloria Int. FAF, Gloria Int. Final approach crs, 272°. Distance FAF to MAP, 3.9 miles. Minimum altitude over Gloria Int, 1200'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27.....	500	½	450	500	½	450	500	¾	450	500	1	450
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	500	1	450	500	1	450	500	1½	450	600	2	550
A.....	Standard.			T 2-eng. or less—RVR 24, Runway 9; Standard all other runways.			T over 2-eng.—RVR 24, Runway 9; Standard all other runways.					

City, Savannah; State, Ga.; Airport name, Savannah Municipal; Elev., 50'; Facility, I-SAV; Procedure No. LOC (BC) Runway 27, Amdt. 6; Eff. date, 14 May 70; Sup. Amdt. No. 5; Dated, 4 Dec. 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—Type NDB (ADF)

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.9 miles after passing Romulus/DT LOM.	
Salem VORTAC.....	DT LOM.....	Direct.....	2600	Climb to 2300' and proceed direct to YIP VOR. Supplementary charting information: Runway 3L, TDZ elevation 638'. Chart 913' tower. 7:1 driftdown applied to 913' tower at 42°07', 83°24', and 780' powerline same area. DT LOM named "Romulus".	
Creek Int.....	DT LOM (Nopt).....	Direct.....	2300		
Carleton VORTAC.....	DT LOM (Nopt).....	Direct.....	2300		

Procedure turn E side of crs, 212° Outbd, 032° Inbd, 2300' within 10 miles of Romulus/DT LOM.
FAF, Romulus/DT LOM. Final approach crs, 032°. Distance FAF to MAP, 5.9 miles.
Minimum altitude over Romulus/DT LOM, 2300'.
MSA: 000°-090°-2800'; 090°-180°-3100'; 180°-270°-3100'; 270°-360°-2800'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-3L.....	1060	4000	422	1060	4000	422	1060	4000	422	1060	6000	422
C.....	1060	1	421	1100	1	461	1100	1 1/4	461	1200	2	661

Takeoff Runway 21R, 2400'; Runway 3L, 1800'; Standard all others. Alternate—Standard.
City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639'; Fac. Ident., DT; Procedure No. NDB (ADF) Runway 3L, Amdt. Orig.; Eff. date, 14 May 70

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.4 miles after passing Romulus/DT LOM.	
Salem VORTAC.....	DT LOM.....	Direct.....	2600	Right-ascending turn to 2300' direct to Southgate NDB. Supplementary charting information: Runway 3L, TDZ elevation 638'. 7:1 driftdown applied to 913' tower at 42°07', 83°24', and 780' powerline same area.	
Creek Int.....	DT LOM (NOPT).....	Direct.....	2300		
Carleton VORTAC.....	DT LOM (NOPT).....	Direct.....	2300		

Procedure turn E side of crs, 217° Outbd, 037° Inbd, 2300' within 10 miles of Romulus/DT LOM.
FAF, Romulus/DT LOM. Final approach crs, 037°. Distance FAF to MAP, 6.4 miles.
Minimum altitude over Romulus/DT LOM, 2300'.
MSA: 000°-090°-2800'; 090°-180°-3100'; 180°-270°-3100'; 270°-360°-2800'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-3R.....	1060	1	424	1060	1	424	1060	1	424	1060	1	424
C.....	1060	1	421	1100	1	461	1100	1 1/4	461	1200	2	661

Takeoff Runway 21R, 2400'; Runway 3L, 1800'; Standard all others. Alternate—Standard.
City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639'; Fac. Ident., DT; Procedure No. NDB (ADF) Runway 3R, Amdt. Orig.; Eff. date, 14 May 70

RULES AND REGULATIONS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.1 miles after passing Inkster/DW LOM.	
SVM VORTAC.....	DW LOM.....	Direct.....	2800	Climb to 2300' and proceed direct to CRL	
YIP VOR.....	DW LOM.....	Direct.....	2800	VORTAC.	
La Salle Int.....	DW LOM.....	Direct.....	2800	Supplementary charting information: Runway 21L, TDZ elevation 634'. DW LOM named "Inkster". 1753' tower 17 miles NE of airport. Add REILS Runway 21L.	

Procedure turn W side of crs, 025° Outbnd, 205° Inbnd, 2800' within 10 miles of Inkster/DW LOM.
FAF, Inkster/DW LOM. Final approach crs 205°. Distance FAF to MAP, 5.1 miles.
Minimum altitude over Inkster/DW LOM, 2500'.
MSA: 000°-090°-2800'; 090°-180°-2400'; 180°-270°-2400'; 270°-360°-2800'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT									
S-21L.....	1060	1	426	1060	1	426	1060	1	426	1060	1	426
C.....	1060	1	421	1100	1	461	1100	1½	461	1200	2	661

Takeoff Runway 21R, 2400'; Runway 3L, 1800'; Standard all others. Alternate—Standard.
City, State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639'; Fac. Ident., DW; Procedure No. NDB (ADF) Runway 21L, Amdt. Orig.; Eff. date, 14 May 70

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.2 miles after passing Inkster/DW LOM.	
SVM VORTAC.....	DW LOM.....	Direct.....	2600	Climb to 2300' and proceed direct to YIP	
YIP VOR.....	DW LOM.....	Direct.....	2800	VOR.	
La Salle Int.....	DW LOM.....	Direct.....	2800	Supplementary charting information: Runway 21R, TDZ elevation 637'. 1753' tower 17 miles NE of airport.	

Procedure turn W side of crs, 032° Outbnd, 212° Inbnd, 2800' within 10 miles of Inkster/DW LOM.
FAF, Inkster/DW LOM. Final approach crs 212°. Distance FAF to MAP, 5.2 miles.
Minimum altitude over Inkster/DW LOM, 2300'.
MSA: 000°-090°-2800'; 090°-180°-2400'; 180°-270°-2400'; 270°-360°-2800'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT									
S-21R.....	1160	4000	623	1160	4000	623	1160	4000	623	1160	3000	623
C.....	1160	1	621	1160	1	621	1160	1½	621	1200	2	661

Takeoff Runway 21R, 2400'; Runway 3L, 1800'; Standard all others. Alternate—Standard.
Detroit; City, State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639'; Fac. Ident., DW; Procedure No. NDB (ADF) Runway 21R, Amdt. Orig.; Eff. date, 14 May 70

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitude (feet)	MAP: 5.9 miles after passing Southgate NDB.
Carleton VORTAC.....	Southgate NDB.....	Direct.....	2500	Climb to 2300' and proceed direct to YIP VOR. Supplementary charting information: Runway 27, TDZ elevation 630'. Delete REILS Runway 27.
Salem VORTAC.....	Southgate NDB.....	Direct.....	2500	
LaSalle Int.....	Southgate NDB (NOPT).....	Direct.....	2500	

Procedure turn N side of crs, 091° Outbnd, 271° Inbnd, 2500' within 10 miles of Southgate NDB.
FAF, Southgate NDB. Final approach crs 271°. Distance FAF to MAP, 5.9 miles.
Minimum altitude over Southgate NDB, 2500'.
MSA: 090°-270°-2400'; 270°-090°-2800'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT									
S-27.....	1100	1	464	1100	1	464	1100	1	464	1100	1	464
C.....	1100	1	461	1100	1	461	1100	1½	461	1300	2	561

Takeoff Runway 21R, 2400'; Runway 3L, 1800'; Standard all others.

Alternate—Standard.

City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639'; Fac. Ident. DMI; Procedure No. NDB (ADF) Runway 27, Amdt. 1; Eff. date, 14 May 70; Sup. Amdt. No. Orig.; Dated, 25 Apr. 68

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitude (feet)	MAP: 5.3 miles after passing Monroe NDB/LOM.
Copeland Int.....	Monroe NDB/LOM.....	Direct.....	1500	Turn left, climb to 2000' heading 010° until intercepting MIA VORTAC R 277°; then via R 277° to Crane Int and hold; or, when directed by ATC, turn left, climb to 1500' direct Monroe NDB/LOM and hold. Hold W of Monroe NDB/LOM, 1 minute, left turns, 089° Inbnd. Supplementary charting information: Hold E of Crane Int, 1 minute, right turns, 277° Inbnd. Runway 9, TDZ elevation, 14'.
Pine Int.....	Monroe NDB/LOM.....	Direct.....	1500	
Vega Int.....	Monroe NDB/LOM.....	Direct.....	1500	
Obster Int.....	Monroe NDB/LOM.....	Direct.....	1500	

Procedure turn N side of crs, 269° Outbnd, 089° Inbnd, 1500' within 10 miles of Monroe NDB/LOM.
FAF, Monroe NDB/LOM. Final approach crs, 089°. Distance FAF to MAP, 5.3 miles.
Minimum altitude over Monroe NDB/LOM, 1500'.
MSA: 090°-270°-1500'; 270°-090°-1200'.
NOTE: Procedure authorized for training only.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT									
S-9.....	400	1	386	400	1	386	400	1	386	400	1	386
C.....	400	1	386	480	1	466	480	1½	466	580	2	566

Takeoff Standard.

Alternate—Not authorized.

City, Miami; State, Fla.; Airport name, Dade-Collier Training and Transition; Elev., 14'; Fac. Ident. TN; Procedure No. NDB (ADF) Runway 9, Amdt. Orig.; Eff. date, 14 May 70

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes			Missed approach	
From--	To--	Via	Minimum altitudes (feet)	MAP: 5.8 miles after passing Biltmore NDB.
Weaverville Int.	Biltmore NDB (IMO)	Direct	6000	Climb to 3000' direct to BRA NDB and hold.
Sugarloaf Mountain VORTAC	Biltmore NDB (IMO)	Direct	6000	Supplementary charting information.
Broad River NDB (VRA)	Biltmore NDB (IMO)	Direct	6000	Hold 8, 1 minute, right turns, 341° Inbnd.
Owen Int.	Biltmore NDB (IMO)	Direct	5500	Chart SUG VORTAC R 288° over Biltmore NDB, VASI-16, Runway 16, TDZ elevation, 2162'.

Procedure turn E side of crs, 340° Outbnd, 160° Inbnd, 5500' within 10 miles of Biltmore NDB.

FAF, Biltmore NDB. Final approach crs, 160°. Distance FAF to MAP, 5.8 miles.

Minimum altitude over Biltmore NDB, 4200'.

MSA: 000°-090°-8800'; 090°-180°-6300'; 180°-270°-8300'; 270°-360°-8300'.

% IFR departure procedures: Climb to 4000' or higher if directed by ATC, via the procedures specified below before continuing on crs.:

Runway 34-340° to Biltmore NDB; if necessary, climb in holding pattern until reaching 6000'.

Runway 16-161° track.

Sliding scale not authorized.

@ Circling E side of airport. Night circling not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10#	3300	1½	1198	3300	1¼	1198	3300	2	1198	3300	2¼	1198
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@	3300	1½	1198	3300	1¼	1198	3300	2	1198	3300	2¼	1198
A	1500-2, Day, Night, Not authorized.		T 2-eng. or less-400-1, Runway 34; Standard Runway 16, %	T over 2-eng.-400-¾, Runway 34; Standard Runway 16, %								

City, Asheville; State, N.C.; Airport name, Asheville Municipal; Elev., 2162'; Facility, IMO; Procedure No. NDB (ADF) Runway 16, Amdt. 7; Eff date, 14 May 70; Sup. Amdt. No. 6; Dated, 17 Oct. 68

RULES AND REGULATIONS

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 9.7 miles after passing BRA NDB.
Fugarloaf Mountain VORTAC.....	BRA NDB.....	Direct.....	5000	Climb on crs of 340° to Biltmore NDB and continue climb, if necessary in holding pattern S of Biltmore NDB to 5000' or higher as directed by ATC before continuing climb on crs or returning to BRA NDB, or when directed by ATC, climb on crs of 341° from BRA NDB to 5000'. Supplementary charting information: Hold S, 1 minute, right turns, 340° Inbd, 5000. Chart, SUG VORTAC R 256° over OM, VAS1-16. Deplet LMM on approach plate. Runway 34, TDZ elevation, 2140'.
EPA VORTAC.....	Tuxedo Int.....	Direct.....	5000	
Tuxedo Int.....	BRA NDB (NOPT).....	Direct.....	5000	
Owen Int.....	BRA NDB.....	Direct.....	5000	
Forest Int.....	BRA NDB.....	Direct.....	5000	

Procedure turn E side of crs, 161° Outbd, 341° Inbd, 5000' within 10 miles of BRA NDB.
FAF, BRA, NDB, Final approach crs, 341°. Distance FAF to MAP, 9.7 miles.
Minimum altitude over BRA NDB, 5000'; over OM, 3340'.
MSA: 000°-090°-8700'; 090°-180°-5500'; 180°-270°-7300'; 270°-360°-8400'.
%IFR departure procedures: Climb to 5000', or higher if directed by ATC, via the procedures specified below before continuing on crs:
Runway 34-340° to Biltmore NDB; if necessary, climb in holding pattern until reaching 5000'.
Runway 16-161° track.
#Slding scale not authorized.
@Circling E side of airport. Night circling not authorized.
*Inoperative table does not apply to ALS Runway 34.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-34°.....	3340	1¼	1200	3340	2	1200	3340	2¼	1200	3340	2¼	1200
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@.....	3340	2	1178	3340	2	1178	3340	2¼	1178	3340	2¼	1178
	NDB/VOR or FM Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-34°.....	2780	1	640	2780	1	640	2780	1¼	640	2780	1¼	640
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@.....	3000	2	898	3000	2	898	3000	2	898	3000	2	898
A.....	1500-2, Day; Night, Not authorized.			T 2-eng. or less-400-1, Runway 34; Standard, Runway 34			T over 2-eng.-400-¼, Runway 34; Standard, Runway 34			T over 2-eng.-400-¼, Runway 34; Standard, Runway 34		

City, Asheville; State, N.C.; Airport name, Asheville Municipal; Elev., 2162'; Facility, BRA; Procedure No. NDB (ADF) Runway 34, Amdt. 7; Eff. date, 14 May 70; Sup. Amdt. No. 6; Dated, 11 Sept. 69

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: BRW NDB.
PBA NDB.....	BRW NDB.....	Direct.....	1500	Climb to 1500' on 244° bearing from BRW NDB within 1.5 miles. Supplementary charting information: 155' tower 1.4 miles NE of airport Runway 24, threshold elevation, 31'.
PBA NDB.....	Trail Int.....	Direct.....	1500	

Procedure turn S side of crs, 064° Outbd, 244° Inbd, 1500' within 13 miles of BRW NDB.
FAF, Trail Int. Final approach crs, 244°. Distance FAF to MAP, 1.9 miles.
Minimum altitude over Trail Int., 600'.
MSA: 000°-360°-1300'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24.....	600	1	569	600	1	569	600	1	569	600	1¼	569
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	600	1	557	600	1	557	600	1¼	557	600	2	557
	Dual ADF Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24.....	460	1	429	460	1	429	460	1	429	460	1	429
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	460	1	417	500	1	457	500	1¼	457	600	2	557
A.....	Standard.			T 2-eng. or less-Standard.			T over 2-eng.-Standard.			T over 2-eng.-Standard.		

City, Barrow; State, Alaska; Airport name, Wiley Post-Will Rogers Memorial; Elev., 43'; Facility Class, BRW; Procedure No. NDB (ADF) Runway 24, Amdt. 1; Eff. date, 14 May 70; Sup. Amdt. No. Orig.; Dated, 18 Dec. 69

RULES AND REGULATIONS

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 3.8 miles, Runway 10L, or 3.6 miles, Runway 10R after passing Capitol LOM.
From—	To—	Via		
Parma Int (IAF).....	Capitol LOM (NOPT).....	Direct.....	4200	Climb to 5500' on crs, 111° from Capitol LOM within 10 miles, all turns S. Supplementary charting information: Final approach crs, 300' right of Runway 10L centerline at 3000', and 400' left of Runway 10R centerline at 1600'. Runway 10L TDZ elevation, 2830'. Runway 10R TDZ elevation, 2831'.
Reynolds Int.....	Capitol LOM.....	Direct.....	3000	
Boise VOR.....	Capitol LOM.....	Direct.....	4200	

Procedure turn SW side of crs, 276° Outbnd, 096° Inbnd, 4200' within 10 miles of Capitol LOM.
 FAF, Capitol LOM. Final approach crs, 098°. Distance FAF to MAP, 3.8 miles, Runway 10L; 3.6 miles, Runway 10R.
 Minimum altitude over Capitol LOM *4000' (*4200' from Parma Int).
 MSA: 000°-090°-8600'; 090°-180°-7000'; 180°-270°-7400'; 270°-360°-8000'.
 %IFR departure procedures: Takeoff Runways 28L/28R left turn. Runways 10L/10R right turn. Climb on radial 212°, BOI VORTAC within 20 miles so as to cross BOI VORTAC at or above V253 northbound, 6000'; V4N/500 eastbound, 6000'.
 *Sliding scale not authorized Runway 10R.
 †Circling N Runways 10L and 28R not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-10L.....	3100	RVR 40	321	3100	RVR 40	321	3100	RVR 40	321	3100	RVR 50	321
8-10R.....	3100	1	329	3100	1	329	3100	1	329	3100	1	329
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	3240	1	382	3320	1	462	3320	1½	462	3420	2	562
Category E Aircraft:												
	MDA	VIS	HAT									
8-10L.....	3100	RVR 50	321									
8-10R.....	3100	1	329									
	MDA	VIS	HAA									
C.....	3000	2	742									
A.....	Standard.		T 2-eng. or less—Runway 10L, RVR 24; Standard all other runways. %					T over 2-eng.—Runway 10L, RVR 24; Standard all other runways. %				

City, Boise; State, Idaho; Airport name, Boise Air Terminal; Elev., 2838'; Facility, BOI; Procedure No. NDB (ADF) Runway 10L & R, Amdt. 18; Eff. date, 14 May 70; Sup. Amdt. No. 17; Dated, 5 Mar. 70

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 4.8 miles after passing Plaza LOM.
From—	To—	Via		
Grand Island Int.....	Plaza LOM GB.....	Direct.....	2400	Climbing left turn to 2600' to BUF VORTAC R 302° to Grand Island Int and hold. Or when directed by ATC, climb to 2100' on 052° crs to Clarence LOM. Hold NE, 1 minute, right turns, 232° Inbnd. Supplementary charting information: Hold NW, 1 minute, right turns, 122° Inbnd. Steel towers 5 miles W, 1349'; 8 miles NW, 1549'; 3 miles W, 865'. Runway centerline lighting Runway 5-23. Runway 5, TDZ elevation, 700'.
Buffalo VORTAC.....	Plaza LOM GB.....	Direct.....	2400	
Hamburg Int.....	Plaza LOM GB (NOPT).....	232° bearing from Plaza (GB) LOM.....	2400	
Ehmann Int.....	Plaza LOM GB.....	Clarence (BU) LOM.....	2400	
Welland Int.....	Hamburg Int.....	135° Crs/BUF R 243°.....	2400	

Procedure turn S side of crs, 232° Outbnd, 052° Inbnd, 2400' within 10 miles of Plaza LOM.
 FAF, Plaza LOM. Final approach crs, 052°. Distance FAF to MAP, 4.8 miles.
 Minimum altitude over Plaza LOM, 2300'.
 MSA: 000°-090°-2600'; 090°-180°-3900'; 180°-270°-3100'; 270°-360°-2600'.
 NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-5.....	1100	RVR 50	400	1100	RVR 50	400	1100	RVR 50	400	1100	RVR 50	400
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1100	1	437	1180	1	457	1180	1½	457	1280	2	557
A.....	Standard.		T 2-eng. or less—Runway 5, RVR 40; Standard all others.					T over 2-eng.—Runway 5, RVR 40; Standard all others.				

City, Buffalo; State, N.Y.; Airport name, Greater Buffalo International; Elev., 723'; Facility, GB; Procedure No. NDB (ADF) Runway 5, Amdt. 4; Eff. date, 14 May 70; Sup. Amdt. No. 3; Dated, 13 Nov. 69

RULES AND REGULATIONS

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing Clarence LOM.
Ehmann Int.....	Clarence LOM (NOPT).....	270° and 082° BND FM Clarence LOM.	2100	Climb to 2300' on 232° crs from Clarence LOM to BUF VORTAC R 267° to Welland Int and hold. Or as directed by ATC, climb to 2400' on 232° crs from Clarence LOM within 10 miles. Left turn to Plaza LOM. Hold SW, 1 minute, right turns, 082° Inbd. Supplementary charting information: Hold W, 1 minute, right turns, 087° Inbd. Steel towers 5 miles W, 1349'; 8 miles NW, 1549'; 3 miles W, 869'. Runway touchdown and centerline lighting Runway 23. Runway 23, TDZ elevation, 723'.
Buffalo VORTAC.....	Clarence LOM.....	Direct.....	2100	

Procedure turn N side of crs, 082° Outbd, 232° Inbd, 2100' within 10 miles of Clarence LOM.
FAF, Clarence LOM. Final approach crs, 232°. Distance FAF to MAP, 4 miles.
Minimum altitudes over Clarence LOM, 2100'.
MSA: 090°-090°-2300'; 090°-270°-3900'; 270°-360°-2600'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23.....	1160	3/4	437	1160	3/4	437	1160	3/4	437	1160	1	437
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1160	1	437	1180	1	457	1180	1 1/2	457	1280	2	557
A.....	Standard.			T 2-eng. or less—Runway 5, RVR 40; Standard all others.						T over 2-eng.—Runway 5, RVR 40; Standard all others.		

City, Buffalo; State, N.Y.; Airport name, Greater Buffalo International; Elev., 723'; Facility, BU; Procedure No. NDB (ADF) Runway 23, Amdt. 8; E.f. date, 14 May 70; Sup. Amdt. No. 7; Dated, 13 Nov. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5 miles after passing CH LOM.
CHS VORTAC.....	CH LOM.....	Direct.....	1600	Climb to 2000' on 149° bearing from CH LOM within 15 miles. Supplementary charting information: VASI Runways 21, 15, 33. Runway 15, TDZ elevation, 44'.
Rockville Int.....	CH LOM.....	Direct.....	1800	
Jaxboro Int.....	CH LOM.....	Direct.....	1800	
Stokes Int.....	CH LOM.....	Direct.....	1800	
Givhans Int.....	CH LOM.....	Direct.....	1800	
Gillyard Int.....	CH LOM.....	Direct.....	1800	
Cooper Int.....	CH LOM.....	Direct.....	1800	
Wando Int.....	CH LOM.....	Direct.....	1800	

Procedure turn W side of crs, 329° Outbd, 149° Inbd, 1600' within 10 miles of CH LOM.
FAF, CH LOM. Final approach crs, 149°. Distance FAF to MAP, 4.5 miles.
Minimum altitude over CH LOM, 1300'.
MSA: 000°-180°-3100'; 180°-270°-1300'; 270°-360°-1500'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-15.....	480	RVR 40	436	480	RVR 40	436	480	RVR 40	436	480	RVR 80	436
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	480	1	435	500	1	455	600	1 1/2	455	600	2	555
A.....	Standard.			T 2-eng. or less—RVR 24, Runway 15; Standard all other runways.						T over 2-eng.—RVR 24, Runway 15; Standard all other runways.		

City, Charleston; State, S.C.; Airport name, Charleston AFB/Municipal; Elev., 45'; Facility, CH; Procedure No. NDB (ADF) Runway 15, Amdt. 11; E.f. date, 14 May 70; Sup. Amdt. No. 10; Dated, 19 June 69

RULES AND REGULATIONS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.7 miles after passing LOM.	
OSH VORTAC.....	OS LOM.....	Direct.....	2000	Climb to 2000' on 089° bearing from LOM within 10 miles, return to LOM. When directed by ATC, right-climbing turn to LOM, then climb to 2000' on 209° bearing from LOM within 10 miles, return to LOM. Supplementary charting information: Runway 36, TDZ elevation 796'.	

Procedure turn S side of crs, 209° Outbd, 089° Inbd, 2000' within 10 miles of OS LOM.
FAF, OS LOM. Final approach crs, 089°. Distance FAF to MAP, 5.7 miles.
Minimum altitude over OS LOM, 2000'.
MSA: 315°-045°—2300'; 045°-135°—2700'; 135°-225°—2500'; 225°-315°—2400'.
NOTES: (1) Radar vectoring. (2) Runways 4/22 and 13/31 unlighted. (3) Procedure not authorized when control zone not effective.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT									
S-9.....	1220	1	424	1220	1	424	1220	1	424	1220	1	424
C.....	1220	1	415	1200	1	455	1200	1½	455	1300	2	535

Takeoff Standard. Alternate—Standard.

City, Oshkosh; State, Wis.; Airport name, Whitman Field; Elev., 805'; Fac. Ident., OS; Procedure No. NDB (ADF) Runway 9, Amdt. 8; Eff. date, 14 May 70; Sup. Amdt. No. 7; Dated, 17 Oct. 68.

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.8 miles after passing TE LOM.	
Chatham NDB.....	TE LOM.....	Direct.....	2000	Climb straight ahead to 1000'. Then climbing left turn to 3000' direct to Paterson.	
Paterson NDB.....	TE LOM.....	Direct.....	1900	Int/NDB and hold.	
Morristown Int.....	TE LOM.....	Direct.....	2000	Supplementary charting information: Hold NE, 1 minute, right turn, 210° Inbd. Runway 6, TDZ elevation, 5' 603' tower 1.4 miles N of airport.	
EW LOM.....	TE LOM (NOPT).....	Direct.....	1400		

Procedure turn N side of crs, 230° Outbd, 050° Inbd, 1900' within 10 miles of TE LOM.
FAF, TE LOM. Final approach crs, 050°. Distance FAF to MAP, 3.8 miles.
Minimum altitude over TE LOM, 1400'.
MSA: 000°-180°—2000'; 180°-270°—2000'; 270°-360°—2900'.
NOTES: (1) Radar vectoring. (2) Inoperative table does not apply to ALS Runway 6.
CAUTION: Teterboro OM and Newark OM at approximately same geographic location and signals are simultaneously keyed to indicate one OM serving two IL systems.
% Runways 1, 6, 19, 24, IFR departures must comply with published Teterboro SID's.
IFR departures procedures: Runway 19 requires 200'/mile climb rate to 800'. Runway 24 requires 270'/mile climb rate to 800'.
#Circling minimums 740-1½ authorized for Categories B and C; 740-2 authorized Category D when circling SE Runways 6/24 centerline extended.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-00.....	740	1	733	740	1	733	740	1½	733	740	1½	733
C#.....	740	1	733	1000	1½	993	1000	1½	993	1000	2	993
A.....	1000-2			T 2-eng. or less—Runway 1, 700-1; Standard all others.%; T over 2-eng.—Runway 1, 700-1; Standard all others.%;								

City, Teterboro; State, N.J.; Airport name, Teterboro; Elev., 7'; Facility, TE LOM; Procedure No. NDB (ADF) Runway 6, Amdt. 9; Eff. date, 14 May 70; Sup. Amdt. No. 8; Dated, 25 Dec. 69.

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

- Newark, N.J.—Newark, NDB (ADF) Runway 4, Amdt. 19, 18 Sept. 1969, canceled, effective 14 May 1970.
- Newark, N.J.—Newark, NDB (ADF) Runway 22, Amdt. 8, 18 Sept. 1969, canceled, effective 14 May 1970.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 838'; LOC 5.9 miles after passing Romulus/DT LOM (Category II ILS at DH).
From—	To—	Via		
Salem VORTAC.....	DT LOM.....	Direct.....	2000	Climb to 2300' and proceed direct to YIP VOR. Supplementary charting information: Runway 3L, TDZ elevation 638'. 7:1 driftdown applied to 780' powerline at 42°08' and 83°25'. DT LOM named "Romulus"
Creek Int.....	DT LOM (Nopt).....	Direct.....	2300	
Carleton VORTAC.....	DT LOM (Nopt).....	R 360° and LOC crs 4.5 miles	2300	

Procedure turn E side of crs, 212° Outbd, 032° Inbd, 2300' within 10 miles of Romulus/DT LOM.
FAP, Romulus/DT LOM. Final approach crs, 032°. Distance FAF to MAP, 5.9 miles.
Minimum altitude over Romulus/DT LOM, 2300'.
Minimum glide slope interception altitude, 2300'. Glide slope altitude at OM 2340'; MM, 841'; IM, 730'.
Distance to runway threshold at: OM, 5.9 miles; MM, 0.6 miles; IM, 1111'.
MSA: 000°-090°-2800'; 090°-180°-3100'; 180°-270°-3100'; 270°-360°-2800'.
Distance HAT 150' to runway threshold, 2281'.
Distance HAT 100' to runway threshold, 1130'.
Distance from runway threshold to GPI, 1145' ASR.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	DH	VIS	HAT									
8-ILS 3L.....	838	1800	200	838	1800	200	838	1800	200	838	2000	200
	MDA	VIS	HAT									
8-LOC 3L.....	1020	2400	382	1020	2400	382	1020	2400	382	1020	4000	382
	MDA	VIS	HAA									
Circlelog.....	1000	1	421	1100	1	461	1100	1½	461	1200	2	561
Category II ILS Minimum—Special Authorization Required:												
8-ILS 3L.....	788	1600	150	788	1600	150	788	1600	150	788	1600	150
	RA 154			RA 154			RA 154			RA 154		
	DH	VIS	HAT									
8-ILS 3L.....	738	1200	100	738	1200	100	738	1200	100	738	1200	100
	RA 104			RA 104			RA 104			RA 104		

Takeoff Runway 21R, 2400'; Runway 3L, 1800'; Standard all others. Alternate—Standard.

City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639'; Fac. Ident., 1-DTW; Procedure No. ILS Runway 3L, Amdt. Orig.; Eff. date, 14 May 70.

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 837', LOC 5.2 miles after passing Inkster/DW LOM.	
SYM VORTAC.....	DW LOM.....	Direct.....	2800	Climb to 2300' and proceed direct to YIP	
YIP VOR.....	DW LOM.....	Direct.....	2800	VOR.	
La Salle Int.....	DW LOM.....	Direct.....	2800	Supplementary charting information: Runway 21R, TDZ elevation 637', 1753' tower 17 miles NE of airport. DW LOM named "Inkster".	

Procedure turn W side of crs, 032° Outbd, 212° Inbd, 2800' within 10 miles of Inkster/DW LOM.
FAF, Inkster/DW LOM. Final approach crs, 212°. Distance FAF to MAP, 5.2 miles.
Minimum glide slope interception altitude 2500'. Glide slope altitude at OM, 2337'; MM, 858'.
Distance to runway threshold at: OM, 5.2 miles; mm, 0.6 mile.
MSA: 090°-090°-2800'; 090°-180°-2400'; 180°-270°-2400'; 270°-360°-2800'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-ILS 21R.....	837	2400	200	837	2400	200	837	2400	200	837	2400	200
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-LOC 21R.....	1000	2400	363	1000	2400	263	1000	2400	363	1000	4000	363
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
Circling.....	1000	1	421	1100	1	461	1100	1 1/4	461	1200	2	561

Takeoff Runway 21R, 2400'; Runway 3L, 1800'; Standard all others.

Alternate—Standard.

City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639'; Fac. Ident., I-DWC; Procedure No. ILS Runway 21R, Amdt. 6; Eff. date, 14 May 70; Sup. Amdt. No. ILS-21R, Amdt. 5; Dated, 12 Nov. 66

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 886', LOC 5.9 miles after passing Southgate NDB.	
Carleton VORTAC.....	Southgate NDB.....	Direct.....	2500	Climb to 2300' and proceed direct to YIP	
Salem VORTAC.....	Southgate NDB.....	Direct.....	2500	VOR.	
La Salle Int.....	Southgate NDB (Nopt).....	Direct.....	2500	Supplementary charting information: Runway 27, TDZ elevation 636'. Delete REILS Runway 27.	

Procedure turn N side of crs, 091° outbd, 271° Inbd, 2500' within 10 miles of Southgate NDB.
FAF, Southgate NDB. Final approach crs 271°. Distance FAF to MAP, 5.9 miles.
Minimum altitude over Southgate NDB, 2500'.
Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM 2460'. MM, 792'.
Distance to runway threshold at: OM, 5.9 miles. MM, 0.51 mile.
MSA: 090°-270°-2400'; 270°-090°-2800'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-ILS 27.....	886	3/4	250	886	3/4	250	886	3/4	250	886	3/4	250
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-LOC 27.....	960	1	324	960	1	324	960	1	324	960	1	324
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
Circling.....	1000	1	421	1100	1	461	1100	1 1/4	461	1200	2	561

Takeoff Runway 21R, 2400'; Runway 3L, 1800'; Standard all others.

Alternate—Standard.

City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639'; Fac. Ident., I-DMI; Procedure No. ILS Runway 27, Amdt. Orig.; Eff. date, 14 May 70

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Missed approach	
From--	To--	Via	Minimum altitudes (feet)	MAP: ILS DH 264'; LOC 5.3 miles after passing Monroe NDB/LOM.
Copeland Int.....	Monroe NDB/LOM.....	Direct.....	1500	Turn left, climb to 2000' heading 010° until intercepting MIA VORTAC R 277°; then via R 277° to Crane Int and hold; or, when directed by ATIS, turn left, climb to 1500' direct Monroe NDB/LOM and hold. Hold W of Monroe NDB/LOM, 1 minute, left turns, 089° Inbd. Supplementary charting information: Hold E, 1 minute, right turns, 277° Inbd. Runway 9, TDZ elevation, 14'.
Pine Int.....	Monroe NDB/LOM.....	Direct.....	1500	
Vega Int.....	Monroe NDB/LOM.....	Direct.....	1500	
Chester Int.....	Monroe NDB/LOM.....	Direct.....	1500	
Stork Int.....	Monroe NDB/LOM (NOPT).....	Localizer ers.....	1500	

Procedure turn N side of ers, 269° Outbd, 089° Inbd, 1500' within 10 miles of Monroe NDB/LOM. FAF, Monroe NDB/LOM. Final approach ers, 089°. Distance FAF to MAP, 5.3 miles. Minimum altitude over Monroe NDB/LOM, 1500'. Minimum glide slope interception altitude, 1500'. Glide slope altitude at OM, 1504'; MM, 217'. Distance to runway threshold at: OM, 5.3 miles; MM, 0.6 mile. MSA: 090°-270°-1500'; 270°-090°-1300'.
NOTE: Procedure authorized for training only.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-ILS D-9.....	264	3/4	250	264	3/4	250	264	3/4	250	264	3/4	250
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-LOC D-9.....	300	3/4	346	300	3/4	346	300	3/4	346	300	3/4	346
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
Circling.....	400	1	386	480	1	466	480	1 1/2	466	580	2	666

Takeoff Standard. Alternate—Not authorized.

City, Miami; State, Fla.; Airport name, Dade-Collier Training and Transition; Elev., 14'; Facility, I-TNT; Procedure No, ILS Runway 9, Amdt. Orig.; Eff. date, 14 May 70

RULES AND REGULATIONS

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Terminal routes		Via	Minimum altitudes (feet)	Missed approach MAP: DH, 2440'; LOC 9.7 miles after passing BRA NDB.
From--	To--			
Sugarloaf Mountain VORTAC	BRA NDB	Direct	5000	Climb on crs of 340° to Biltmore NDB and continue climb, if necessary in holding pattern S of Biltmore NDB to 5000' or higher as directed by ATC before continuing climb on crs or returning to BRA NDB, or when directed by ATC, climb on crs of 341° from BRA NDB to 5000'. Supplementary charting information: Hold S, 1 minute, right turn, 340° Inbnd, 5000'. Back crs unusable. Glide slope unusable below 2310'. VASI-16. Chart 8UG VORTAC R 256° over OM. Runway 34, TDZ elevation, 2140'.
Owen Int.	BRA NDB	Direct	5000	
SPA VORTAC	Tuxedo Int.	Direct	5000	
Tuxedo Int.	BRA NDB (NOPT)	Direct	5000	
Forest Int.	BRA NDB	Direct	5000	

Procedure turn E side of crs, 161° Outbnd, 341° Inbnd, 5000' within 10 miles of BRA NDB. PAF, BRA NDB. Final approach crs, 341°. Distance FAF to MAP, 9.7 miles. Minimum glide slope interception altitude, 5000'. Glide slope altitude at OM, 3519'; at MM, 2329'. Distance to runway threshold at OM, 4.7 miles; at MM, 0.6 mile.

MSA: 000°-090°-8700'; 090°-180°-5500'; 180°-270°-7300'; 270°-360°-8400'.
% IFR departure procedures: Climb to 5000', or higher if directed by ATC, via the procedures specified below before continuing on crs: Runway 34-340° to Biltmore NDB; if necessary, climb in holding pattern until reaching 5000'.
Runway 16-161° track.

#Sliding scale not authorized.

@Circling E side of airport. Night circling not authorized.

*Inoperative table does not apply to HIRL or ALS Runway 34.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-34	2440	¾	300	2440	¾	300	2440	¾	300	2440	¾	300
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@	2880	1	718	2880	1	718	2880	1½	718	2880	2	718
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-34#	2680	1	540	2680	1	540	2680	1	540	2680	1½	540
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@	2880	1	718	2880	1	718	2880	1½	718	2880	2	718
A	1000-2											
			T 2-eng. or less-400-1, Runway 34; Standard Runway 16.5%							T over 2-eng.-400-¾, Runway 34; Standard Runway 16.5%		

City, Asheville; State, N.C.; Airport name, Asheville Municipal; Elev., 2162'; Facility, I-AVI; Procedure No. ILS Runway 34, Amdt. 10; Eff. date, 14 May 70; Sup. Amdt. No. 9; Dated, 11 Sept. 69

RULES AND REGULATIONS

6949

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 3039', LOC 3.8 miles after passing Capitol LOM.
From—	To—	Via		
Parma Int (IAF)	Capitol LOM (NOPT)	Direct	4200	Climb to 5500' on R 111° BOI VOR within 10 miles or, when directed by ATC, right-climbing turn direct to Capitol LOM. Continue climb to 4200' in holding pattern. Supplementary charting information: Runway 10L, TDZ elevation, 2839'.
Pump Int.	Capitol LOM	Direct	4200	
BOI VOR	Capitol LOM	Direct	4200	
Emmett Int.	Capitol LOM	Direct	4500	
Spring Valley Int	Capitol LOM	Direct	7000	
Spring Valley Int CCW/(IAF)	BOI, R 315°	15-mile Arc	6200	
BOI, R 315°, CCW	BOI, R 276° (NOPT)	15-mile Arc BOI, R 284° lead radial.	4500	
BOI, R 212°, CW (IAF)	Nampa Int (NOPT)	10-mile Arc BOI, R 264° lead radial.	4500	

Procedure turn SW side of crs, 276° Outbnd, 090° Inbnd, 4200' within 10 miles of Capitol LOM.
 FAF, Capitol LOM. Final approach crs, 090°. Distance FAF to MAP, 3.8 miles.
 Minimum altitude over Capitol LOM, 4200' from Parma Int; glide slope not used.
 Minimum glide slope interception altitude, 4600'. Glide slope altitude at OM, 3914'; at MM, 3655'.
 Distance to runway threshold at OM, 3.8 miles; at MM, 0.6 mile.
 MSA: 000°-090°-8000'; 090°-180°-7000'; 180°-270°-7400'; 270°-360°-8000'.
 %IFR departure procedures: Takeoff Runways 28L/28R left turn. Runways 10L/10R right turn. Climb on radial 212° BOI VORTAC within 20 miles so as to cross BOI VORTAC at or above: V-253 northbound 6000'; V4N/500 eastbound, 6000'.
 %Circling N Runways 10L and 28R not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-10L	3039	RVR 24	200	3039	RVR 24	200	3039	RVR 24	200	3039	RVR 24	200
LOC:	3100	RVR 24	261	3100	RVR 24	261	3100	RVR 24	261	3100	RVR 40	261
8-10L	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3240	1	382	3320	1	462	3320	1½	462	3420	2	562
Category E Aircraft:												
	DH	VIS	HAT									
8-10L	3039	RVR 24	200									
LOC:	3100	RVR 40	261									
8-10L	MDA	VIS	HAA									
C	3600	2	742									
A	Standard Categories A, B, C, D. Category E, 800-2.			T 2-eng. or less — Runway 10L, RVR 24; Standard all other runways. %			T over 2-eng. — Runway 10L, RVR 24; Standard all other runways. %					

City, Boise; State, Idaho; Airport name, Boise Air Terminal; Elev., 2858'; Facility, I-BOI; Procedure No. ILS Runway 10L, Amdt. 20; Eff. date, 14 May 70; Sup. Amdt. No. 19; Dated, 5 Mar. 70

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 950', LOC 4.8 miles after passing Plaza LOM
From—	To—	Via		
Grand Island Int.	Plaza LOM GB	Direct	2400	Climbing left turn to 2000' to BUF VORTAC R 302° to Grand Island Int and hold; or, when directed by ATC, climb to 2100' on 052° crs to Clarence LOM. Hold NE, 1 minute, right turns, 332° Inbd. Supplementary charting information: Hold NW, 1 minute, right turns, 122° Inbd. Runway centerline lighting 5/23. Steel towers 5 miles W 1349'; 8 miles NW 1549'; 3 miles W 865'. Runway 5, TDZ elevation, 700'.
Buffalo VORTAC	Plaza LOM GB	Direct	2400	
Ehmann Int.	Plaza LOM GB	Clarence (BU) LOM	2400	
Welland Int.	Hamburg Int.	135° crs/BUF, R 243°	2400	
Hamburg Int.	Plaza LOM GB (NOPT)	GBI ILS (FC)	2400	

Procedure turn 8 side of crs, 232° Outbd, 052° Inbd, 2400' within 10 miles of Plaza LOM.
FAF, Plaza LOM. Final approach crs, 052°. Distance FAF to MAP, 4.8 miles.
Minimum glide slope interception altitude, 2300'. Glide slope altitude at OM, 2270'; at MM, 933'.
Distance to runway threshold at OM, 4.8 miles; at MM, 0.6 mile.
MSA: 000°-090°-2600'; 090°-180°-3000'; 180°-270°-3100'; 270°-360°-2600'.
NOTES: (1) ASR (2) Back crs unusable.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-5	950	RVR 40	250	950	RVR 40	250	950	RVR 40	250	950	RVR 50	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-3	1040	RVR 40	340	1040	RVR 40	340	1040	RVR 40	340	1040	RVR 50	340
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1160	1	457	1180	1	457	1180	1 1/2	457	1280	2	557
A	Standard.			T 2-eng. or less—Runway 5, RVR 40; Standard all others.			T over 2-eng.—Runway 5, RVR 40; Standard all others.					

City, Buffalo; State, N.Y.; Airport name, Greater Buffalo International; Elev., 723'; Facility, I-GBI; Procedure No. ILS Runway 5, Amdt. 5; Eff. date, 14 May 70; Sup. Amdt. No. 4; Dated, 13 Nov. 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 923', LOC 4 miles after passing Clarence LOM
From—	To—	Via		
Ehmann Int.	Clarence LOM (NOPT)	270° & ILS-23 FC	2100	Climb to 2300' on SW crs BUF ILS to BUF VORTAC R 307° to Welland Int and hold; or, when directed by ATC, climb to 2400' on SW ILS crs within 10 miles. Left turn, to Plaza LOM. Hold SW, 1 minute, right turns, 052° inbd. Supplementary charting information: Hold W, 1 minute, right turns, 087° inbd. Runway T.D. and C/L lighting Runway 23. Steel towers 5 miles W 1349'; 8 miles NW 1549'; 3 miles W 865'. Runway 23, TDZ elevation, 723'.
Buffalo VORTAC	Clarence LOM	Direct	2100	

Procedure turn N side of crs, 052° Outbd, 232° Inbd, 2100' within 10 miles of Clarence LOM.
FAF, Clarence LOM. Final approach crs, 232°. Distance FAF to MAP, 4 miles.
Minimum glide slope interception altitude, 2100'. Glide slope altitude at OM, 2082'; at MM, 950'.
Distance to runway threshold at OM, 4 miles; at MM, 0.5 mile.
MSA: 000°-090°-2200'; 090°-270°-3000'; 270°-360°-2600'.
NOTES: (1) ASR, (2) Glide slope unusable below 923'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-23	923	1/2	300	923	1/2	200	923	1/2	300	923	1/2	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23	1040	1/2	317	1040	1/2	317	1040	1/2	317	1040	1/2	317
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1160	1	427	1180	1	457	1180	1 1/2	457	1280	2	557
A	Standard.			T 2-eng. or less—Runway 5, RVR 40; Standard all others.			T over 2-eng.—Runway 5, RVR 40; Standard all others.					

City, Buffalo; State, N.Y.; Airport name, Greater Buffalo International; Elev., 723'; Facility, I-BUF; Procedure No. ILS Runway 23, Amdt. 19; Eff. date, 14 May 70; Sup. Amdt. No. 18; Dated, 13 Nov. 69

RULES AND REGULATIONS

6951

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 244'; LOC 4.5 miles after passing CH LOM.
From—	To—	Via		
CHS VORTAC, R 211° CW	CHS LOC	12-mile Arc CHS, R 320° lead radial.	1800	Climb to 3000' on R 149° CHS VORTAC within 15 miles of CHS VORTAC, or, when directed by ATC, climbing right turn to 3000' on R 211° CHS VORTAC to Rockville Int and hold. Supplementary charting information: 1500 Hold SW, 1 minute, right turns, 031° Inbnd. 1800 VASI Runways 21, 15, 33. 1800 Runway 15, TDZ elevation, 44'.
CHS VORTAC, R 062° CCW	CHS LOC	12-mile Arc CHS, R 340° lead radial.	1800	
12-mile DME Arc	CH LOM (NOPT)	LOC crs	1300	
CHS VORTAC	CH LOM	Direct	1600	
Rockville Int	CH LOM	Direct	1500	
Jaxboro Int	CH LOM	Direct	1800	
Stokes Int	CH LOM	Direct	1800	
Givhans Int	CH LOM	Direct	1800	
Gillyard Int	CH LOM	Direct	1800	
Cooper Int	CH LOM	Direct	1800	
Wauke Int	CH LOM	Direct	1800	

Procedure turn W side of crs, 320° Outbnd, 149° Inbnd, 1600' within 10 miles of CH LOM.
FAF, CH LOM. Final approach crs, 149°. Distance FAF to MAP, 4.5 miles.
Minimum glide slope interception altitude, 1300'. Glide slope altitude at OM, 1281'; at MM, 233'.
Distance to runway threshold at OM, 4.5 miles; at MM, 0.6 mile.
MSA: 000°-180°-3100'; 180°-270°-1500'; 270°-360°-1500'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-15	244	RVR 24	200	244	RVR 24	200	244	RVR 24	200	244	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-15	400	RVR 24	356	400	RVR 24	356	400	RVR 24	356	400	RVR 40	356
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	480	1	435	500	1	455	500	1½	455	600	2	555
A	Standard.			T 2-eng. or less—RVR 24, runway 15; Standard all other runways.				T over 2-eng.—RVR 24, runway 15; Standard all other runways.				

City, Charleston; State, S.C.; Airport name, Charleston AFB/Municipal; Elev., 45'; Facility, I-CHS; Procedure No. ILS Runway 15, Amdt. 12; Eff. date, 14 May 70; Sup. Amdt. No. 11; Dated, 19 June 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 239'; LOC 2.7 miles after passing PH LOM.
From—	To—	Via		
Cape Charles VORTAC	PH LOM	Direct	1600	Climb to 400', left turn climb to 1600' direct to Williamsburg Int via ORF VORTAC R 322° and hold. Supplementary charting information: 1100 Hold SE, 1 minute, right turns, 322° Inbnd. 212' stack 1 mile S of Runway 2. Runway 6, TDZ elevation, 39'.
Norfolk VORTAC	PH LOM	Direct	1600	
Franklin VORTAC	Rushmere Int	Direct	1600	
Rushmere Int	PH LOM (NOPT)	PHF LOC crs 065°	1100	
Surry Int	Rushmere Int	R 368°, ORF VORTAC	1600	

Procedure turn N side of crs, 245° Outbnd, 065° Inbnd, 1600' within 10 miles of PH LOM.
FAF, PH LOM. Final approach crs, 065°. Distance FAF to MAP, 2.7 miles.
Minimum glide slope interception altitude, 1100'. Glide slope altitude at OM, 973'; at MM, 272'.
Distance to runway threshold at OM, 2.7 miles; at MM, 0.5 mile.
MSA: 000°-090°-1400'; 090°-270°-2100'; 270°-360°-1500'.
NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-6	239	RVR 24	200	239	RVR 24	200	239	RVR 24	200	239	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6	400	RVR 24	361	400	RVR 24	361	400	RVR 24	361	400	RVR 40	361
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	520	1	479	520	1	479	520	1½	479	600	2	550
A	Standard.			T 2-eng. or less—RVR 24, Runway 6; Standard all other runways.				T over 2-eng.—RVR 24, Runway 6; Standard all other runways.				

City, Newport News; State, Va.; Airport name, Patrick Henry; Elev., 41'; Facility, I-PHF; Procedure No. ILS Runway 6, Amdt. 18; Eff. date, 14 May 70; Sup. Amdt. No. 17; Dated, 10 Apr. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 1046'; LOC 5.7 miles after passing OS LOM.			
R 023°, OSH VORTAC CCW	OSH LOC (NOPT)	12-mile arc, 278° lead radial	2600	Climb to 2600' on E crs of ILS within 10 miles, return to LOM. When directed by ATC, make right-climbing turn to 2600' on R 165° OSH VORTAC within 10 miles, return to LOM. Supplementary charting information: Runway 9, TDZ elevation 790'.			
R 165°, OSH VORTAC CW	OSH LOC (NOPT)	12-mile arc, 282° lead radial	2600				
OSH VORTAC	OS LOM	Direct	2600				

Procedure turn S side of crs, 269° Outbnd, 089° Inbnd, 2690' within 10 miles of OS LOM.

FAF, OS LOM. Final approach crs, 089°. Distance FAF to MAP, 5.7 miles.

Minimum glide slope interception altitude, 2600'. Glide slope altitude at OM, 2608'; MM, 1001'.

Distance to runway threshold at: OM, 5.7 miles; MM, 0.5 mile.

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

NOTES: (1) Radar vectoring. (2) Runways 4/22 and 13/31 unlighted. (3) Use Green Bay altimeter setting when OSH control zone not effective and all MDA's and ILS DH increased 160' except for operators with approved weather reporting service. (4) Inoperative component table does not apply to REIL Runway 9.

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

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-ILS 9	1046	3/4	250	1046	3/4	250	1046	3/4	250	1046	3/4	250
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-LOC 9	1160	3/4	364	1160	3/4	364	1160	3/4	364	1160	1	364
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
Circling	1250	1	415	1260	1	455	1260	1 1/2	455	1360	2	655

Takeoff Standard. Alternate—Standard *

City, Oshkosh; State, Wis.; Airport name, Wittman Field; Elev., 805'; Fac. Ident., I-OSH; Procedure No. ILS Runway 9, Amdt. 13; Eff. date, 14 May 70; Sup. Amdt. No. 1² Dated, 5 June 69

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: DH 299'. LOC 4.5 miles after passing Oyster Int.			
Pittsburg Int.	Concord VOR	Direct	4000	Climb straight ahead to 311' then a climbing left turn to 1900' to intercept and proceed via SFO VOR R 101° or E crs I-SFO localizer to Bridge Int (or SF LOM) and hold. Supplementary charting information: Runway 19L, TDZ elevation, 9'.			
Concord VOR (IAF)	Berkeley Int.	Direct	4000				
R 320°, SFO VOR CW (IAF)	R 011°, SFO VOR	17-mile Arc SFO, R 004° lead radial.	4000				
R 080°, SFO VOR CCW (IAF)	R 011°, SFO VOR	17-mile Arc SFO, R 018° lead radial.	4000				
Berkeley Int.	South Shore Int.	Direct	2500				
South Shore Int.	Oyster Int.	Direct	1600				

Procedure turn not authorized.

Approach crs (profile) starts at Berkeley Int.

FAF, Oyster Int. Final approach crs, 191°. Distance FAF to MAP, 4.5 miles.

Minimum altitude over Berkeley Int, 4000'; over South Shore Int, 2500'.

Minimum glide slope interception altitude, 1600'. Glide slope altitude at Oyster Int., 1580'; at MM, 235'.

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

NOTE: Radar vectoring.

⊗ Circling not authorized S of Runways 19/28 unless following minimums are used: MDA, 1160' and VIS, 2 1/2 miles.

% IFR departure procedures: Departures from Runways 19 L/R require left turn to be started as soon as practicable due to steeply rising terrain to 2000' immediately S of airport. All departures must comply with published SFO SID's.

RVR 18 authorized Runway 28L.

* Inoperative table does not apply to HJRL and SALS Runway 19L.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-19L*	299	3/4	250	299	3/4	250	299	3/4	250	299	3/4	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-19L*	300	1	291	300	1	291	300	1	291	300	1	291
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@	560	1	550	560	1	550	600	1 1/2	650	600	2	650
A	700-2.	T 2-eng. or less—700-1, Runways 19 L/R;% Standard all other Runways.#					T over 2-eng.—700-1, Runways 19 L/R;% Standard all other Runways.#					

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 10'; Facility, I-SIA; Procedure No. ILS Runway 19L, Amdt. 4; Eff. date, 14 May 70; Sup. Amdt. No. 3; Dated, 5 Mar. 70

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Via	Minimum altitudes (feet)	Missed approach
From—	To—	MAP: DH 210'. LOC 4.7 miles after passing OM.			
SCK VOR (IAF).....	Fairway Int.....	SCK, R 215°	**6000	Climb to 3000' on W crs of I-SFO ILS	
Foster Int.....	SF LOM (NOPT).....	Direct.....	1600	LOC or SFO VOR R 281° to Olympic	
SFO VOR.....	SF LOM.....	Direct.....	2500	Int. Obstructions bordering both sides	
O81 VOR.....	SF LOM.....	Direct.....	4000	of the missed approach area require a	
OAK VOR.....	SF LOM.....	Direct.....	2000	rate of climb of at least 400 f.p.m./100K;	
SJC VOR (IAF).....	Dumbarton Int.....	Direct.....	2000	600 f.p.m./150K, 800 f.p.m./200K, no	
Dumbarton Int.....	Foster Int.....	Direct.....	2000	wind condition.	
Fairway Int.....	Dumbarton Int.....	Direct.....	4500	Supplementary charting information:	
				Runway 28L, TDZ elevation, 10'.	
				Runway 28R, TDZ elevation, 9'.	
				Category II special authorization required:	
				S-dn-28L, HAT 100, RVR 16, DH 160,	
				RA 1608; S-dn-28L, HAT 100, RVR	
				12, DH 110, RA 1108.	

Procedure turn not authorized.
 Holding pattern SF LOM holding fix, 281° Inbound, 191° Outbound, left turns, 1 minute, 1900'.
 FAF, SF LOM. Final approach crs, 281°. Distance FAF to MAP, 4.7 miles.
 Minimum altitude over Foster Int, 2000'; over SF LOM, 1600'.
 Minimum glide slope interception altitude, #2000'. Glide slope altitude at Dumbarton Int, 4500'; over Foster Int, 2037'; over OM, 1603'; over MM, 231'; over IM, 112'.
 Distance to runway threshold at OM, 5.3 miles; at MM, 0.5 mile; at IM, 989'.
 MSA: 000°-180°-5000'; 180°-360°-3700'.
 NOTE: Radar vectoring.
 **Maximum authorized altitude 12,000'.
 #1900' when intercepting from SF LOM holding pattern.
 @Circling not authorized S of Runways 10/28 unless following minimums are used: MDA, 1160' and VIS, 2 1/2 miles.
 #RVR 18 authorized Runway 28L.
 *Inoperative table does not apply to HIRL and REIL Runway 28R.
 %IFR departure procedures: Departures from Runways 19 L/R require left turn be started as soon as practicable due to steeply rising terrain to 2000' immediately S of air-
 port. All departures must comply with published SFO SID's or be radar vectored.
 \$Radar altimeter may vary from minus 2' to plus 0' with changing tide.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-28L.....	210	RVR 18	300	210	RVR 18	300	210	RVR 18	300	210	RVR 20	300
S28-R*.....	400	RVR 50	391	400	RVR 50	391	600	1 1/2	391	600	2	391
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28L.....	440	RVR 24	430	440	RVR 24	430	440	RVR 24	430	440	RVR 40	430
LOC:*.....	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28R.....	440	RVR 50	431	440	RVR 50	431	600	1 1/2	391	600	2	391
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@.....	560	1	550	560	1	550	600	1 1/2	650	660	2	650
A.....	700-2.			T 2-eng. or less—%700-1, Runways 19 L/R; #Standard all other runways.			T over 2-eng.—%700-1 Runways 19 L/R; #Standard all other runways.					

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 10'; Facility, I-SFO; Procedure No. ILS Runway 28L, Amdt. 4; Eff. date, 14 May 70; Sup. Amdt. No. 3; Dated, 5 Mar. 70

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—Type ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 773', LOC 4.7 miles after passing HU LOM.
From—	To—	Via		
HUF VORTAC	HU LOM	Direct	2000	Climb to 2100' on NE crs HUF ILS and proceed direct to Carbon Int. Supplementary charting information: Runway 5, TDZ elevation, 573'.
LEU VORTAC	HU LOM	Direct	2200	
Sandford Int.	HU LOM	Direct	2200	
Spencer Int.	HU LOM	Direct	2200	
Clinton Int.	HU LOM	Direct	2200	
Int R 248°, LEU and HUF ILS SW crs.	Prairie Creek Int.	Direct	2200	
Prairie Creek Int.	HU LOM (NOPT)	Direct	1900	
R 280°, HUF VORTAC CW	HUF LOC	13-mile Arc HUF, R 237° Lead radial.	2500	
R 180°, HUF VORTAC CW	HUF LOC	13-mile Arc HUF, R 213° Lead radial.	2500	
Fairbanks Int.	HU LOM (NOPT)	D R 340° and LOC crs.	1900	

Procedure turn N side of crs, 225° Outbd, 045° Inbd, 2000' within 10 miles of HU LOM.
FAF, HU LOM. Final approach crs, 045°. Distance FAF to MAP, 4.7 miles.
Minimum glide slope interception altitude, 1900'. Glide slope altitude at OM, 1848'; at MM, 761'.
Distance to runway threshold at OM, 4.7 miles; at MM, 0.6 mile.
MSA: 000°-060°-2300'; 090°-270°-2000'; 270°-360°-2300'.
*LOC inoperative component table does not apply to ALS. For Categories A, B, and C aircraft increase visibility to 1 mile when ALS inoperative.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-5	773	1/2	200	773	1/2	200	773	1/2	200	773	1/2	200
LOC:	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
S-5*	920	3/4	347	920	3/4	347	920	3/4	347	920	3/4	347
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	980	1	305	1040	1	455	1040	1 1/2	455	1140	2	555
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Terre Haute; State, Ind.; Airport name, Hulman Field; Elev., 585'; Facility, I-HUF; Procedure No. ILS Runway 5, Amdt. 11; Eff. date, 14 May 70; Sup. Amdt. No. 10; Dated, 2 Apr. 70

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 255'; LOC, 3.8 miles after passing TE LOM.
From—	To—	Via		
Paterson NDB	TE LOM	Direct	1900	Climb straight ahead to 1000'. Then climbing left turn to 2000', proceeding via HUO R 155° to Paterson Int/NDB and hold. Supplementary charting information: Hold NE of Paterson Int on IGN R 211°, 1 minute, right turns, 211° Inbd, 603' tower 1.4 miles N of airport. Runway 6, TDZ elevation, 57'.
Chatham NDB	Roselle Park Int.	Direct	1900	
Ambroy Int.	Roselle Park Int.	Direct	1900	
Solberg VORTAC	Roselle Park Int.	Direct	1900	
Roselle Park Int.	TE LOM (NOPT)	Direct	1400	

Procedure turn N side of crs, 239° Outbd, 059° Inbd, 1900' within 10 miles of TE LOM.
FAF, TE LOM. Final approach crs, 059°. Distance FAF to MAP, 3.8 miles.
Minimum glide slope interception altitude, 1400'. Glide slope altitude at OM, 1286'; at MM, 236'.
Distance to runway threshold at OM, 3.8 miles; at MM, 0.6 mile.
MSA: 000°-180°-2000'; 180°-270°-2000'; 270°-360°-2000'.

NOTES: (1) Radar vectoring. (2) Sliding scale not authorized. (3) Inoperative table does not apply to HIRL or ALS Runway 6.
% Runways 1, 6, 19, 24 IFR departures must comply with published Teterboro SID's.
IFR departure procedures: Runway 19 requires 250'/mile climb rate to 800'. Runway 24 requires 270'/mile climb rate to 800'.
*If ALS inoperative, increase visibility 1/4 mile.

#Circling minimums 740-1 1/2 authorized for Categories B and C; 740-2 authorized Category D when circling SE Runways 6/24 centerline extended.

CAUTION: Teterboro OM and Newark OM at approximately the same geographic location and signals are simultaneously keyed to indicate one OM serving two ILS systems.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	MDA	VIS	HAT
S-6	255	3/4	250	255	3/4	250	255	3/4	250	255	3/4	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6*	460	1	455	460	1	455	460	1	455	460	1	455
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#	740	1	733	1000	1 1/2	993	1000	1 1/2	993	1000	2	993
A	1000-2			T 2-eng. or less—Runway 1, 700-1; Standard all others.%			T over 2-eng.—Runway 1, 700-1; Standard all others.%					

City, Teterboro; State, N.J.; Airport name, Teterboro; Elev., 7'; Facility, I-TEB; Procedure No. ILS Runway 6, Amdt. 18; Eff. date, 14 May 70; Sup. Amdt. No. 17; Dated, 25 Dec. 69

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

Newark, N.J.—Newark, ILS Runway 4, Amdt. 21, 6 Nov. 1969, canceled, effective 14 May 1970.

Newark, N.J.—Newark, ILS Runway 22, Amdt. 14, 18 Sept. 1969, canceled, effective 14 May 1970.

20. 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—RADAR

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

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 controllers; (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)										Missed approach		
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	MAP:

As established by DTW ASR minimum altitude vectoring chart.

- Runways 3L, 21R, 27, 33, climb to 2300' direct to YIP VOR.
 - Runways 3R, 9, climb to 2300' direct to Southgate NDB.
 - Runway 21L, climb to 2300' direct to CRL VOR TAC.
- Supplementary charting information:
Runway TDZ elevations:
3L—638'
3R—636'
21R—637'
21L—634'
9—639'
27—639'
33—632'

(1) Descend aircraft after passing FAF 5 miles from threshold, all runways.

(2) Runways 9 and 27 minimum altitude over 3-mile fix, 1300'.

(3) Runway 21R minimum altitude over 3-mile fix, 1300'.

NOTES: (1) Inoperative component table does not apply to ALS Runway 21R. (2) Inoperative component table does not apply to REILS Runway 9.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-3L	1020	2400	382	1020	2400	382	1020	2400	382	1020	5000	382
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-3R	1020	3/4	384	1020	3/4	384	1020	3/4	384	1020	1	384
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-21R	1040	4000	403	1040	4000	403	1040	4000	403	1040	5000	403
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-21L	1000	3/4	366	1000	3/4	366	1000	3/4	366	1000	1	366
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-9	1020	1	381	1020	1	381	1020	1	381	1020	1	381
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-27	1000	1	364	1000	1	364	1000	1	364	1000	1	364
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-33	1020	1	388	1020	1	388	1020	1	388	1020	1	388
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1000	1	421	1100	1	461	1100	1 1/2	461	1200	2	561

Takeoff Runway 21R, 2400'; Runway 3L, 1800'; Standard all others. Alternate—Standard.
City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639'; Facility, DTW; Procedure No. Radar-1, Amdt. 3; Eff. date, 14 May 70; Sup. Amdt. No. Radar 1, Amdt. 2; Dated, 12 Nov. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR—Continued

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)										Missed approach		
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	MAP:
As established by Jacksonville ASR minimum altitude vectoring chart, Radar antenna at Jacksonville International Airport.												
1. Descend aircraft to MDA after passing FAF in sector 330° CW to 150° only. FAF 4 miles from airport reference point.												
2. Radar control will provide 1000' vertical clearance within 3-mile radius of antennas 1049°, 4 miles SW and 1003°, 7 miles W of Craig Field.												

Missed approach: Right turn, climb to 2000' direct JAX VORTAC or radar vector to 2000' as directed by ATC.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAA									
C.....	800	1	750	800	1½	750	800	1½	750	800	2	750

Takeoff Standard. Alternate—Not authorized.

City, Jacksonville; State, Fla.; Airport name, Craig Municipal; Elev., 41'; Fac. Ident. JAX ASR; Procedure No. Radar 1, Amdt. Orig. Eff. date, 14 May 70

21. 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	Notes								
Initial and intermediate as established by Charleston, S.C., ASR minimum altitude vectoring charts.												
1. Descend aircraft after passing FAF.												
2. Runway 15—FAF 5 miles from threshold. TDZ elevation, 44'.												
3. Runway 21—FAF 5 miles from threshold. TDZ elevation, 44'.												
4. Runway 33—FAF 5 miles from threshold. Minimum altitude over 2-mile Radar Fix, 680'. TDZ elevation, 45'.												
5. Runway 3—FAF 5 miles from threshold. TDZ elevation, 37'.												
Supplementary charting information: MTI required for surveillance approaches. VASI Runways 21, 15, 33. Inoperative table does not apply to HIRL Runway 33.												

Missed approach:

Runway 15—Climb to 2000' on R 149° within 15 miles of CHS VORTAC.

Runway 3—Climb to 2000' on R 033° within 15 miles of CHS VORTAC.

Runway 33—Climb to 2000' on R 317° within 15 miles of CHS VORTAC.

Runway 21—Climb to 2000' on R 206° within 15 miles of CHS VORTAC.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	
Precision approach:													
S-15.....	244	RVR 24	200	244	RVR 24	200	244	RVR 24	200	244	RVR 24	200	
S-33.....	295	¾	250	295	¾	250	295	¾	250	295	¾	250	
S-3.....	287	¾	250	287	¾	250	287	¾	250	287	¾	250	
MDA VIS HAA MDA VIS HAA MDA VIS HAA MDA VIS HAA													
C.....	480	1	435	500	1	455	500	1½	455	600	2	555	
Surveillance approach:													
MDA VIS HAT MDA VIS HAT MDA VIS HAT MDA VIS HAT													
S-15.....	440	RVR 24	396	440	RVR 24	396	440	RVR 24	396	440	RVR 30	396	
S-21.....	440	1	396	440	1	396	440	1	396	440	1	396	
S-33.....	380	1	335	380	1	335	380	1	335	380	1	335	
S-3.....	380	1	343	380	1	343	380	1	343	380	1	343	
MDA VIS HAA MDA VIS HAA MDA VIS HAA MDA VIS HAA													
C.....	480	1	435	500	1	455	500	1½	455	600	2	555	
A.....	Standard.			T 2-eng. or less—RVR 24, Runway 15; Standard all other runways.						T over 2-eng.—RVR 24, Runway 15; Standard all other runways.			

City, Charleston; State, S.C.; Airport name, Charleston AFB/Municipal; Elev., 45'; Facility, Radar; Procedure No. Radar 1, Amdt. 6; Eff. date, 14 May 70; Sup. Amdt. No. 5; Dated, 19 Dec. 68

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 April 13, 1970.

WILLIAM G. SHREVE, JR.,
Acting Director,
Flight Standards Service.

[F.R. Doc. 70-4759; Filed, Apr. 30, 1970; 8:45 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Executive Office of the President

Section 213.3303 is amended to show that the position of Special Assistant to the Chairman and the positions of one Confidential Assistant to each of the two Members of the Council on Environmental Quality are excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, paragraph (g) is added to § 213.3303 as set out below.

§ 213.3303 Executive Office of the President.

(g) Council on Environmental Quality.
(1) One Special Assistant to the Chairman.

(2) One Confidential Assistant to each Member of the Council.

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 70-5339; Filed, Apr. 30, 1970; 8:46 a.m.]

PART 213—EXCEPTED SERVICE

Federal Power Commission

Section 213.3329 is amended to show that one position of secretary to the Advisor on Environmental Quality is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, paragraph (j) is added to § 213.3329 as set out below.

§ 213.3329 Federal Power Commission.

(j) One Secretary to the Advisor on Environmental Quality.

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 70-5340; Filed, Apr. 30, 1970; 8:46 a.m.]

PART 213—EXCEPTED SERVICE

Office of Economic Opportunity; Correction

In the FEDERAL REGISTER (F.R. Doc. 70-4866) of April 22, 1970, on page 6423 a new paragraph (e) was erroneously added. The items should have been added to paragraph (d) as set out below.

§ 213.3373 Office of Economic Opportunity.

(d) Office of the Assistant Director for Special Programs. * * *

(2) One Coordinator, Youth Affairs Program.

(3) One Coordinator, Older Persons Program.

(4) One Coordinator, Voluntary Action Program.

(5) One Coordinator, Rural Affairs Program.

(15 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 70-5341; Filed, Apr. 30, 1970; 8:46 a.m.]

Title 7—AGRICULTURE

Chapter I—Consumer and Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

PART 51—FRESH FRUITS, VEGETABLES AND OTHER PRODUCTS (INSPECTION, CERTIFICATION AND STANDARDS)

Subpart—U.S. Standards for Grades of Pears for Processing¹

On July 23, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 12181) regarding the revision of U.S. Standards for Pears for Canning (7 CFR §§ 51.1345-51.1358). These grade standards are issued under authority of the Agricultural Marketing Act of 1946 (60 Stat. 1087, as amended; 7 U.S.C. 1621-1627), which provides for the issuance of official U.S. grades to designate different levels of quality for the voluntary use of producers, buyers and consumers. Official grading services are also provided under this act upon request of any financially interested party and upon payment of a fee to cover the cost of such services.

Statement of considerations leading to the revision of the grade standards: Following publication of the FEDERAL REGISTER, copies were distributed to industry organizations and individuals for com-

¹Packing of the product in conformity with the requirements of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug and Cosmetic Act or with applicable State laws and regulations.

ment. The period for submission of comments ended August 15, 1969.

The only comments submitted to the Hearing Clerk in response to the publication of the proposal were two from the same organization. These comments reflected a misunderstanding of the applicability of the new tolerances. Accordingly, the section covering tolerances and their application was rewritten and clarified to avoid further misunderstanding. The first two paragraphs of § 51.1350 are changed.

The title of the standards is changed from U.S. Standards for Pears for Canning to U.S. Standards for Grades of Pears for Processing. This clearly indicates that these standards apply to pears used in all processing methods, and is in line with the present format for titles.

After consideration of all relevant matters presented, including the proposal set forth in the aforesaid notice, the following U.S. Standards for Grades of Pears for Processing are hereby promulgated pursuant to the Agricultural Marketing Act of 1946 (60 Stat. 1087, as amended; 7 U.S.C. 1621-1627).

Sec.	GENERAL
51.1345	General.
	GRADES
51.1346	U.S. No. 1.
51.1347	U.S. No. 2
	CULLS
51.1348	Culls.
	SIZE
51.1349	Size.
	APPLICATION OF STANDARDS
51.1350	Application of standards.
	DEFINITIONS
51.1351	Mature.
51.1352	Handpicked.
51.1353	Firm.
51.1354	Well formed.
51.1355	Damage.
51.1356	Pears grown from late blooms.
51.1357	Seriously deformed.
51.1358	Serious damage.
51.1359	Diameter.

AUTHORITY: The provisions of this subpart issued under sec. 203, 205, 60 Stat. 1087, as amended, 1090 as amended; 7 U.S.C. 1622, 1624.

GENERAL

§ 51.1345 General.

All percentages shall be calculated on the basis of weight.

GRADES

§ 51.1346 U.S. No. 1.

"U.S. No. 1" consists of pears of one variety which are mature, handpicked, firm, well formed, free from scald, hard end, black end, internal breakdown, decay, worms and worm holes, and from damage caused by broken skins, limbrubs, sprayburn, sunburn, scab, russeting, bruises, hail, frost, drought spot, disease, insects, mechanical or other means. Unless otherwise specified, the pears shall not be further advanced than yellowish green. Tree-ripened pears and pears grown from late blooms shall not be considered as meeting the requirements of this grade. (See §§ 51.1349 and 51.1350.)

§ 51.1347 U.S. No. 2.

"U.S. No. 2" consists of pears of one variety which are mature, handpicked, firm, not seriously deformed, free from scald, hard end, black end, internal breakdown, decay, worms and worm holes, and free from serious damage by any other cause. Unless otherwise specified, the pears shall not be further advanced than yellowish green. Tree-ripened pears and pears grown from late blooms shall not be considered as meeting the requirements of this grade. (See §§ 51.1349 and 51.1350.)

CULLS

§ 51.1348 Culls.

"Culls" are pears which do not meet the requirements of either of the foregoing grades.

SIZE

§ 51.1349 Size.

Size may be specified in connection with a grade by agreement between buyer and seller and stated in terms of minimum diameter or minimum and maximum diameters. Diameters shall be specified in inches and not less than eighth-inch fractions thereof. In addition, size may be stated in terms of ratio of length to diameter.

APPLICATION OF STANDARDS

§ 51.1350 Application of standards.

(a) Tolerances shall not apply in the application of the standards to determine the percentages of U.S. No. 1 and U.S. No. 2 quality, culls and off-size in a lot of pears; for example, when determining compliance with a grower-processor contract.

(b) Tolerances: The following tolerances, by weight, shall apply when a lot of pears has been sorted to meet a specific grade, such as a shipment to a processor which is intended to meet the requirements of the U.S. No. 1 grade:

(1) For defects, 10 percent for pears which fall to meet the requirements of the grade: *Provided*, That included in this amount not more than the following percentages shall be allowed for the defects listed:

(i) 2 percent for pears which are affected by decay.

(ii) 5 percent for pears which are infested by worms or have worm holes.

(2) For off-size, 5 percent for pears which are smaller than any specified minimum size, and 10 percent for pears larger than any specified maximum size.

DEFINITIONS

§ 51.1351 Mature.

"Mature" means that the pear has reached the stage of maturity which will insure the proper completion of the ripening process.

§ 51.1352 Handpicked.

"Handpicked" means that the pears do not show evidence of having been on the ground.

§ 51.1353 Firm.

"Firm" means that the pear is fairly solid and yields only very slightly to moderate pressure, and is not wilted, shriveled, rubbery or flabby.

§ 51.1354 Well Formed.

"Well formed" means that the pear has the shape characteristic of the variety, so that after paring, cutting in halves, and coring, each half of the pear shall be well formed. Bartlett pears shall have at least a fairly well developed neck.

§ 51.1355 Damage.

"Damage" means any injury or defect which materially affects the processing quality of the fruit. After paring, cutting in halves, and coring, each half of the pear shall be well formed or the pear is considered damaged. Pears showing surface blemishes shall be considered damaged when the injury cannot be completely removed in the ordinary process of paring for commercial use.

§ 51.1356 Pears grown from late blooms.

"Pears grown from late blooms". Such pears often have excessively long stems (commonly termed "rat tails"), or may be misshapen or slightly rough. Such pears do not ripen properly for ordinary canning use.

§ 51.1357 Seriously deformed.

"Seriously deformed" means that the pear is so badly misshapen as to cause a loss during the usual commercial preparation for use of over 20 percent, by weight, of the pear in excess of that which would occur if the pear were well formed. Round or apple-shaped pears shall not be considered seriously deformed.

§ 51.1358 Serious damage.

"Serious damage" means any injury or defect which cannot be removed during the usual commercial preparation for use without a loss of over 20 percent, by weight, of the pear in excess of that which would occur if the pear were not defective.

§ 51.1359 Diameter.

"Diameter" means the greatest dimension of the pear taken at right angles to a line running from the stem to the blossom end.

These standards shall become effective on March 15, 1970 and will thereupon supersede the U.S. Standards for Pears for Canning which have been in effect since June 12, 1939 (7 CFR, § 51.1345-51.1358).

Dated: April 28, 1970.

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

[F.R. Doc. 70-5359; Filed, Apr. 30, 1970;
8:48 a.m.]

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

SUBCHAPTER C—SPECIAL PROGRAMS

PART 775—FEED GRAINS

Subpart—1970 Feed Grain Program

Correction

In F.R. Doc. 70-3322 appearing at page 5082 in the issue of Thursday, March 26, 1970, the following changes should be made in the table under § 775.25(c):

1. The projected yield of grain sorghum for Cochise County, Ariz., should read "105.6".

2. The rate for computing diversion payments for grain sorghum for Johnson County, Ark., should read "1.14".

3. The projected yield of corn for Gilmer County, Ga., should read "53.1".

4. The projected yield of corn for Jo Daviess County, Ill., should read "102.7".

5. The projected yield of grain sorghum for Montgomery County, Ill., should read "65.8".

6. The projected yield of grain sorghum for Decatur County, Iowa, should read "68.6".

7. The projected yield of corn for Ida County, Iowa, should read "95.5".

8. The entry reading "Gloden Valley" under Montana should read "Golden Valley".

9. The projected yield of grain sorghum for Adair County, Okla., should read "41.5".

10. The rate for computing diversion payments for barley for Pickett County, Tenn., should read "1.06".

11. The rate for computing diversion payments for corn for Trousdale County, Tenn., should read "1.49".

12. The State heading now reading "Vigrinia" should read "Virginia".

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursuant to provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111-113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f), Part 76, Title 9, Code of Federal Regulations, restricting the interstate movement of swine and certain products because of

hog cholera and other communicable swine diseases, is hereby amended in the following respects:

1. In § 76.2, in subparagraph (e) (6) relating to the State of Massachusetts, a new subdivision (iii) relating to Essex County is added to read:

(e) * * *
(6) *Massachusetts.* * * *

(iii) That portion of Essex County comprised of Saugus Township.

2. In § 76.2, in subparagraph (e) (8) relating to the State of Mississippi, a new subdivision (vi) relating to Tippah and Prentiss Counties is added to read:

(e) * * *
(8) *Mississippi.* * * *

(vi) The adjacent portions of Tippah and Prentiss Counties bounded by a line beginning at the junction of State Road 2 and the Tippah-Alcorn County line; thence, following the Tippah-Alcorn County line in a south and thence easterly direction to the Alcorn-Prentiss County line; thence, following the Alcorn-Prentiss County line in an easterly direction to U.S. Highway 45; thence, following U.S. Highway 45 generally in a southwesterly direction to State Road 30; thence, following State Road 30 in a generally southwesterly direction to the Prentiss-Union County line; thence, following the Prentiss-Union County line in a northerly direction to the Union-Tippah County line; thence, following the Union-Tippah County line in a westerly direction to State Road 370; thence, following State Road 370 in a northwesterly direction to State Road 2; thence, following State Road 2 in a northeasterly direction to its junction with the Tippah-Alcorn County line.

3. In § 76.2, in subparagraph (e) (20) relating to the State of Virginia, a new subdivision (xlii) relating to York County is added to read:

(e) * * *
(20) *Virginia.* * * *

(xlii) The northeastern portion of York County bounded by a line beginning at the junction of U.S. Highway 17 and the south bank of the York River; thence, following the south bank of the York River in a generally easterly direction to the eastern boundary of York County (Chesapeake Bay Coastline); thence, following the eastern boundary of York County (Chesapeake Bay Coastline) in a generally southerly direction to Secondary Road 621; thence, following Secondary Road 621 in a generally westerly direction to U.S. Highway 17; thence, following U.S. Highway 17 in a south-easterly direction to State Primary Highway 173; thence, following State Primary Highway 173 in a generally westerly direction to the York-City of Newport News County line; thence, following the York-City of Newport News County line in a northwesterly direction to Secondary Road 637; thence, following Secondary Road 637 in a generally northeasterly direction to U.S. Highway 17; thence, following U.S. Highway 17 in a northeasterly direction in its junction with the south bank of the York River.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1-4, 33

Stat. 1264, 1265, as amended, sec. 1, 75 Stat. 481, secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f; 29 P.R. 16210, as amended)

Effective date. The foregoing amendments shall become effective upon issuance.

The amendments quarantine a portion of Essex County, Mass.; portions of Tippah and Prentiss Counties in Mississippi; and a portion of York County, Va., because of the existence of hog cholera. This action is deemed necessary to prevent further spread of the disease. The restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will apply to the quarantined areas designated herein.

The amendments impose certain further restrictions necessary to prevent the interstate spread of hog cholera and must be made effective immediately to accomplish their purpose in the public interest. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable and contrary to the public interest, and good cause is found for making them effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 27th day of April 1970.

GEORGE W. IRVING, Jr.,
Administrator,
Agricultural Research Service.

[P.R. Doc. 70-5321; Filed, Apr. 30, 1970; 8:46 a.m.]

Title 12—BANKS AND BANKING

Chapter II—Federal Reserve System

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Regs. U and G]

PART 207—SECURITIES CREDIT BY PERSONS OTHER THAN BANKS, BROKERS OR DEALERS

PART 221—CREDIT BY BANKS FOR THE PURPOSE OF PURCHASING OR CARRYING MARGIN STOCKS

Credit Extended To Carry Mutual Fund Shares

§ 207.107 Status after July 8, 1969, of credit extended prior to that date to purchase or carry mutual fund shares.

For the text of interpretation, see § 221.119 of this subchapter.

§ 221.119 Status after July 8, 1969, of credit extended prior to that date to purchase or carry mutual fund shares.

(a) Prior to July 8, 1969, the margin and other requirements of Regulations G and U applied to credit extended to purchase or carry shares of a mutual

fund (secured by certain described collateral), if (1) the portfolio of the fund did "customarily include" securities that would themselves have been subject to the regulations and (2) the fund was included in a list of such funds that the Board published for this purpose.

(b) It was found that virtually all mutual funds met the "customarily include" test. Accordingly, for administrative reasons, the Board discontinued publication of the list and restated the rule to cover all mutual funds except those at least 95 percent of whose assets are continuously invested in exempted securities.

(c) The Board made these changes, effective July 8, 1969, in Regulation G (Code of Federal Regulations, Title 12, Part 207) by adding a new § 207.2(d) (while eliminating former § 207.2(c) (3) and § 207.4(b)), and in Regulation U (Code of Federal Regulations, Title 12, Part 221) by adding a new § 221.3(v) (while eliminating former § 221.3(b) (3) and § 221.3(d)).

(d) The Board has received several questions respecting the effect of the amendments on certain stock-secured credits that were extended prior to July 8, 1969, to purchase or carry mutual fund shares and were treated as not subject to Regulations G or U at the time of extension on the ground that the funds were not on the Board's published list.

(e) The Board has held that whether a loan is for the purpose of purchasing or carrying a stock not registered on a national securities exchange depends on the present status of the stock. Thus, a credit is treated as one for such a purpose if used to purchase or carry a stock that became registered after the loan was made. (1937 Federal Reserve Bulletin 955; Published Interpretations Par. 6435). The converse is also true (1938 Federal Reserve Bulletin 90; Published Interpretations Par. 6445).

(f) The same principle applies to the closely parallel question in the present case. Credits extended before July 8, 1969, to purchase or carry shares in the mutual funds in question were for the purpose of purchasing or carrying "margin stocks" (Regulation U) or "margin securities" (Regulation G) even though, at the time of extension, the funds were not on the Board's published list. Accordingly, if collateralized as specified in the regulations, the credits were subject to the pertinent regulation from the effective date of the amendments, July 8, 1969.

(g) In applying the above interpretation, it should be borne in mind that the Board's margin regulations are based on (1) the requirement of an initial deposit in connection with the original extension of a credit, and (2) limitations on substitutions or withdrawals of the collateral securing a credit.

(h) In the latter category, the Board's margin regulations apply a retention requirement to proceeds of a sale of collateral in an undermargined loan (except for a same-day sale-and-purchase substitution) in order to strengthen the margin status of the loan (§ 207.1(j) of

Title 18—CONSERVATION OF POWER AND WATER RESOURCES

Chapter I—Federal Power Commission

[Docket No. R-308; Order No. 399]

PART 260—STATEMENTS AND REPORTS (SCHEDULES)

Annual Report of Gas Supply

APRIL 27, 1970.

Regulation G and § 221.1(b) of Regulation U). While this requirement became applicable on July 8, 1969, to credit previously extended to purchase shares in mutual funds that had not been on the Board's list prior to that date, the Board, in view of all the circumstances, will not insist upon reconstitution of loans to take account of withdrawals and substitutions of collateral before April 27, 1970, the date of issuance of this interpretation, even though henceforth all withdrawals and substitutions must comply with the requirement.

(i) Application of § 221.3(q): Section 221.3(q) of Regulation U provides that credit extended by banks to a customer who is engaged "principally, or as one of the customer's important activities," in the business of extending credit to purchase or carry margin securities is considered to be extended for that purpose. Banks extending credit to such customers must treat the credit as subject to that regulation, and the credit must comply with all the requirements thereof "unless the credit and its purposes are effectively and unmistakably separated and disassociated from any financing or refinancing, for the customer or others, of any purchasing or carrying of [margin] stocks."

(j) Since credit to purchase or carry mutual fund shares (no matter when extended) is credit to purchase or carry margin stocks, any person or organization that engages, as an important activity, in extending credit to purchase or carry such shares (with the exception mentioned) is a lender subject to § 221.3(q) even though the funds were not on the Board's list prior to July 8, 1969. However, as stated above, as an administrative matter the retention requirements of the regulations need apply only to all substitutions and withdrawals, occurring on or after April 27, 1970, of collateral securing such credit.

(k) In view of the likelihood that § 221.3(q) applies to any loan to any financial institution which has pledged or offers to pledge mutual fund shares, particularly shares which were not on the Board's list prior to July 8, 1969, a bank should treat any such loan as being subject to the requirements of the regulation unless the borrower supplies clear proof, to be preserved in the files of the bank, that § 221.3(q) does not apply or that the loan is "separated and disassociated" as specified in the section. In this connection, a general statement, such as that the credit is for "working capital" or "general corporate purposes", is insufficient evidence that the requirements of the regulation are not applicable.

By order of the Board of Governors,
April 21, 1970.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[F.R. Doc. 70-5336; Filed, Apr. 30, 1970;
8:46 a.m.]

By notice of proposed rulemaking issued herein on November 13, 1968 (33 F.R. 17195, Nov. 20, 1968), the Commission proposed to revise Form 15, Annual Report of Gas Supply. As stated in the notice the most important changes proposed would require the Form 15 pipeline company respondents to submit estimates of (1) "Productive Capacity Mcf/d" and "Maximum Daily Quantity Mcf/d" for each source of gas supply (see Schedule No. 2), and (2) gas reserves by independent producer rate schedules (see Schedule No. 4). Also, a number of minor changes to Form 15 were proposed and are adopted herein, such as changing the annual due date of filing Form 15, from May 1 to June 1 of each year. Other minor changes also were proposed, as follows, and except for (a) infra, are being adopted herewith:

(a) The addition of a summary schedule of gas reserves, production, purchases by FPC production areas and states.

(b) Provision is being made for the reporting of "Future Additions" (spot purchases) on Schedule No. 1 and elimination of the current Schedule No. 1-A.

(c) A standardized method of footnote reference is being prescribed.

(d) All volumes are to be reported at 14.73 p.s.i.a. and 60° Fahrenheit.

(e) Adoption of a standard geologic code eliminating the need for reporting geologic ages on Schedule No. 3 in the vernacular.

(f) Elimination of the map reference schedule by including the report year when the map was originally filed on Schedule No. 3.

(g) Provision for codifying fields behind a plant on Schedule No. 3.

(h) Revision of reporting instructions to allow for the accurate reporting of revisions and additions to salable gas reserves.

(i) Reordering of the filing sequence of data pages and schedules to facilitate their use by automatic data processing.

(j) Revised Table of Contents.

For the reasons set forth hereinbelow we have concluded that, except for the elimination of the summary schedule of the gas reserves (see paragraph (a) above) and proposed Schedule No. 4, and the insertion of minor revisions to the draft form, revised Form 15 should be adopted as proposed. Our conclusions

were reached after a careful consideration of the comments contained in the 14 letter responses filed with the Commission in response to the invitation in the notice.¹ Initially, we discuss the data reporting requirements proposed in the draft form appended to the notice, which we are eliminating from the final revised Form 15 prescribed herein.

The Independent Natural Gas Association of America (INGAA) and seven pipeline companies asserted that the proposed summary schedule of gas reserves consisting of a full page of data related to reserves and production information reportable to FPC production areas was unduly burdensome to report, and further, that the requested summary could be assembled by the Commission from other information to be reported in the modified Form 15 report form. The information contained on this summary schedule has become an integral part of the Commission Staff's annual publication entitled, "The Gas Supplies of Interstate Natural Gas Pipeline Companies" and the summarization of the indicated data by the respondents would facilitate its preparation; we are mindful, however, of the increased data required elsewhere by the modified Form 15 and accordingly find it appropriate to minimize the totality of the new reporting burden by eliminating the proposed summary, as suggested by many respondents.

Proposed Schedule 4 was drafted by the Commission Staff as a means to obtain natural gas reserves and production data correlated with independent producers' FPC rate schedules, information which was previously reported in FPC Form 2, page 550. The detailed reporting of these Form 2 data, however, was suspended during the past 2 years by Commission order and, at the time of suspension, an invitation was extended to interested parties to submit new report forms coupled with related statements as to whether these data should be collected at all, and if so, how they could be made a part of the Form 15 program. Order No. 360, 39 FPC 229. As noted in Order No. 360, certain parties participating in past independent producer rate case settlements asserted that they found these data useful in such proceedings. None of them, however, have filed comments in these proceedings either in support or in opposition to the modified

¹ See the following list:
Independent Natural Gas Association of America.

Colorado Interstate Gas Co.
Columbia Gas System Service Corp.
El Paso Natural Gas Co.
Natural Gas Pipeline Co. of America.
Northern Natural Gas Co.
Panhandle Eastern Pipe Line Co.
Michigan Wisconsin Pipe Line Co.
Tennessee Gas Pipeline Co.
Texas Eastern Transmission Corp.
Texas Gas Transmission Corp.
Transcontinental Gas Pipe Line Corp.
Transwestern Pipeline Co.
United Gas Pipe Line Co.

Form 15 draft and apparently they do not continue to press their asserted needs for these data at this time. Although we do not find that their previously asserted data needs will be nonexistent in the future, we are satisfied that the information can be specially compiled, on an ad hoc basis, as a need for it arises. Thus, by adopting this course, we are further alleviating the claimed reporting burden of the draft Form 15 we noticed and simultaneously preserving an opportunity to obtain the Schedule 4 data when it becomes relevant to some future regulatory purpose. Our action here, of course, in no way modifies the remaining limited reporting requirement with respect to these data, as prescribed by Order No. 360, and subsequent orders in Docket No. R-335.³

Many other respondents, but not all, devoted the bulk of their comments to the two additional fields of data being added to Schedule No. 2. These two new data fields, productive capacity and maximum daily quantity, are reportable by the respondents for each source of gas supply; they are not novel in concept and have taken on considerable importance in recent years in connection with the Commission's analysis of pipeline certificate applications. By having these data routinely reported in the annual Form 15 we expect the staff's overall review of pipeline certificate application filings will not only be expedited but will permit a quicker judgment as to whether or not the pipeline facilities proposed for construction are wholly necessary, and/or are of optimum design, and the extent to which, if any, economic alternative programs might be pursued with greater efficiency. These objectives are a continuing part of the Commission's responsibility in the reviewing pipeline certificate applications. And, in the future our execution of this responsibility will be significantly facilitated when these data are on hand and readily available for insertion into the analytical review procedure which precedes the issuance of either a contested or noncontested certificate order authorizing the construction and operation of pipeline facilities under section 7(c) of the Natural Gas Act.

Moreover, we fully anticipate that the data will be of particular importance when pipeline applicants seek the earliest possible issuance of a permanent or temporary certificate. In such circumstances the timely collection of relevant data needed for review purposes becomes exceedingly difficult and, perhaps impossible at such times as pipeline companies request the Commission to invoke its power to issue temporary authorization for the installation of additional facilities for the acquisition of gas supply, allegedly needed to maintain current delivery levels. The Commission and its staff, of course, must be in a position to instantly evaluate requests of this nature and to confirm, in a knowledgeable way, that allegations contained in

temporary authorization requests require an emergency response from the Commission.

As already noted the concept of productive capacity is not a new one and in fact information has been routinely reported by the American Gas Association (AGA) on national productive capacity figures since 1967 and prior to that time productive capacity data were reported intermittently by the National Petroleum Council beginning January 1, 1960. It is appropriate, therefore, particularly in light of the comments received, that the AGA definition, as used in its 1968 report entitled, "Reserves of Crude Oil, Natural Gas Liquids, and Natural Gas in the United States and Canada", Volume 23, (pp. 109-110) be adopted for reporting the productive capacity of nonassociated gas reserves; the productive capacity of associated and solution gas shall be the maximum daily quantity that the pipeline respondent can reasonably rely upon from a given source of supply. The form has been modified accordingly.

The maximum daily quantity data will furnish a working estimate on a continuing basis for the peak day delivery capacity of any given source of supply and in combination with the estimated productive capacity volume will show the margin, if any, of available daily volume not taken. Such information will provide the Commission with a more refined portrayal of a given pipeline company's gas supply capabilities in addition to providing it, with continuing information needed for certificate application analysis, as mentioned. It is common knowledge, of course, that gas supply problems have risen to a much greater level of importance in recent years and this Commission, in order to discharge its responsibilities must collect information relevant to such problems.

The respondents submitted comments on our proposed modified Form 15 have also made a number of suggestions which have been helpful and which we are adopting herein. Most of these suggestions are essentially of a technical nature and are too numerous to enumerate. In addition, they also express dissatisfaction with some of the relatively minor changes to be included in the modified Form 15. For example, six pipeline respondents contend that the Commission should not adopt a uniform pressure base for the reportable data of 14.73 p.s.i.a. at 60° F. However, it is our view that this change is long overdue especially since this pressure standard was adopted by the Bureau of the Budget for all governmental data collection and reporting purposes as long ago as 1966.⁴ Additionally, it was asserted by certain pipeline respondents that the proposed new geologic code reverses the number sequence currently used. That is to say that in the superseded code the oldest formations carry the lowest numerical code; the new code is in reverse. However, we are seeking to promote uniformity in industry data reporting and

this uniformity will be enhanced by our adoption of this new coding system which is the same as that established by the American Association of Petroleum Geologists. In the long run these efforts by us and other data collection agencies will have a substantial reduction in the overall reporting burden imposed upon natural gas pipeline companies.

Some respondents requested that they should not be required to complete the "Summary of Gas Reserve Changes, Previous Year" on page 0007 of the revised report form until the second year, i.e., 1971, the form is in effect. The reason advanced is that they would be subjected to considerable burden if they were required to furnish such "Summary" information for a year prior to the time when the form was effective. We agree. It should be clear, however, that the "Summary" information for the "Current Year" should be completed during the first year report, i.e., 1970, for which the form is effective.

After a full review of the proposals contained in the modified Form 15 as promulgated by our notice and all of the comments received it is clear that the only materially new data being requested by our present order are the data related to productive capacity and maximum daily quantity, reportable by sources of gas supply; all other changes and additions in the modified Form 15 herein adopted, are variations of data already being filed or needed clarifications in definition and instructions already a part of Form 15. These relatively minor changes and clarifications are a routine, but important, part of our continuing report form review program and necessary in order that the Commission and interested parties appearing before the Commission will have a more reportable and useful gas reserves report form.

Finally, we are cognizant of the informal conferences held with the Form 15 respondents and others prior to the promulgation of the notice herein and that such conferences touched upon the still unresolved disposition of problems concerning the "Second Phase" data (31 FPC 750) and the viability of using ADP media for submitting Form 15 filings. Both of these aspects of Form 15 were an integral part of the original concept of this report form at the time it was adopted in lieu of Exhibit H gas reserves data previously filed with certificate applications (Ibid.) and, accordingly, the instant proceedings should be continued to permit the Commission staff and interested parties to pursue their efforts to final conclusion.

The Commission finds: That in view of the foregoing and upon consideration of all relevant matters presented, in the comments received, it is necessary and appropriate in the administration of the Natural Gas Act that the use of Form 15, as modified herein, be prescribed for the reporting year 1970 and thereafter; and that in all other respects the proceeding herein be continued.

The Commission, acting under the authority of the Natural Gas Act, as amended, particularly sections 7, 10(a),

³ See Order No. 360-A, 41 FPC 223; and Order No. 360-B, 43 FPC (issued Mar. 11, 1970).

⁴ See Bureau of the Budget Circular No. A-46, issued Feb. 15, 1966.

14(a), and (16) there (52 Stat. 825, 826, 828, 830; 56 Stat. 83; 15 U.S.C. 717f, 717i (a), 717m(a), 717o), orders:

(A) Effective upon the issuance of this order, Part 260, Chapter I, Title 18 of the Code of Federal Regulations, is amended as follows:

1. In § 260.7, paragraphs (a) and (b) are revised to read as follows:

§ 260.7 Form No. 15, Annual report of gas supply for certain natural gas companies.

(a) A revised form of Annual Report of Total Gas Supply, designated FPC Form 15, is prescribed for the reporting year 1970 and thereafter to be used by natural gas companies as provided by and in accordance with paragraph (b) of this section.

(b) Each natural gas company, as defined by the Natural Gas Act, as amended (52 Stat. 821), except (1) a company whose gas reserves, owned or controlled by producer contracts, at the end of any report-year are less than 50 billion cubic feet of gas, or (2) a company purchasing its entire supply of natural gas from other companies subject to the provisions of this section and/or foreign suppliers, or (3) a company which acts only as a transporter of gas for others, shall prepare and file with the Commission for the calendar year ending December 31, 1970, on or before June 1, 1971, and for subsequent years on or before each June 1, thereafter, an original and four conformed copies of FPC Form 15. Companies described in subparagraphs (1) and (2) of this paragraph shall file FPC Form No. 15-A, prescribed by § 260.7a. A transporter of gas similarly exempt from this paragraph by subparagraph (3) of this paragraph shall file, in lieu of the report, a statement giving the name(s) and address(es) of the company or companies for which it is transporting the gas. One copy of the report should be retained in its files. The conformed copies may be carbon or reproduced by any means that provide clearly and accurately aligned impressions.

(Secs. 7, 10, 14, 16, 52 Stat. 825, 826, 828, 830; 56 Stat. 83; 15 U.S.C. 717f, 717i, 717m, 717o)

(B) FPC Form 15 set out in the attachment hereto,* is prescribed, effective for the reporting year 1970 and thereafter, for use in accordance with § 260.7 as revised by ordering paragraph (A) hereof.

(C) In all other respects this proceeding is continued for such further conferences, notices and orders as may be appropriate.

(D) The Secretary shall cause prompt publication of this order to be made in the FEDERAL REGISTER.

By the Commission.

[SEAL] GORDON M. GRANT,
Secretary.

[F.R. Doc. 70-5325; Filed, Apr. 30, 1970; 8:46 a.m.]

*Form filed as part of the original document.

Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER D—MISCELLANEOUS EXCISE TAXES

[T.D. 7038]

PART 143—TEMPORARY EXCISE TAX REGULATIONS UNDER THE TAX RE- FORM ACT OF 1969

Election To Shorten the Period During Which Certain Excess Business Holdings of Private Foundations Are Treated as Permitted Holdings

The following regulations relate to the application of section 4943(c)(4)(E) of the Internal Revenue Code of 1954, as added by section 101(b) of the Tax Reform Act of 1969 (83 Stat. 507), to the election to shorten from 15 years to 10 years the period during which certain excess business holdings of private foundations are treated as permitted holdings.

The regulations set forth herein are temporary and are designed to inform taxpayers of the manner of electing to shorten from 15 years to 10 years the period during which certain excess business holdings of private foundations are treated as permitted holdings, prior to the issuance of regulations to be prescribed by the Commissioner and approved by the Secretary or his delegate.

In order to provide such temporary regulations under section 4943 of the Internal Revenue Code of 1954, the following regulations are adopted:

§ 143.6 Election to shorten the period during which certain excess business holdings of private foundations are treated as permitted holdings.

(a) *In general.* Under section 4943(c)(4)(B)(ii), where the combined holdings on May 26, 1969, of a private foundation and all disqualified persons in any one business enterprise exceed 75 percent of the voting stock or more than a 75 percent interest in the value of all outstanding shares of all classes of stock in such enterprise, and the foundation's holdings on such date do not exceed 95 percent of the voting stock in such enterprise, then such combined holdings must be reduced to 50 percent of the voting stock of such enterprise by the end of a 15-year period beginning on May 26, 1969. However, under section 4943(c)(4)(E), the 15-year period during which such combined holdings in the enterprise must be reduced to 50 percent is to be shortened to a 10-year period, referred to in section 4943(c)(4)(B)(iii), if, at any time before January 1, 1971, one or more individuals—

(1) Who are substantial contributors (as described in section 507(d)(2)) or members of the family within the meaning of section 4946(d) of one or more substantial contributors to such private foundation, and

(2) Who on May 26, 1969, held in aggregate more than 15 percent of the voting stock of the enterprise, make an election in the manner described in paragraph (b). If an individual who owns

15 percent or less of the voting stock of the enterprise wishes to make an election under this paragraph, he and one or more other individuals who together own more than 15 percent of the voting stock of the enterprise may join in making an election by together filing the statement referred to in paragraph (b) of this section.

(b) *Manner of making election.* The election referred to in paragraph (a) of this section is made by filing two copies of a written statement with the Office of the Assistant Commissioner (Technical), Internal Revenue Service, Washington, D.C. 20224.

(c) *Additional copies.* The individual filing the written statement referred to in paragraph (b) of this section shall submit a copy of the statement to the private foundation with respect to which the election is being made and to the management of such business enterprise.

(d) *Content of statement.* The statement shall indicate that an election is being made under section 4943(c)(4)(E) of the Code, and shall be signed by each of the individuals making the election, and, in addition shall contain the following information:

(1) The name, address, and taxpayer identification number of each of the individuals making the election;

(2) The name and address of the foundation with respect to which such election is being made;

(3) The name and address of the business enterprise with respect to which the election is being made;

(4) The aggregate number of shares of voting stock in the business enterprise that were held on May 26, 1969, by each individual making the election, and, in addition, the percentage that such voting stock is of the total number of shares of voting stock issued and outstanding on such date;

(5) The aggregate number of shares of voting stock in the business enterprise held by the private foundation on May 26, 1969, and, in addition, the percentage that such voting stock is of the total number of shares of voting stock issued and outstanding on such date; and

(6) The total number of shares of voting stock in the business enterprise or the best available estimate thereof, that were issued and outstanding on May 26, 1969.

(e) *Time for making election.* The statement referred to in paragraph (b) of this section shall be filed before January 1, 1971.

Because of the need for immediate guidance with respect to the provisions contained in this Treasury decision, it is found impracticable to issue it with notice and public procedure thereon under subsection (b) of section 553 of title 5 of the United States Code or subject to the effective date limitation of subsection (d) of that section.

(Sec. 7805 of the Internal Revenue Code of 1954; 68A Stat. 917; 26 U.S.C. 7805)

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

Approved: April 28, 1970.

EDWIN S. COHEN,
Assistant Secretary
of the Treasury.

[F.R. Doc. 70-5330; Filed, Apr. 30, 1970;
8:45 a.m.]

Title 29—LABOR

Chapter V—Wage and Hour Division, Department of Labor

PART 670—CHEMICAL, PETROLEUM, AND RELATED PRODUCTS INDUS- TRY IN PUERTO RICO

Wage Order

Pursuant to sections 5 and 8 of the Fair Labor Standards Act of 1938 (52 Stat. 1062, 1064, as amended; 29 U.S.C. 205, 208) and Reorganization Plan No. 6 of 1950 (3 CFR 1949-53 Comp. p. 1004), and by means of Administrative Order No. 612 (35 F.R. 1020), the Secretary of Labor appointed and convened Industry Committee No. 92-B for the chemical, petroleum and related products industry in Puerto Rico, referred to the Committee the question of the minimum rate or rates of wages to be paid under section 6(c) of the Act to employees in the industry, and gave notice of a hearing to be held by the Committee.

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

Accordingly, as authorized and required by section 8 of the Fair Labor Standards Act of 1938, Reorganization Plan No. 6 of 1950, and 29 CFR 511.18, the recommendations of Industry Committee No. 92-B are hereby published, to be effective May 18, 1970, in this order revising § 670.2 of Title 29, Code of Federal Regulations.

As amended, § 670.2 reads as follows:

§ 670.2 Wage rates.

- (a) *Pre-1961 coverage classifications.*
- (3) *Drugs, medicines, bay oil, aromatic alcohol and toilet preparations classification.* (i) The minimum wage for this classification is \$1.60 an hour.
- (5) *Salt extraction classification.* (1) The minimum wage for this classification is \$1.60 an hour.
- (b) *Bay oil and aromatic alcohol 1961 coverage classification.* (i) The minimum wage for this classification is \$1.60 an hour.
- (d) *1966 coverage classifications.* These classifications are defined as all activities in the chemical, petroleum and related products industry to which sec-

tion 6 of the Act applies solely by reason of the Fair Labor Standards Amendments of 1966.

(1) *Candle and tallow classification.* (i) The minimum wage for this classification is \$1.45 an hour for the period ending January 31, 1971; and \$1.50 an hour thereafter.

(ii) This classification is defined as the manufacture of candles and tallow.

(2) *General classification.* (i) The minimum wage for this classification is \$1.45 an hour for the period ending January 31, 1971; and \$1.55 an hour thereafter.

(ii) This classification is defined as all activities in the chemical, petroleum and related products industry in Puerto Rico, except those included in the candle and tallow classification.

(Secs. 5, 6, 8, 52 Stat. 1062, 1064, as amended; 29 U.S.C. 205, 206, 208)

Signed at Washington, D.C., this 27th day of April 1970.

ROBERT D. MORAN,
Administrator, Wage and Hour
Division, U.S. Department of
Labor.

[F.R. Doc. 70-5332; Filed, Apr. 30, 1970;
8:46 a.m.]

PART 678—STONE, CLAY, GLASS, CE- MENT AND RELATED PRODUCTS INDUSTRY IN PUERTO RICO

Wage Order

Pursuant to sections 5 and 8 of the Fair Labor Standards Act of 1938 (52 Stat. 1062, 1064, as amended; 29 U.S.C. 205, 208) and Reorganization Plan No. 6 of 1950 (3 CFR 1949-53 Comp. p. 1004), and by means of Administrative Order No. 612 (35 F.R. 1020), the Secretary of Labor appointed and convened Industry Committee No. 92-A for the stone, clay, glass, cement, and related products industry in Puerto Rico, referred to the Committee the question of the minimum rate or rates of wages to be paid under section 6(c) of the Act to employees in the industry, and gave notice of a hearing to be held by the Committee.

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

Accordingly, as authorized and required by section 8 of the Fair Labor Standards Act of 1938, Reorganization Plan No. 6 of 1950, and 29 CFR 511.18, the recommendations of Industry Committee No. 92-A are hereby published, to be effective May 18, 1970, in this order amending § 678.2 of Title 29, Code of Federal Regulations.

As amended, § 678.2 reads as follows:

§ 678.2 Wage rates.

- (a) *Pre-1961 coverage classifications.*

(4) *Vitreous and semivitreous china food utensils classification.* (i) The minimum wage for this classification is \$1.38 an hour.

(5) *Art pottery classification.* (i) The minimum wage for this classification is \$1.15 an hour.

(6) *Mica classification.* (i) The minimum wage for this classification is \$1.35 an hour.

(7) *General classification.* (i) The minimum wage for this classification is \$1.60 an hour.

(b) *Terrazzo and marble tiles 1961 coverage classification.* (i) The minimum wage for this classification is \$1.60 an hour.

(c) *General 1961 coverage classification.* (i) The minimum wage for this classification is \$1.30 an hour.

(d) *1966 coverage classifications.* * * *
(1) *Terrazzo and marble tiles classification.* (i) The minimum wage for this classification is \$1.45 an hour for the period ending January 31, 1971; and \$1.60 an hour thereafter.

(2) *General classification.* (i) The minimum wage for this classification is \$1.45 an hour for the period ending January 31, 1971; and \$1.50 an hour thereafter.

(Secs. 5, 6, 8, 52 Stat. 1062, 1064, as amended; 29 U.S.C. 205, 206, 208)

Signed at Washington, D.C., this 27th day of April 1970.

ROBERT D. MORAN,
Administrator, Wage and Hour
Division, U.S. Department of
Labor.

[F.R. Doc. 70-5333; Filed, Apr. 30, 1970;
8:46 a.m.]

Title 31—MONEY AND FINANCE: TREASURY

Chapter V—Office of Foreign Assets Control, Department of the Treasury

PART 500—FOREIGN ASSETS CONTROL REGULATIONS

Interpretations

Section 500.204, appendix, is being amended to add as item (8.1) an interpretation of the commodity listing "citronella oil" in paragraph (a) (3) of § 500.204 and to amend item (20) paragraph (a) to state that the commodity listing "ores and metals—antimony" includes antimony trioxide.

Item (8.1), hereby added to § 500.204, appendix, reads as follows:

RULES AND REGULATIONS

(8.1) "Citronella oil" includes geraniol and citronellal.

As amended, Item (20) paragraph (a), reads as follows:

(20) "Ores and Metals". (a) Antimony includes antimony oxide, antimony trioxide, and sodium antimonate, but does not include antimonial lead of less than 5 percent antimony.

[SEAL] MARGARET W. SCHWARTZ,
Director,
Office of Foreign Assets Control.

[F.R. Doc. 70-5331; Filed, Apr. 30, 1970;
8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Parts 1005, 1033, 1034, 1035, 1041]

[Docket Nos. AO-166-A40, etc.]

MILK IN GREATER CINCINNATI AND CERTAIN OTHER MARKETING AREAS

Partial Decision on Proposed Amendments to Marketing Agreements and to Orders

7 CFR part	Market	Docket No.
1033	Greater Cincinnati.....	AO-166-A40. AO-166-A40-RO2. AO-166-A40-RO3.
1034	Miami Valley, Ohio.....	AO-175-A29. AO-175-A29-RO2. AO-175-A29-RO3.
1035	Columbus, Ohio.....	AO-176-A26. AO-176-A26-RO2. AO-176-A26-RO3.
1041	Northwestern Ohio.....	AO-72-A36. AO-72-A36-RO2. AO-72-A36-RO3.
1000	Tri-State.....	AO-177-A35. AO-177-A35-RO2. AO-177-A35-RO3.

A public hearing was held upon proposed amendments to the marketing agreements and the orders regulating the handling of milk in the Greater Cincinnati; Miami Valley, Ohio; Columbus, Ohio; Northwestern Ohio; and Tri-State marketing areas. The hearing was held pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice (7 CFR Part 900), at Columbus, Ohio, on June 2-6 and 10-13 and July 8-10, 1969, pursuant to notice thereof issued on May 13, 1969 (34 F.R. 7811).

This hearing was reopened on three occasions: December 18, 1969, at Columbus, Ohio, pursuant to notice thereof issued on December 4, 1969 (34 F.R. 19507); January 20, 1970, at Clayton, Mo., pursuant to notices thereof issued on November 26, 1969 (34 F.R. 19078), January 8, 1970 (35 F.R. 435) and January 29, 1970 (35 F.R. 2527); and April 14, 1970, pursuant to notice thereof issued on April 7, 1970 (35 F.R. 5961).

This decision deals only with the issues considered at the April 14, 1970 session of the hearing. All other issues are reserved for later decision.

The material issues on the record of the April 14, 1970 hearing session relate to:

1. The need for a "Louisville" plan under the Northwestern Ohio order; and
2. Whether an emergency exists to warrant the omission of a recommended decision.

Findings and conclusions. The following findings and conclusions on the material issues of the April 14, 1970 hear-

ing session are based on evidence presented at the hearing and the record thereof:

1. "Louisville" plan under the Northwestern Ohio order. The Northwestern Ohio order should provide for a "Louisville" plan to encourage the level production of milk throughout the year.

Under the plan proposed herein, returns to producers for milk delivered in the months of April, May, June, and July would be adjusted by deducting specified amounts per hundredweight of such deliveries. The deductions would be at the rate of 6 percent of the average basic formula price for the preceding calendar year, but not more than 25 cents per hundredweight. One-fourth of the money collected in the April-July period would be included in the uniform price computation for each of the months of September, October, November, and December.

The Louisville plan is a particular method of distributing to producers the total returns for their milk that is pooled under the order. Handlers' costs are not affected by the plan.

The adopted production incentive plan was proposed by Milk, Inc., a cooperative association that represents over 80 percent of the producers supplying the Northwestern Ohio market. The cooperative urged that such a plan be included in the Northwestern Ohio order to encourage a more even pattern of milk production throughout the year. Also, proponent contended that the Louisville plan would coordinate seasonally the level of uniform prices in this market with the level of such prices in neighboring markets where similar plans are now in use.

The seasonal production pattern for the Northwestern Ohio market warrants the use of a Louisville plan in this regulated area. There is a yearly cycle of relatively high production in the spring and early summer contrasted with lower production in the fall and early winter. This seasonal pattern does not coincide with the demand for Class I milk, which tends to be more constant throughout the year.

Production patterns that coincide with Class I demand are in accord with marketing efficiency. For instance, wide swings in production can over-burden milk handling facilities in some months and cause their inefficient use in other months. Such a production pattern also tends to associate with the market a greater total milk supply relative to the Class I demand than does a more level production pattern, thereby lowering total returns to producers. This occurs as handlers and cooperatives attach to the market that number of producers necessary to assure an adequate milk supply during the period of lowest production.

To the extent that local supplies are not adequate during the low-production

months, supplemental supplies must be obtained from other markets, usually at additional expense because of handling and hauling charges. The proponent cooperative pointed out that in providing handlers with their total supply of milk it has been necessary to import supplemental supplies during the fall months because of the short production in the Northwestern Ohio area during that time.

The proposed plan for reducing producer returns for the high-production months and increasing the returns to producers for the low-production months will provide an economic incentive for dairymen in the Northwestern Ohio area to produce more evenly throughout the year.

The proposed plan also will tend to eliminate the seasonal disparity between blend prices in the Northwestern Ohio market and such prices in neighboring markets. The Northwestern Ohio market has common production areas with such markets as Columbus, Miami Valley, Cincinnati, and Indiana where Louisville plans are now in use. Because of the seasonal adjustments in producer returns under such plans, the Northwestern Ohio blend prices often differ significantly from the blend prices in the other markets. This can be disconcerting to dairy farmers located in areas where they can ship to either the Northwestern Ohio market or another market. The normal supply patterns in the Northwestern Ohio area are being disrupted as producers shift back and forth between markets in response to these price differences. The proposed Louisville plan will provide a seasonally coordinated blend price pattern throughout the region, thereby stabilizing the supply for competing markets.

Because of the benefits to be derived from such coordinated pricing, the Louisville plan adopted herein provides for the same "take-out" and "pay-back" months applicable to producers in several of the overlapping milksheds. Likewise, the same rates of take-out and pay-back are adopted. These features of the Louisville plan, which were proposed by producers, are appropriate for the Northwestern Ohio market.

The adoption of a Louisville plan requires the use in the order of the term "weighted average price". This price represents the average value of producer milk before Louisville plan deductions for April, May, June, and July and before the Louisville plan money is added in the computation of the uniform prices for September, October, November, and December. The weighted average price serves as a basis for determining the obligations of handlers for unregulated milk.

2. **Need for emergency action.** The due and timely execution of the functions of

the Secretary under the Act imperatively and unavoidably requires the omission of the recommended decision, and the opportunity for filing exceptions thereto, or the amendments to the Northwestern Ohio order proposed herein.

On April 3, 1970, the Department issued a recommended decision proposing a merger of the Northwestern Ohio, Cincinnati, Miami Valley, Columbus, and Tri-State orders (35 F.R. 5764). As recommended, the merged "Ohio Valley" order would include a Louisville plan identical with the Louisville plans now in effect under all but the Northwestern Ohio order. In addition, the producer-settlement funds of the separate orders would be combined, with the consolidated fund containing any Louisville plan moneys that had been withheld under the separate orders but not yet disbursed to producers.

The proponent cooperative stressed that since a merger of the orders could occur before the beginning of the pay-back period under the separate orders, the Louisville plan for the Northwestern Ohio market should be made effective as of April 1, 1970. By doing so, producers now under the Northwestern Ohio order would be subject to Louisville plan deductions prior to any merger in the same manner as the producers under the other four orders involved. Otherwise, proponent contended, the inequity (because of no deductions in the returns of Northwestern Ohio producers) that would exist among the producers participating in the merged order's pay-back phase of its Louisville plan in 1970 could necessitate a delay of the effective date of the proposed merger. The cooperative urged the immediate adoption of a Louisville plan for the Northwestern Ohio order so that such a delay would not occur.

No final decision by the Department has been made yet concerning the merger of the five Ohio orders, and, of course, no approval of any proposed merger has been determined by producer voting. However, the timely effectuation of any merger that may be decided upon and approved by producers would be facilitated by the immediate application of the Louisville plan herein proposed for the Northwestern Ohio market. By having the proposed Louisville plan start with April 1970 milk, all five orders proposed to be merged would provide for Louisville plan deductions from producers' returns in the same months and at identical rates. Thus, any pay-out under a merged order of Louisville plan monies previously accumulated under the separate orders would not result in an inequitable distribution of producers' money.

Application of the proposed Louisville plan to producer milk delivered in April 1970 requires immediate amendatory action. The issuance of a recommended decision would unnecessarily delay the date on which the proposed amendments could be made effective. Good cause therefore exists for omitting the recommended decision on the Louisville plan issue and the opportunity for filing exceptions thereto.

Rulings on proposed findings and conclusions. No briefs and proposed findings and conclusions were filed on behalf of interested parties.

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

(a) The tentative marketing agreement and the order, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

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

(c) The tentative marketing agreement and the order, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, a marketing agreement upon which a hearing has been held.

Marketing agreement and order. Annexed hereto and made a part hereof are two documents, a marketing agreement and an order, which regulate the handling of milk in the Northwestern Ohio marketing area and which have been decided upon as the detailed and appropriate means of effectuating the foregoing conclusions.

It is hereby ordered. That this entire decision, except the attached marketing agreement, be published in the FEDERAL REGISTER. The regulatory provisions of the marketing agreement are identical with those contained in the order as hereby proposed to be amended by the attached order which is published with this decision.

Determination of producer approval and representative period. January 1970 is hereby determined to be the representative period for the purpose of ascertaining whether the issuance of the order, as amended and as hereby proposed to be amended, regulating the handling of milk in the Northwestern Ohio marketing area is approved or favored by producers, as defined under the terms of the order, as amended and as hereby proposed to be amended, and who, during such representative period, were engaged in the production of milk for sale within the aforesaid marketing area.

Signed at Washington, D.C., on April 28, 1970.

RICHARD E. LYNG,
Assistant Secretary.

Order as Amended, Regulating the Handling of Milk in the Northwestern Ohio Marketing Area

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

(a) *Findings.* A public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Northwestern Ohio marketing area.

The hearing was held pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure (7 CFR Part 900).

Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

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

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

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

Order relative to handling. It is therefore ordered that on and after the effective date hereof the handling of milk in the Northwestern Ohio marketing area shall be in conformity to and in compliance with the terms and conditions of the order, as amended, and as hereby amended, as follows:

1. In § 1041.62, paragraphs (a) (1) (i) and (b) (5) are revised to read as follows:

¹ This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure governing proceedings to formulate marketing agreements and marketing orders have been met.

§ 1041.62 Obligations of a handler operating a partially regulated distributing plant.

(a) * * *

(1) (i) The obligation that would have been computed pursuant to § 1041.70 at such plant shall be determined as though such plant were a pool plant. For purposes of such computation, receipts at such nonpool plant from a pool plant or an other order plant shall be assigned to the utilization at which classified at the pool plant or other order plant and transfers from such nonpool plant to a pool plant or an other order plant shall be classified as Class II milk if allocated to such class at the pool plant or other order plant and be valued at the weighted average price of the respective order if so allocated to Class I milk, except that reconstituted skim milk in filled milk shall be valued at the Class II price. There shall be included in the obligation so computed a charge in the amount specified in § 1041.70(e) and a credit in the amount specified in § 1041.82(b)(2) with respect to receipts from an unregulated supply plant, except that the credit for receipts of reconstituted skim milk in filled milk shall be at the Class II price, unless an obligation with respect to such plant is computed as specified in subdivision (ii) of this subparagraph.

(b) * * *

(5) From the value of such milk at the Class I price applicable at the location of the nonpool plant, subtract its value at the weighted average price applicable at such location (not to be less than the Class II price), and add for the quantity of reconstituted skim milk specified in subparagraph (3) of this paragraph its value computed at the Class I price applicable at the location of the nonpool plant less the value of such skim milk at the Class II price.

2. Section 1041.71 is revised to read as follows:

§ 1041.71 Computation of uniform price.

For each month the market administrator shall compute the uniform price per hundredweight for milk of 3.5 percent butterfat content received from producers at pool plants for which no location adjustment applies as follows:

(a) Combine into one total the values computed pursuant to § 1041.70 for all handlers who filed the reports prescribed for the month and who made the required payments pursuant to § 1041.82 for the preceding month;

(b) Add an amount equal to the total value of the location differentials computed pursuant to § 1041.73;

(c) Subtract, if the average butterfat content of the milk specified in paragraph (e) of this section is more than 3.5 percent, or add, if such butterfat content is less than 3.5 percent, an amount computed by multiplying the amount by which the average butterfat content of such milk varies from 3.5 percent by the butterfat differential computed pursuant to § 1041.72 and

multiplying the result by the total hundredweight of such milk;

(d) Add one-half of the unobligated balance in the producer-settlement fund;

(e) Divide the resulting amount by the sum of the following for all handlers included in these computations:

(1) The total hundredweight of producer milk; and

(2) The total hundredweight for which values are computed pursuant to § 1041.70(e);

(f) Subtract not less than 4 cents nor more than 5 cents per hundredweight. The result shall be the "weighted average price", and, except for the months specified below, shall be the "uniform price" for milk received from producers;

(g) For the months specified in paragraphs (h) and (i) of this section, subtract from the amount resulting from the computations pursuant to paragraphs (a) through (d) of this section an amount computed by multiplying the hundredweight of milk specified in paragraph (e)(2) of this section by the weighted average price;

(h) Subtract for each month of April through July the amount obtained by multiplying the hundredweight of producer milk included in these computations by a rate that is equal to 6 percent of the average basic formula price (computed to the nearest cent) for the preceding calendar year but that is not more than 25 cents;

(i) Add for each month of September through December one-fourth of the total amount subtracted pursuant to paragraph (h) of this section for the preceding months of April through July;

(j) Divide the resulting sum by the total hundredweight of producer milk included in these computations; and

(k) Subtract not less than 4 cents nor more than 5 cents per hundredweight. The result shall be the "uniform price" for milk received from producers.

3. In § 1041.73, paragraph (b) is revised to read as follows:

§ 1041.73 Location differentials to producers and on nonpool milk.

(b) For the purpose of computations pursuant to §§ 1041.82 and 1041.83, the weighted average price shall be adjusted on the basis of the applicable amount or rate pursuant to § 1041.53, applicable at the location of the nonpool plant from which the milk was received.

4. Section 1041.81 is revised to read as follows:

§ 1041.81 Producer-settlement fund.

The market administrator shall maintain a separate fund known as the "producer-settlement fund", which shall function as follows:

(a) All payments made by handlers except those pursuant to §§ 1041.85 and 1041.86 shall be deposited in this fund, and all payments made pursuant to §§ 1041.83 and 1041.84 shall be made out of this fund: *Provided*, That the market administrator shall offset the payment due a handler against payments due from such handler; and

(b) All amounts subtracted pursuant to § 1041.71(h) shall be deposited in this fund and set aside as an obligated balance until withdrawn for the purpose of effectuating § 1041.71(i).

5. In § 1041.82(b), subparagraph (2) is revised to read as follows:

§ 1041.82 Payments to the producer-settlement fund.

(b) * * *

(2) The value at the weighted average price(s) applicable at the location of the plant(s) from which received (not to be less than the value at the Class II price) with respect to other source milk for which a value is computed pursuant to § 1041.70(e).

[P.R. Doc. 70-5360; Filed, Apr. 30, 1970; 8:48 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 39]

[Docket No. 10276]

AIRWORTHINESS DIRECTIVES

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

The Federal Aviation Administration is considering amending Part 39 of the Federal Aviation Regulations by adding an airworthiness directive applicable to British Aircraft Corp. Models BAC 1-11 200 and 400 series airplanes. There have been reports of failures of the taper bolts securing the flap beam main attachment brackets through the wing lower skin at flap beam locations 2, 3, and 4 on these airplanes. Failure of these bolts could result in failure of the flap beam to wing structure attachment. Since this condition is likely to exist or develop in other airplanes of the same type design, the proposed airworthiness directive would require periodic inspection of the attachment bolts for looseness or failure, replacement of bolts found to be loose or failed, and eventual modification to introduce increased diameter bolts.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before June 1, 1970, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

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

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

BRITISH AIRCRAFT CORP. Applies to Models BAC 1-11 200 and 400 series airplanes.

Compliance is required as indicated.

To prevent failure of the flap beam bracket to wing attachments at flap beam 2 (200 and 400 series airplanes), and at flap beams 3 and 4 (200 series airplanes only), accomplish the following:

(a) For 200 and 400 series airplanes, within the next 300 landings after the effective date of this AD, unless already accomplished within the last 200 landings, and thereafter at intervals not to exceed 500 landings since the last inspection, inspect the six flap beam bracket attachment bolts through the wing lower skin at flap beam 2 for looseness or failure in accordance with British Aircraft Corp. Model BAC 1-11 Alert Service Bulletin No. 57-A-PM 4407, Issue 2, dated January 6, 1970, or later ARB-approved issue or an FAA-approved equivalent.

(b) For 200 series airplanes, within the next 300 landings after the effective date of this AD, unless already accomplished within the last 700 landings, and thereafter at intervals not to exceed 1,000 landings since the last inspection, inspect the four flap beam bracket attachment bolts through the wing lower skin at flap beam 3 for looseness or failure in accordance with British Aircraft Corp. Model BAC 1-11 Alert Service Bulletin No. 57-A-PM 4407, Issue 2, dated January 6, 1970, or later ARB-approved issue or an FAA-approved equivalent.

(c) For 200 series airplanes which have not had incorporated BAC Modification PM3216, within the next 300 landings after the effective date of this AD, unless already accomplished within the last 700 landings, and thereafter at intervals not to exceed 1,000 landings since the last inspection, inspect the four flap beam bracket attachment bolts through the wing lower skin at flap beam 4 for looseness or failure in accordance with British Aircraft Corp. Model BAC 1-11 Alert Service Bulletin No. 57-A-PM 4407, Issue 2, dated January 6, 1970, or later ARB-approved issue or an FAA-approved equivalent.

(d) If one bolt through the wing lower skin on any one bracket (there are two brackets per flap beam location) is found to be loose or failed during the inspections required by paragraphs (a), (b), and (c), before further flight comply with paragraph (i) and either—

(1) Replace the loose or failed bolt with a new bolt of the same part number or an equivalent new parallel shank bolt in accordance with British Aircraft Corp. Model BAC 1-11 Alert Service Bulletin No. 57-A-PM 4407, Issue 2, dated January 6, 1970, or later ARB-approved issue or an FAA-approved equivalent; or

(2) Comply with paragraph (h).

(e) If the loose or failed bolt through the wing lower skin is replaced in accordance with paragraph (d) (1), within the next 300 landings accomplish the modifications required by paragraph (h).

(f) If a single loose bolt through the wing lower skin on any one flap beam location is found during the inspection required by paragraphs (a), (b), and (c), comply with paragraph (i) before further flight, and

(1) Comply with paragraph (d); or

(2) Within the next 300 landings accomplish the modifications required by paragraph (h).

(g) If more than one loose or failed bolt through the wing lower skin is found on any one bracket during the inspections required by paragraphs (a), (b), and (c), before further flight comply with paragraphs (h) and (i).

(h) Replace all the flap beam bracket attachment bolts through the wing lower skin with new increased diameter bolts at the affected flap beam location in accordance with British Aircraft Corp. Model BAC 1-11 Service Bulletin No. 57-PM 4407, dated November 17, 1969, or later ARB-approved issue or an FAA-approved equivalent.

(i) As required in paragraphs (d), (f), or (g), accomplish the following at the affected flap beam location:

(1) Inspect the two lower horizontal attachment bolts which pass through the forward flange of the flap beam attachment bracket and the rear spar lower boom angle (one on each side) for looseness or failure in accordance with British Aircraft Corp. Model BAC 1-11 Alert Service Bulletin No. 57-A-PM 4407, Issue 2, dated January 6, 1970, or later ARB-approved issue or an FAA-approved equivalent.

(2) If one or more loose or failed horizontal bolts are found during the inspection required by this paragraph, inspect the wing structure in the area of the affected flap beam location for damage or fuel leaks.

(3) If any loose or failed horizontal bolts or any damage to the wing structure or fuel leaks are found during the inspection required by this paragraph, before further flight replace the loose or failed horizontal bolts, repair the damage to the wing structure and seal the fuel leaks in accordance with British Aircraft Corp. Model BAC 1-11 Alert Service Bulletin No. 57-A-PM 4407, Issue 2, dated January 6, 1970, or later ARB-approved issue or an FAA-approved equivalent.

(j) The repetitive inspections required by paragraphs (a), (b), and (c) may be discontinued at each flap beam location where the modifications of paragraph (h) have been incorporated.

(k) For the purpose of complying with this AD, subject to acceptance by the assigned FAA maintenance inspector the number of landings may be determined by dividing each airplane's hours' time in service by the operator's feet average time from takeoff to landing for BAC-11 200 and 400 series airplanes.

Issued in Washington, D.C., on April 24, 1970.

WILLIAM G. SHREVE, JR.,
Acting Director,
Flight Standards Service.

[F.R. Doc. 70-5318; Filed, Apr. 30, 1970; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 70-SO-32]

CONTROL ZONE

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Fort Rucker, Ala., control zone.

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 Fort Rucker control zone described in § 71.171 (35 F.R. 2054) would be redesignated as:

Within a 7-mile radius of lat. 31°18'30" N., long. 85°42'20" W.; within 3 miles each side of Cairns, Ala., VOR 233° radial, extending from the 7-mile radius zone to 8.5 miles southwest of the VOR; within 2 miles each side of Cairns AAF Runway 36 extended centerline, extending from the 7-mile radius zone to 5 miles south of the runway end; within 3 miles each side of the 242° bearing from Lowe, Ala., NDB, extending from the 5-mile radius zone to 8.5 miles southwest of the NDB; within 3 miles each side of Hanchey, Ala., VOR 358° radial, extending from the 7-mile radius zone to 8.5 miles north of the VOR; within a 2-mile radius of Blackwell Field, Ozark, Ala. (lat. 31°25'50" N., long. 85°37'10" W.); within a 2-mile radius of Hooper, Ala., Army Stage Field (lat. 31°24'25" N., long. 85°41'20" W.); within a 2-mile radius of Allen, Ala., Army Stage Field (lat. 31°13'50" N., long. 85°38'40" W.); excluding the portion within R-2103.

The application of Terminal Instrument Procedures (TERPs) and current airspace criteria to Fort Rucker terminal area requires the following actions:

1. Increase the extension predicated on Cairns VOR 233° radial 2 miles in width and 0.5 mile in length.

2. Increase the extension predicated on the 242° bearing from Lowe RBN 2 miles in width and 0.5 mile in length.

3. Designate an extension predicated on Cairns AAF Runway 36 extended centerline 6 miles in width and 5 miles in length.

The proposed alterations are required to provide controlled airspace protection for IFR operations in climb to 700 feet above the surface and in descent from 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 April 23, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 70-5319; Filed, Apr. 30, 1970; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 70-SO-34]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Goldsboro, N.C., 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, Southern Region, Air Traffic Division, Post Office Box 20636, Atlanta, Ga. 30320. 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, Airspace 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 Goldsboro transition area describe in § 71.181 (35 F.R. 2134 and 3881) would be redesignated as:

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Seymour Johnson AFB (lat. 35°20'20" N., long. 77°57'50" W.); within 2 miles each side of Seymour Johnson TACAN 073° radial, extending from the 9-mile radius area to 8 miles east of the TACAN; within 2.5 miles each side of Seymour Johnson TACAN 253° radial, extending from the 9-mile radius area to 21 miles west of the TACAN; within 3 miles each side of the ILS localizer west course, extending from the 9-mile radius area to 8.5 miles west of the LOM; within a 6.5-mile radius of Goldsboro-Wayne Municipal Airport.

The proposed alteration is required to provide controlled airspace protection for IFR operations at Goldsboro-Wayne Municipal 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. A prescribed instrument approach procedure to this airport, utilizing the Kinston, N.C., VORTAC, is proposed in conjunction with the alteration of this transition area.

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 April 23, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[P.R. Doc. 70-5320; Filed, Apr. 30, 1970;
8:46 a.m.]

[14 CFR Part 73]

[Airspace Docket No. 70-CE-15]

RESTRICTED AREAS

Proposed Alteration and Designation

Correction

In F.R. Doc. 70-4921 appearing on page 6512 in the issue for Thursday, April 23, 1970, the heading "R-36018 Brookville, Kans." should read "R-3601B Brookville, Kans."

National Highway Safety Bureau

[49 CFR Part 567]

[Docket No. 70-8; Notice 1]

CERTIFICATION REGULATIONS

Notice of Proposed Rule Making

The Federal Highway Administration recently issued a notice of proposed rule-making in respect to the regulation of vehicles manufactured in two or more stages (March 17, 1970, 35 F.R. 4639). That notice would require final manufacturers of these multistage vehicles to include on the certification label the gross vehicle weight rating, gross combination weight rating, and the gross axle weight ratings appropriate for these vehicles. This notice proposes the application of that requirement to all other vehicles.

The total weight for which the manufacturer has designed his vehicle components has been found to be a very important item of vehicle information, from the standpoint both of users and of regulatory agencies at all levels of Government. Gross vehicle or axle weight ratings for particular vehicles have been difficult to ascertain, however, in some cases. Furthermore, in future rulemaking actions, applicability of various requirements will in some cases be related to vehicle weights within a general type, and clearly ascertainable weight ratings will be necessary for enforcement purposes.

The three terms employed would be those used and defined in the proposed Part 568, vehicles manufactured in two or more stages.

It is therefore proposed that 49 CFR Part 567, Certification, be amended by inserting after § 567.4(g) (2) the following three subparagraphs, and renumbering the present subparagraphs (3), (4), and (5) as (6), (7), and (8):

(3) "Gross Vehicle Weight Rating" or "GVWR", followed by the appropriate value in pounds.

(4) For powered vehicles, "Gross Combination Weight Rating" or "GCWR", followed by the appropriate value in pounds. Alternatively, the label may state: "Not For Towing Trailers".

(5) "Gross Axle Weight Rating" or "GAWR", followed by the appropriate value in pounds for each axle, identified in order from front to rear (e.g., front, first intermediate, second intermediate, rear).

It is further proposed, to reflect the above mentioned proposal for multistage vehicles, that the phrase "(except chas-

sis-cabs)" in § 567.4(a) be changed to read, "except vehicles manufactured in two or more stages".

The present certification requirements are limited to vehicles received by dealers or distributors. It has been determined that it is desirable, for enforcement and informative purposes, for all vehicles to carry the information required by Part 567, including those sold directly to users by manufacturers. Under the authority of section 112, therefore, it is proposed to remove the limitation on the labeling requirement by deleting the phrase, "who deliver those vehicles to distributors or dealers for resale" from § 567.2(a) of Title 49 of the Code of Federal Regulations.

Interested parties are invited to submit data, views, and arguments on these proposed amendments. Comments should refer to the docket and notice number and be submitted to: Docket Section, National Highway Safety Bureau, Room 4223, 400 Seventh Street SW., Washington, D.C. 20591. It is requested, but not required, that 10 copies be submitted. All comments received by the close of business on July 29, 1970, will be considered, and will be available in the docket at the above address for examination both before and after the closing date.

Proposed effective date: January 1, 1971.

This notice of proposed amendments to motor vehicle safety regulations is issued under the authority of sections 103, 112, 114, and 119 of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1392, 1401, 1403, 1407), and the delegation of authority by the Secretary of Transportation to the Director of the National Highway Safety Bureau, 49 CFR 1.51.

DOUGLAS W. TOMS,
Director,

National Highway Safety Bureau.

APRIL 24, 1970.

[P.R. Doc. 70-5335; Filed, Apr. 30, 1970;
8:46 a.m.]

FEDERAL TRADE COMMISSION

[16 CFR Part 90]

MOPSTICK INDUSTRY

Proposed Rescission of Trade Practice Rules

Notice is hereby given that pursuant to the Federal Trade Commission Act, as amended, 15 U.S.C. 41-58, and the provisions of Part 1, Subpart B of the Commission's procedures and rules of practice, 16 CFR 1.15, 1.16, the Federal Trade Commission proposes to rescind the Trade Practice Rules for the Mopstick Industry, promulgated March 20, 1933.

Interested or affected parties may submit their views, suggestions, objections, or other information concerning the proposed rescission to the Chief, Division of Industry Guides, Bureau of Industry Guidance, Federal Trade Commission, Sixth Street and Pennsylvania Avenue

PROPOSED RULE MAKING

NW., Washington, D.C. 20580, in writing not later than June 1, 1970.

All comments received will be available for examination by interested parties at the Federal Trade Commission's, Wash-

ington address, and will be fully considered by the Commission prior to the anticipated rescission date which is 60 days from the issued date of this notice.

Issued: May 1, 1970.

By the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 70-5338; Filed, Apr. 30, 1970;
8:46 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[Order No. 51 (Rev. 1)]

ASSISTANT REGIONAL COMMISSIONERS (ALCOHOL, TOBACCO AND FIREARMS)

Assessment, Claim and Compromise Authority Pertaining to Firearms Taxes

Pursuant to the authority vested in the Commissioner of Internal Revenue by Treasury Department Orders 150-2, dated May 15, 1952; 150-25, dated June 1, 1953; 150-36, dated August 17, 1954; and 150-37, dated March 17, 1955; and by 26 CFR 301.7122-1, and 26 CFR 301.7701-9, it is hereby ordered:

1. Each Assistant Regional Commissioner (Alcohol, Tobacco, and Firearms) is delegated the authority respecting firearms taxes prescribed by Chapter 53 of the Internal Revenue Code:

(a) To make determinations of tax liabilities,

(b) To allow or reject claims for abatement or refund of taxes and penalties or for redemption of stamps, and

(c) To accept or reject offers in compromise of tax liabilities.

2. Exercise of the authority delegated in 1 (a) and (b) of this order may be redelegated to (but not below) Chiefs of Technical Rulings and Services Sections.

3. The authority delegated in 1 (c) may not be redelegated.

4. This order supersedes Delegation Order No. 61, issued May 22, 1958.

Date of issue: April 28, 1970.

Effective date: April 28, 1970.

[SEAL] RANDOLPH W. THROWER,
Commissioner.

[F.R. Doc. 70-5354; Filed, Apr. 30, 1970;
8:48 a.m.]

DEPARTMENT OF THE INTERIOR

National Park Service

KATMAI NATIONAL MONUMENT

Notice of Intention To Extend a Concession Contract

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 Director of the National Park Service, proposes to extend the concession contract with Wien Consolidated Airlines, Inc., authorizing it to continue to provide concession facilities and services for the public at Katmai National Monument, for a period of two (2) years from January 1, 1970, through December 31, 1971.

The foregoing concessioner has performed its obligations under the expiring contract 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 contract and in the negotiation of a new contract. However, under the Act cited above, the Secretary 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 Chief, Office of Concessions Management, National Park Service, Washington, D.C. 20240, for information as to the requirements of the proposed contract.

Dated: April 21, 1970.

THOMAS FLYNN,
Assistant Director,
National Park Service.

[F.R. Doc. 70-5307; Filed, Apr. 30, 1970;
8:45 a.m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

EXPORT MARKETING SERVICE

Statement of Organization, Delegations of Authority and Assignments of Functions

Pursuant to the authority contained in 5 U.S.C. 301 and Reorganization Plan No. 2 of 1953, the Statement of Organization, Delegations of Authority and Assignments of Functions dated November 27, 1964, published in 29 F.R. 16210, as amended, is further amended as follows:

1. A new section 196 assigning the following functions to the Export Marketing Service is hereby added:

"Sec. 196 *Assignment of functions.* The following assignment of functions is hereby made to the Export Marketing Service:

a. Formulation and administration of programs for sales for export of CCC-owned agricultural commodities, except for tobacco, peanuts, tung oil, and gum naval stores, under sections 5 (c), (d), and (f) of the Commodity Credit Corporation Charter Act (7 U.S.C. 714c (c), (d), and (f)), sections 201(a) and 203 of the Agricultural Act of 1956 (7 U.S.C. 1851, 1853), and section 407 of the Agricultural Act of 1949, as amended (7 U.S.C. 1427), as well as under other statutory authorities as assigned.

b. Formulation and administration of export payment programs (other than those under section 32, Public Law 320, 74th Congress (7 U.S.C. 612c)) and other programs, as assigned, to encourage or cause the export of U.S. agricultural commodities.

c. Domestic operations to implement the Wheat Trade Convention of the International Grains Arrangement, including but not limited to fixing export wheat and flour payment rates and export wheat marketing certificate costs and otherwise administering the pricing provisions of the Arrangement.

d. Negotiation and implementation of agreements between CCC and private trade entities to finance the sales and exportation of agricultural commodities for dollars on long-term credit under title I of the Agricultural Trade Development and Assistance Act, as amended (7 U.S.C. 1701-1710), hereinafter referred to as "Public Law 480".

e. Functions of the Department in connection with the development and implementation of basic country agreements under title I of Public Law 480 to finance the sales and exportation of agricultural commodities for foreign currencies or on long-term credit.

f. Participation in program development, evaluation and review, including related liaison with the Agency for International Development, private relief agencies, and intergovernmental organizations, and activities involving operational responsibilities with respect to making agricultural commodities available for distribution in foreign countries under title II, Public Law 480 (7 U.S.C. 1721-1725), excluding responsibilities related to procurement and supply of commodities, transportation to point of export, handling, payment, and related services pertaining thereto, and the handling of claims arising therefrom.

g. Formulation of export pricing and price review policies in connection with export sales of CCC-owned commodities, except for tobacco, peanuts, tung oil and gum naval stores, and export sales under Public Law 480.

h. Coordination within the Department of activities arising under Public Law 480 (except as assigned to the Foreign Agricultural Service and to the Foreign Economic Development Service in sections 160 and 194 of this statement respectively), and representation of the Department in its relationships in such matters with the Department of State, the Interagency Staff Committee on Public Law 480, and other departments, agencies and committees of the Government.

i. Allocations, among the various export programs for which the Export Marketing Service has responsibility, of agricultural commodities determined by the Agricultural Stabilization and Conservation Service, under section 120m(1) of this statement, to be available for export.

j. Formulation and direction of the program relating to acquisition of wheat export marketing certificates by exporters under subtitle D, title III, Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1379a et seq.).

k. Formulation and administration of programs under section 5(f) of the CCC Charter Act (15 U.S.C. 714c(f)), section 407 of the Agricultural Act of 1949 (7 U.S.C. 1427), and section 4, Public Law 89-808 (7 U.S.C. 1707a), to finance commercial export credit sales of agricultural commodities by U.S. exporters.

l. Formulation and administration of barter programs, under which agricultural commodities are exported, under sections 4 and 5 of the CCC Charter Act (15 U.S.C. 714b, 714c), section 416 of the Agricultural Act of 1949 (7 U.S.C. 1431), section 303 of the Agricultural Trade Development and Assistance Act of 1954, as amended (7 U.S.C. 1692), and section 206 of the Agricultural Act of 1956, as amended (7 U.S.C. 1856).

m. Transportation functions in connection with moving commodities from point of export under Public Law 480 and under section 5 of the CCC Charter Act (15 U.S.C. 714c) except for movement to trust territories or possessions.

n. Functions under section 203(j) of the Agricultural Marketing Act of 1946 (7 U.S.C. 1622(j)) with respect to improvement of transportation service, facilities and rates for the export of agricultural commodities and farm supplies which involve action before the Federal Maritime Commission, the Maritime Administration, or other similar transportation regulatory body, or which involve working directly with individual ocean carriers or groups of such carriers.

o. The development of foreign markets for agricultural commodities under section 5(f) of the Commodity Credit Corporation Charter Act (15 U.S.C. 714c(f)), except as otherwise specifically assigned to the Foreign Agricultural Service.

p. Other Commodity Credit Corporation functions as may be assigned."

2. A new section 197 is added to read: "Sec. 197. *Reservations*—a. *Reservations to the Secretary*. 1. Determination of the agricultural commodities and the quantities thereof available for disposition under titles I and II of Public Law 480. (7 U.S.C. 1731)

2. Determination of the kinds and quantities of strategic and other materials which may be acquired for the Supplemental Stockpile under barter programs."

Signed at Washington, D.C., this 27th day of April 1970.

CLIFFORD M. HARDIN,
Secretary of Agriculture.

[F.R. Doc. 70-5322; Filed, Apr. 30, 1970; 8:46 a.m.]

DEPARTMENT OF COMMERCE

Bureau of the Census

NUMBER OF EMPLOYEES, TAXABLE WAGES, GEOGRAPHIC LOCATION AND KIND OF BUSINESS FOR ESTABLISHMENTS OF MULTIUNIT COMPANIES

Notice of Determination for Surveys

In conformity with title 13, United States Code, sections 181, 224, and 225,

and due notice of consideration having been published on March 26, 1970 (35 F.R. 5132), I have determined that a first quarter 1970 survey of selected multiunit companies is needed to collect information for the 1970 County Business Patterns Report. The survey is similar to those conducted for previous County Business Patterns Reports and is designed to collect information on number of employees, taxable wages, geographic location, and kind of business for establishments of selected multiunit companies. The data will have significant application to the needs of the public and to governmental agencies and are not publicly available from non-governmental or governmental sources.

Report forms will be furnished to firms included in the survey and additional copies of the forms are available on request to the Director, Bureau of the Census, Washington, D.C. 20233.

I have, therefore, directed that a survey be conducted for the purpose of collecting these data.

Dated: April 8, 1970.

GEORGE H. BROWN,
Director, Bureau of the Census.

[F.R. Doc. 70-5306; Filed, Apr. 30, 1970; 8:45 a.m.]

Business and Defense Services Administration

NORTHWESTERN UNIVERSITY MEDICAL SCHOOL

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 70-00271-33-46040. Applicant: Northwestern University Medical School, Chicago Wesley Memorial Hospital, 303 East Chicago Avenue, Chicago, Ill. 60611. Article: Electron microscope, Model EM 300. Manufacturer: N. V. Philips, The Netherlands.

Intended use of article: The article will be used for a number of biological research projects by faculty members of the university and the staff of the hospital. Projects include correlative chemical and electron microscope investigation of the various storage forms of ion, human tumors and myelinated nerve fibers.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for

such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: (1) The foreign article has a guaranteed resolving power of 3.5 angstroms. The most closely comparable domestic instrument available at the time the application was received was the Model EMU-4B electron microscope which was formerly being manufactured by the Radio Corp. of America (RCA), and which is currently being produced by Forgi Corp. (Forgio). The Model EMU-4B electron microscope had a guaranteed resolving power of 5 angstroms. (The lower the numerical rating in terms of Angstrom units, the better the resolving power.) We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum dated February 26, 1970, that the additional resolving capability provided by the foreign article is pertinent to the applicant's research studies.

(2) The foreign article permits continuous magnification from the lowest to the highest power, without the need to change pole pieces, whereas opening the column to effect a change in pole pieces is required in the Model EMU-4B in order to obtain magnifications below 1,400x which provide high quality micrographs. HEW, in the memorandum cited above, advises that the ability to go from very low to very high magnification without opening the column is pertinent to the applicant's research studies.

For the foregoing reasons, we find that the Model EMU-4B is not of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which was being manufactured in the United States at the time the application was received.

CHARLEY M. DENTON,
Assistant Administrator for Industry Operations, Business and Defense Services Administration.

[F.R. Doc. 70-5306; Filed, Apr. 30, 1970; 8:45 a.m.]

ST. ANDREWS PRESBYTERIAN COLLEGE

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No.: 70-00220-33-46040. Applicant: St. Andrews Presbyterian College, Laurinburg, N.C. 28352. Article: Electron microscope, Model EM 9S. Manufacturer: Carl Zeiss, West Germany.

Intended use of article: The article will be used primarily for the training of undergraduate students. The training of undergraduate students will consist of research problems under the direction of the faculty. Research problems in biology will investigate the ultrastructure of plant and animal cells. Research problems in chemistry will involve studies of the surface configurations of various metals.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article is a relatively simple, medium resolution electron microscope, which can be used by students with a minimum of detailed programming for a course designed to teach electron microscope techniques. The foreign article provides as low as 80 diameters (X) magnification which permits a student an easy transition from light microscopy. The foreign article also provides a digital readout for focusing adjustments, which allows the instructor to check the correctness of the student's focusing adjustment and to exactly repeat focusing adjustment for several students performing an identical experiment. The most closely comparable domestic instrument at the time the application was received was the Model EMU-4B electron microscope which was formerly being manufactured by the Radio Corp. of America (RCA), and which is currently being produced by the Forgglo Corp. (Forgglo). The EMU-4B is a high resolution and relatively complex instrument designed for high level research. We are advised by the Department of Health, Education, and Welfare (HEW) in a memorandum dated February 6, 1970, that for the purposes for which the foreign article is intended to be used there is no equivalent domestic electron microscope manufactured in the United States.

For the foregoing reasons, we find that the Model EMU-4B is not of equivalent scientific value to the foreign article, for the purposes for which this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which was being manufactured in the United States at the time the application was received.

CHARLEY M. DENTON,
Assistant Administrator for Industry Operations, Business and Defense Services Administration.

[P.R. Doc. 70-5309; Filed, Apr. 30, 1970; 8:45 a.m.]

UNIVERSITY OF VIRGINIA SCHOOL OF MEDICINE

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 70-00272-33-46040. Applicant: University of Virginia, School of Medicine, Charlottesville, Va. 22901. Article: Electron microscope, Model AEI EM 801. Manufacturer: Associated Electrical Industries Ltd., United Kingdom.

Intended use of article: The article will be used for ultrastructural studies of nerve tissues. Studies of brain will focus on development of the cerebral cortex. Another project will be high resolution studies of membranes, microtubules, filaments, synapses, and myelin sheaths.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article is equipped with a tilt stage having a guaranteed resolving power of 5 angstroms. The most closely comparable domestic instrument available at the time the application was received was the Model EMU-4B electron microscope which was formerly being manufactured by the Radio Corp. of America (RCA), and which is currently being produced by Forgglo Corp. (Forgglo). The Model EMU-4B electron microscope can be equipped with a tilt stage but the guaranteed resolving power of this stage is less than the guaranteed resolving power of the foreign article. We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum dated February 27, 1970, that the guaranteed resolving power of the tilt stage of the foreign article is pertinent to the applicant's research studies. We, therefore, find that the Model EMU-4B electron microscope is not of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which was being

manufactured in the United States at the time the application was received.

CHARLEY M. DENTON,
Assistant Administrator for Industry Operations, Business and Defense Services Administration.

[P.R. Doc. 70-5310; Filed, Apr. 30, 1970; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 21238]

SERVICE MAIL RATES FOR INTRA-ALASKA ROUTES

Notice of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding will be held on May 26, 1970, at 10 a.m., e.d.s.t., in Room 726, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C.

For information concerning the issues involved and other details in this proceeding, interested persons are referred to the prehearing conference report served on November 14, 1969, and other documents which are in the docket of this proceeding on file in the Docket Section of the Civil Aeronautics Board.

Dated at Washington, D.C., April 28, 1970.

[SEAL] HARRY H. SCHNEIDER,
Hearing Examiner.

[P.R. Doc. 70-5350; Filed, Apr. 30, 1970; 8:47 a.m.]

[Docket No. 214856; Order 70-4-132]

AIR ENTERPRISES

Order To Show Cause

Issued under delegated authority April 24, 1970.

Final service mail rates established by orders 69-2-38 and 69-4-145 for the transportation of mail by aircraft are currently in effect for Hugh M. Lyman, Jr. doing business as Air Enterprises (Air Enterprises), an air taxi operator under 14 CFR Part 298.

On January 27, 1970, Air Enterprises filed a petition requesting the Board to fix new final service mail rates for two routes in the above docket. On April 9, 1970, the Postmaster General filed a reply to Air Enterprises' petition. The Postmaster General stated that it was in agreement with Air Enterprises that the present rates are no longer fair and reasonable because of increased costs experienced by Air Enterprises which were not known or reasonably foreseeable at the time the rates were set.

The Postmaster General, however, concludes that upon thorough analysis, in each instance, he can support increased rates in the amount as shown in the following table:

Previous Docket No.	Route	Cents per mile		
		Present rate	Air enterprises' proposal	Post Office Department support
20620	Cedar City and Provo, Utah	38.88	48.76	44.16
20802	Moab, Price, Provo, and Salt Lake City, Utah	40.28	50.62	45.70

Air Enterprises, in an answer to the Postmaster General's reply, filed on April 21, 1970, has agreed that the rates supported by the Postmaster General, as set forth above, are fair and reasonable rates of compensation.

The Board finds it is in the public interest to determine, adjust and establish the fair and reasonable rates of compensation to be paid by the Postmaster General for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, between the aforesaid points. Upon consideration of the petitions and other matters officially noticed, it is proposed to issue an order¹ to include the following findings and conclusions:

On and after January 27, 1970, the fair and reasonable final service mail rates per great circle aircraft mile to be paid in their entirety by the Postmaster General to Hugh M. Lyman, Jr., doing business as Air Enterprises pursuant to section 406 of the Act for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, between the following points shall be as follows:

Route	Cents per mile
1. Cedar City and Provo, Utah	44.16
2. Moab, Price, Provo and Salt Lake City, Utah	45.70

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly sections 204(a) and 406 thereof, and the Board's regulations 14 CFR Part 302, 14 CFR Part 298 and the authority duly delegated by the Board in its Organization Regulations 14 CFR 385.14(f),

It is ordered, That:

1. All interested persons and particularly Hugh M. Lyman, Jr., doing business as Air Enterprises and the Postmaster General are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final rates for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, as the fair and reasonable rates of compensation to be paid to Hugh M. Lyman, Jr., doing business as Air Enterprises.

2. Further procedures herein shall be in accordance with 14 CFR Part 302, as specified in the attached appendix; and

¹ This order to show cause is not a final action and is not regarded as subject to the review provisions of 14 CFR Part 385. These provisions will be applicable to final action taken by the staff under authority delegated in § 385.14(g).

3. This order shall be served upon Hugh M. Lyman, Jr., doing business as Air Enterprises, and the Postmaster General.

This order will be published in the FEDERAL REGISTER.

[SEAL]

HARRY J. ZINK,
Secretary.

APPENDIX

1. Further procedures related to the attached order shall be in accordance with 14 CFR Part 302, and notice of any objection to the rate or to the other findings and conclusions proposed therein, shall be filed within 10 days, and if notice is filed, written answer and supporting documents shall be filed within 30 days after service of this order;

2. If notice of objection is not filed within 10 days after service of this order, or if notice is filed and answer is not filed within 30 days after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed therein and fix and determine the final rate specified therein;

3. If answer is filed presenting issues for hearing, the issues involved in determining the fair and reasonable final rate shall be limited to those specifically raised by the answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302.307).

[P.R. Doc. 70-5351; Filed, Apr. 30, 1970; 8:47 a.m.]

[Docket No. 22114; Order 70-4-133]

AIR SOUTH, INC.

Order To Show Cause

Issued under delegated authority April 24, 1970.

Air South, Inc., is an air taxi operator providing services pursuant to Part 298 of the Board's economic regulations. By petition filed April 15, 1970, Air South requested that the Board establish the domestic multielement service mail rates for priority and nonpriority mail as final rates for the transportation of mail between Atlanta, Waycross, and Brunswick, Ga.

On April 22, 1970, the Postmaster General filed a reply supporting Air South's petition. The Postmaster General is in agreement with Air South that the multielement rates for priority and nonpriority mail are fair and reasonable rates of compensation for the services proposed.

By Order 69-7-73, multielement mail rates were established for Air South between Atlanta and Waycross. Air South is presently carrying mail between these two points. It is requested

that the multielement rates¹ and conditions established in Order E-25610 and Orders 70-4-9 and 70-4-10 be made applicable to Air South.

The rate in Order E-25610, August 28, 1967, for the air transportation of priority mail was established by the Board in the Domestic Service Mail Rate Investigation. We propose to establish a service rate for the air transportation of priority mail by Air South at the level established in Order E-25610, as amended, and the terms and provisions of that order shall be applicable to Air South in providing mail services in these markets.

The rate for the air transportation of nonpriority mail was established in Nonpriority Mail Rates, Orders 70-4-9 and 70-4-10, April 2, 1970. We propose to establish a service mail rate for the air transportation of nonpriority mail by Air South at the level established in Orders 70-4-9 and 70-4-10, and the terms and conditions of these orders shall be applicable to Air South.

The Board finds it in the public interest to fix and determine the fair and reasonable rates of compensation to be paid to Air South by the Postmaster General for the air transportation of mail, the facilities used and useful therefor, and the services connected therewith between Atlanta, Waycross, and Brunswick, Ga.

Upon consideration of the petition, the answer of the Postmaster General, and other matters officially noticed, the Board proposes to issue an order² to include the following findings and conclusions:

1. The fair and reasonable final service mail rates to be paid Air South, Inc., pursuant to section 406 of the Act, for the transportation of priority mail by aircraft, the facilities used and useful therefor, and the services connected therewith between Atlanta, Waycross, and Brunswick, Ga., shall be the rates established by the Board in Order E-25610, August 28, 1967, as amended, and shall be subject to the other provisions of that order;

2. The fair and reasonable final service mail rates to be paid Air South, Inc., pursuant to section 406 of the Act for the transportation of nonpriority mail by aircraft, the facilities used and useful therefor, and the services connected therewith between Atlanta, Waycross, and Brunswick, Ga., shall be the rates

¹ The present rates per Order 69-12-132, Dec. 30, 1969, as amended, are as follows:

Priority Mail: 24 cents per ton-mile plus 9.36 cents per pound at Brunswick and Waycross and 2.34 cents per pound at Atlanta.

Nonpriority Mail by Air: 11.33 cents per ton-mile plus 9.36 cents per pound at Brunswick and Waycross and 2.34 cents per pound at Atlanta.

² This order to show cause is not a final action and is not subject to the review provisions of 14 CFR Part 385. Those provisions will apply to any final action taken by the staff under authority delegated in § 385.14(g).

established by the Board in Orders 70-4-9 and 70-4-10, April 2, 1970, and shall be subject to the other provisions of those orders;

3. The service mail rates here fixed and determined are to be paid entirely by the Postmaster General.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 406 thereof, the Board's regulations, 14 CFR Part 302, 14 CFR Part 298, and the authority duly delegated by the Board in its Organization Regulations, 14 CFR 385.14(f),

It is ordered, That:

1. All interested persons and particularly Air South, Inc., the Postmaster General, Eastern Air Lines, Inc., and Delta Air Lines, Inc., are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final and temporary rates specified above, as the fair and reasonable rates of compensation to be paid to Air South, Inc., for the transportation of priority and nonpriority mail by aircraft, the facilities used and useful therefor, and the services connected therewith as specified above;

2. Further procedures herein shall be in accordance with 14 CFR Part 302, as specified, in the attached appendix; and

3. This order shall be served upon Air South, Inc., the Postmaster General, Eastern Air Lines, Inc., and Delta Air Lines, Inc.

This order will be published in the FEDERAL REGISTER.

[SEAL] HARRY J. ZINK,
Secretary.

APPENDIX

1. Further procedures related to the attached order shall be in accordance with 14 CFR Part 302, and notice of any objection to the rate or to the other findings and conclusions proposed therein, shall be filed within 10 days, and if notice is filed, written answer and supporting documents shall be filed within 30 days after service of this order;

2. If notice of objection is not filed within 10 days after service of this order, or if notice is filed and answer is not filed within 30 days after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed therein and fix and determine the final rate specified therein;

3. If answer is filed presenting issues for hearing, the issues involved in determining the fair and reasonable final rate shall be limited to those specifically raised by the answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302, 307).

[P.R. Doc. 70-5352; Filed, Apr. 30, 1970; 8:47 a.m.]

[Docket No. 22145; Order 70-4-136]

NORTHEAST AIRLINES, INC.

Order of Investigation and Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 27th day of April 1970.

By tariff revisions¹ marked to become effective May 10, 1970, Northeast Airlines, Inc. (Northeast), proposes on a system-wide basis to make its military leave reservation fares available at any time. These fares are presently blacked out from noon to midnight on Friday and from Sunday noon to Monday noon. In support of its proposal, Northeast contends that the existing blackout restrictions are being eliminated so as to avoid the necessity of meeting the exception to this rule which Eastern Air Lines, Inc. (Eastern), and National Airlines, Inc. (National), have with respect to round-trip travel to Florida, which is allegedly confusing and difficult to administer. National has filed to match Northeast.

Eastern has filed a complaint against the proposal requesting investigation and suspension. Eastern alleges that the existing exception is a simple rule which has not proved difficult to administer and does not undercut the general blackout restrictions which must be maintained. The carrier contends that military leave reservation fares are presently blacked out because of the pronounced peaking of traffic during these periods; that the blackout periods are designed to prevent the displacement of full fare travel; and that their elimination would be inconsistent with the justification for the discount fare as promoting use of available unused capacity. Finally, Eastern notes that military standby fares are available during the present blackout periods.

The exception which Northeast seeks to avoid provides that weekend blackouts will not be imposed on round trip travel to Florida at military reservation fares, and was introduced as an experiment in developing that State as a nearby recreational destination for servicemen stationed at the many military bases located in the south. Northeast, on the other hand, would eliminate the blackout periods entirely on the basis of an alleged difficulty in administration. The carrier has made no estimate of the impact which removal of the restriction could be expected to have on its financial position, or that of the industry as a whole. In the Board's opinion, the single exception regarding travel to Florida does not appear to warrant such a broad relaxation of the blackout provisions which presently apply generally to the major discount fares, and we believe the proposal would tend to undermine the economic predicate for the reduced fares.

Upon consideration of the tariff proposal, the complaint, and other relevant matters, the Board finds that the proposal may be unjust or unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial, or otherwise unlawful, and should be investigated. The Board further concludes that the proposal should be suspended pending investigation.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly

¹ Airline Tariff Publishers, Inc., agent, Tariff C.A.B. No. 98.

sections 204(a), 403, 404, and 1002 thereof,

It is ordered, That:

1. An investigation be instituted to determine whether the provisions of Rule 25(A)(3)(f) on 51st, 52nd, 53rd, 54th, and 55th revised pages 16-B of Airline Tariff Publishers, Inc., agent's C.A.B. No. 98, and rules, regulations, and practices affecting such provisions, are or will be unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful, to determine and prescribe the lawful provisions, and rules, regulations, or practices affecting such provisions;

2. Pending hearing and decision by the Board, the provisions of Rule 25(A)(3)(f) on 51st, 52nd, 53rd, 54th, and 55th revised pages 16-B of Airline Tariff Publishers, Inc., agent's C.A.B. No. 98 are suspended and their use deferred to and including August 7, 1970, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. The complaint of Eastern Air Lines, Inc., in Docket 22084 is consolidated herein;

4. This investigation be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated; and

5. Copies of this order will be served upon Eastern Air Lines, Inc., National Airlines, Inc., and Northeast Airlines, Inc., which are hereby made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board,

[SEAL] HARRY J. ZINK,
Secretary.

[P.R. Doc. 70-5353; Filed, Apr. 30, 1970; 8:47 a.m.]

CIVIL SERVICE COMMISSION

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

**Notice of Revocation of Authority To
Make a Noncareer Executive
Assignment**

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Department of Health, Education, and Welfare to fill by noncareer executive assignment in the excepted service the position of Executive Assistant to the Secretary, Immediate Office, Office of the Secretary.

UNITED STATES CIVIL SERVICE COMMISSION.

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

[P.R. Doc. 70-5342; Filed, Apr. 30, 1970; 8:46 a.m.]

**DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT**

**Notice of Title Change in Noncareer
Executive Assignment**

By notice of November 17, 1967, F.R. Doc. 67-13608, the Civil Service Commission authorized the departments and agencies to fill by noncareer executive assignment, certain positions removed from Schedule C of Civil Service Rule VI by 5 CFR 213.3301a on November 17, 1967. This is notice that the title of one such position so authorized to be filled by noncareer executive assignment has been changed from "Assistant Commissioner, Technical Standards" to "Assistant Commissioner for Technical and Credit Standards".

UNITED STATES CIVIL SERVICE
COMMISSION,

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

[F.R. Doc. 70-5343; Filed, Apr. 30, 1970;
8:47 a.m.]

**DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT**

**Notice of Grant of Authority To Make
a Noncareer Executive Assignment**

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Department of Housing and Urban Development to fill by noncareer executive assignment in the excepted service the position of Deputy Director, Office of Planning Assistance and Standards, Assistant Secretary for Metropolitan Planning and Development.

UNITED STATES CIVIL SERVICE
COMMISSION,

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

[F.R. Doc. 70-5344; Filed, Apr. 30, 1970;
8:47 a.m.]

DEPARTMENT OF INTERIOR

**Notice of Revocation of Authority To
Make Noncareer Executive
Assignment**

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Department of the Interior to fill by noncareer executive assignment in the excepted service the position of Assistant to the Under Secretary.

UNITED STATES CIVIL SERVICE
COMMISSION,

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

[F.R. Doc. 70-5345; Filed, Apr. 30, 1970;
8:47 a.m.]

**FEDERAL COMMUNICATIONS
COMMISSION**

[Report No. 489]

**COMMON CARRIER SERVICES
INFORMATION¹**

**Domestic Public Radio Services
Applications Accepted for Filing²**

APRIL 27, 1970.

Pursuant to §§ 1.227(b) (3) and 21.26 (b) of the Commission's rules, an application, in order to be considered with any domestic public radio services application appearing on the attached list, must be substantially complete and tendered for filing by whichever date is earlier: (a) The close of business 1 business day preceding the day on which the

¹All applications listed in the appendix are subject to further consideration and review and may be returned and/or dismissed if not found to be in accordance with the Commission's rules, regulations, and other requirements.

²The above alternative cutoff rules apply to those applications listed in the appendix as having been accepted in Domestic Public Land Mobile Radio, Rural Radio, Point-to-Point Microwave Radio, and Local Television Transmission Services (Part 21 of the rules).

Commission takes action on the previously filed application; or (b) within 60 days after the date of the public notice listing the first prior filed application (with which subsequent applications are in conflict) as having been accepted for filing. An application which is subsequently amended by a major change will be considered to be a newly filed application. It is to be noted that the cutoff dates are set forth in the alternative—applications will be entitled to consideration with those listed in the appendix if filed by the end of the 60-day period, only if the Commission has not acted upon the application by that time pursuant to the first alternative earlier date. The mutual exclusivity rights of a new application are governed by the earliest action with respect to any one of the earlier filed conflicting applications.

The attention of any party in interest desiring to file pleadings pursuant to section 309 of the Communications Act of 1934, as amended, concerning any domestic public radio services application accepted for filing, is directed to § 21.27 of the Commission's rules for provisions governing the time for filing and other requirements relating to such pleadings.

FEDERAL COMMUNICATIONS
COMMISSION,
BEN F. WAPLE,
Secretary.

APPENDIX

APPLICATIONS ACCEPTED FOR FILING

DOMESTIC PUBLIC LAND MOBILE RADIO SERVICE

File No., applicant, call sign, and nature of application

- 6525-C2-AP/AL-(3)-70—Telephone Answering Service, Consent to assignment from Telephone Answering Service, Assignor, to: Curtin Call Communications, Inc., Assignee. Stations: KLF478, Madison, Wis.; KQZ785, Madison, Wis. (1-way); KSD318, Madison, Wis. (1-way).
- 6526-C2-P-70—Radiofone Corp. of America (New), C.P. for a new 2-way station to be located on Mount Zion Road, Neshanic, N.J., to operate on base frequency 454.15 MHz.
- 6527-C2-P-70—Sierra Communications, Inc. (KOP244), C.P. to replace the base transmitters operating on frequencies 152.12 and 152.18 MHz and change the antenna system located at Slide Mountain, approximately 13 miles southwest of Reno, Nev.
- 6528-C2-P-70—Sigma Communications Corp. (New), C.P. for a new 1-way station to be located top of Rattlesnake Mountain, Farmington, Conn., to operate on frequency 152.24 MHz.
- 6799-C2-P-70—Curtin Call Communications, Inc. (New), C.P. for new 2-way station to be located at Division and Main Streets, Fond Du Lac, Wis., to operate on frequency 152.06 MHz.
- 6800-C2-P-70—Curtin Call Communications, Inc. (New), C.P. for a new 2-way station to be located at 1907 South Hastings Way, Eau Claire, Wis., to operate on frequency 152.06 MHz.
- 6801-C2-P-70—Curtin Call Communications, Inc. (New), C.P. for a new 2-way station to be located at 1907 South Hastings Way, Eau Claire, Wis., to operate on frequency 152.24 MHz.
- 6802-C2-P-70—Curtin Call Communications, Inc. (New), C.P. for a new 1-way station to be located at Granddad Bluff, junction of County Roads F and FA, La Crosse, Wis., to operate on frequency 152.24 MHz.
- 6803-C2-P-70—Northwestern Bell Telephone Co. (KAA815), C.P. to relocate station facilities to 10th Street and Fourth Avenue, Duluth, Minn., operating on frequency 35.42 MHz base and 43.26 MHz test.
- 6806-C2-P-(2)70—Mobile Radio Telephone Service, Inc. (New), C.P. for a new air-ground station to be located near 4600 South Street and Harrison Boulevard, Ogden, Utah, to operate on frequencies 454.675 MHz (signaling); 454.850 and 454.925 MHz (base).
- 6807-C2-P-(2)70—Mobile Radio Telephone Service, Inc. (New), C.P. for a new air-ground station to be located at 2.5 miles east of Monroe, Utah, to operate on frequencies 454.675 MHz (signaling); 454.950 and 454.825 MHz (base).
- 6808-C2-P-(4)70—Tel-Car Corp. (New), C.P. for a new air-ground station to be located at 111 Northeast Second Avenue, Miami, Fla., to operate on frequencies 454.675 MHz (signaling); 454.725, 454.775, 454.825, and 454.900 MHz (base).

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—CONTINUED

- 6405-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station one-half mile east of intersection of Highways E and J, Oak Ridge, Mo., at latitude 37°30'10" N., longitude 89°43'20" W., on frequency 6152.75, azimuth 11°41', toward Coza, Ill., frequency 6063.80, azimuth 165°58', toward Chaffee, Mo.
- 6406-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station on County Road A, 2.3 miles east of Chaffee, Mo., at latitude 37°10'18" N., longitude 89°37'06" W., on frequency 6015.84, azimuth 346°01', toward Oak Ridge, Mo., frequency 6258.54, azimuth 219°07', toward Dexter, Mo.
- 6407-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 2.5 miles northwest of Dexter, Mo., at latitude 36°49'36" N., longitude 89°58'06" W., on frequency 6004.5 MHz azimuth 38°55', toward Chaffee, Mo., frequency 5945.2 MHz, azimuth 206°37', toward Piggott, Mo.
- 6408-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 2.8 miles northwest of Piggott, Ark., at latitude 36°23'38" N., longitude 90°14'16" W., on frequency 6197.24 MHz azimuth 26°28', toward Dexter, Mo., frequency 6375.14 MHz azimuth 222°48', toward Paragould, Ark.
- 6409-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station north of Highway No. 25, 6.2 miles northwest of Paragould, Ark., at latitude 36°05'19" N., longitude 90°35'21" W., on frequency 6123.10 MHz, azimuth 42°35', toward Piggott, Ark., frequency 6034.15 MHz, azimuth 203°08', toward Jonesboro, Ark.
- 6410-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station near Highway No. 39, 4 miles southwest of Jonesboro, Ark., at latitude 35°47'34" N., longitude 90°44'37" W., on frequency 6286.19 MHz, azimuth 23°00', toward Paragould, Ark., frequencies 6226.89 and 6345.90 MHz, azimuth 29°48', toward Jonesboro Station, Ark., frequency 6404.79, azimuth 137°21', toward Tyrone, Ark., and frequency 6315.84 MHz, azimuth 212°55', toward Fisher, Ark.
- 6411-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at St. Louis Southwest Railway Station, Jonesboro, Ark., at latitude 35°50'38" N., longitude 90°42'37" W., on frequencies 5974.85 and 6063.45 MHz, azimuth 209°49', toward Jonesboro, Ark.
- 6412-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 3 miles south-southeast of Tyrone, Ark., at latitude 35°26'19" N., longitude 90°20'38" W., azimuth 317°35', toward Jonesboro, Ark., on frequency 6004.5 MHz, azimuth 142°44', toward Memphis, Tenn.
- 6413-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new station at Central Station, 545 South Main, Memphis, Tenn., at latitude 35°07'56" N., longitude 90°03'33" W., on frequency 6256.54 MHz, azimuth 322°54', toward Tyrone, Ark.
- 6414-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new station west of State Highway No. 39, 1 mile north of Fisher, Ark., at latitude 35°20'23" N., longitude 90°58'16" W., on frequency 6063.8 MHz, azimuth 32°47', toward Jonesboro, Ark., frequency 5945.2 MHz, toward Hilleman, Ark., on azimuth 196°05'.
- 6415-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 2.4 miles north of Hilleman, Ark., at latitude 35°09'18" N., longitude 91°05'42" W., on frequency 6197.24, azimuth 16°01', toward Fisher, Ark., and frequency 6256.54, azimuth 198°29', toward Keevil, Ark.
- 6416-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station one-half mile north of Keevil, Ark., at latitude 34°47'49" N., longitude 91°14'30" W., on frequency 6004.50, azimuth 18°24', toward Hilleman, Ark., frequency 6152.75, azimuth 218°29', toward Stuttgart, Ark.
- 6417-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 2 miles south of Stuttgart, Ark., at latitude 34°27'55" N., azimuth 38°18', toward Keevil, Ark., frequency 6286.19, azimuth 235°06', toward Pine Bluff, Ark.
- 6418-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at St. Louis Southwest Yard, 0.4 mile east of Kansas Street, Pine Bluff, Ark., at latitude 34°13'37" N., longitude 91°58'16" W., on frequency 6034.15, azimuth 54°54', toward Stuttgart, Ark., frequency 5974.85, azimuth 208°59', toward Risson, Ark.
- 6419-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 6 miles northeast of Risson, Ark., at latitude 34°01'10" N., longitude 92°06'35" W., on frequency 6226.89, azimuth 23°54', toward Pine Bluff, Ark., frequency 6345.50, azimuth 231°49', toward Fordyce, Ark.

DOMESTIC PUBLIC LAND MOBILE RADIO SERVICE—CONTINUED

- 6809-C2-P-70—Pacific Northwest Bell Telephone Co. (New), C.P. for a new air-ground station to be located at Haymaker, 14.3 miles southwest of Klamath Falls, Ore., to operate on frequencies 454.675 MHz (signaling) and 454.975 MHz (base).
- 6810-C2-P-70—Sierra Communications, Inc. (New), C.P. for a new air-ground station to be located at Slide Mountain, approximately 13 miles southwest of Reno, Nev., to operate on frequencies 454.675 MHz (signaling) and 454.900 MHz (base).
- 6811-C2-P-70—Pacific Northwest Bell Telephone Co. (New), C.P. for a new air-ground station to be located at Prospect Hill No. 2, 7 miles south of Salem, Ore., to operate on frequencies 454.675 MHz (signaling) and 454.850 MHz (base).
- 6812-C2-P-70—Texas Mobile Telephone Co. (New), C.P. for a new air-ground station to be located at 6.8 miles southwest of Merkel, Tex., to operate on frequencies 454.675 MHz (signaling) and 454.900 MHz (base).
- 6813-C2-P-70—Oregon Mobile Telephone Co. (New), C.P. for a new air-ground station to be located at 1701 Stevens Avenue, Missoula, Mont., to operate on frequencies 454.675 MHz (signaling) and 454.725 MHz (base).
- 6814-C2-P-70—Empire State Mobile Telephone Co. (New), C.P. for a new air-ground station to be located at Sharpes Road, 0.25 mile east of Bloominggrove Drive, Albany, N.Y., to operate on frequencies 454.675 MHz (signaling) and 454.925 MHz (base).
- 6815-C2-P-70—Pacific Northwest Bell Telephone Co. (New), C.P. for a new air-ground station to be located at Cabbage Hill, 12 miles east of Pendleton, Ore., to operate on frequencies 454.675 MHz (signaling) and 454.775 MHz (base).
- 9431-C2-P-70—Robert S. Ditton (KLF563), C.P. to change the antenna system for re-peater facilities operating on 459.05 MHz at location No. 1: 6.25 miles northeast of Freeman, Wash.; relocate control facilities operating on 454.05 MHz to location No. 2: 218 North Fourth Street, Coeur d'Alene, Idaho, and add control facilities at a new location described as location No. 3: West 1303 First Avenue, Spokane, Wash., to operate on frequency 454.05 MHz.
- 6947-C2-ML-70—Northwestern Bell Telephone Co. (KLF590), Modification of license to change base frequency from 152.78 to 152.51 MHz and change test frequency to 157.77 MHz. Station location: 5 miles north-northeast of North Platte, Nebr.

INTERNAL RADIO SERVICE

- 6797-C1-AL-70—Gulf Coast Telephone Co., Inc. Consent to assignment of licenses from Gulf Coast Telephone Co., Inc., Assignor, to: Louisiana Offshore Telephone Co., Assignee, for the following stations: KKT88, Grand Isle Area, Gulf of Mexico; KKT89, Temp-Fixed (Gulf of Mexico); WAD29 (Block 49) Gulf of Mexico; WAD30 (Block 207) Gulf of Mexico; WAD31 (Block 71) Gulf of Mexico.
- 6904-C1-P-70—South Central Bell Telephone Co. (New), C.P. for a new rural subscriber fixed station to be located at approximately 6 miles south-southwest of Venice, La., to operate on frequency 157.86 MHz communicating with Station KLB509, Buras, La.
- 6905-C1-P-70—South Georgia Telephone Co. (New), C.P. for a new rural subscriber fixed station to be located on Dungeness Road, Cumberland Island, Ga., to operate on frequency 157.80 MHz communicating with Station KIV751, Folkston, Ga.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)

- 6401-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Valley Junction Yard Office, East St. Louis, Ill., at latitude 38°25'38" N., longitude 90°09'07" W., on frequency 6093.45, azimuth 190°54', toward Waterloo, Ill.
- 6402-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 3.5 miles north of Waterloo, Ill., at latitude 38°23'10" N., longitude 90°09'22" W., on frequency 6345.50, azimuth 0°54', toward East St. Louis, Ill., frequency 6286.19, azimuth 160°49', toward Modoc, Ill.
- 6403-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 1.2 miles northeast of Modoc, Ill., at latitude 38°03'43" N., longitude 90°00'45" W., on frequency 6034.15, azimuth 340°51', toward Waterloo, Ill., frequency 5974.85, azimuth 123°28', toward Coza, Ill.
- 6404-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 3.6 miles northeast of Coza, Ill., at latitude 37°51'40" N., longitude 89°37'42" W., on frequency 6226.89, azimuth 303°40', toward Modoc, Ill., frequency 6404.79, azimuth 191°45', toward Oak Ridge, Mo.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—CONTINUED

- 6420-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 3 miles southwest of Fordyce, Ark., at latitude 33°47'37" N., longitude 92°27'18" W., on frequency 6093.45, azimuth 51°37', toward Bison, Ark., frequency 6004.50, azimuth 245°11', toward Camden, Ark.
- 6421-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 5.2 miles northwest of Camden, Ark., at latitude 33°37'05" N., longitude 92°54'29" W., on frequency 6256.54, azimuth 64°56', toward Fordyce, Ark., frequency 6375.14, azimuth 230°03', toward Waldo, Ark.
- 6422-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 1 mile southwest of Waldo, Ark., at latitude 33°20'20" N., longitude 93°18'22" W., on frequency 6123.1 MHz, azimuth 49°50', toward Camden, Ark., frequency 5945.2 MHz, azimuth 249°35', toward Bright Star, Ark.
- 6423-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station near Highway No. 160, 0.5 mile north of Bright Star, Ark., at latitude 33°07'18" N., longitude 93°59'49" W., on frequency 6315.94 MHz, azimuth 77°32', toward Marietta, Tex., frequencies 6226.89 and 6345.50 MHz, azimuth 352°20' toward Tekarkana, Tex., frequency 6286.19 MHz, azimuth 147°11', toward Benton, La., frequency 6197.24 MHz, azimuth 68°13', toward Waldo, Ark.
- 6424-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station adjacent to St. Louis Southwest Yard, Tower, Texas, Tex., at latitude 33°25'04" N., longitude 94°02'41" W., on frequencies 5974.85 and 6093.45 MHz, azimuth 172°18', toward Bright Star, Ark.
- 6425-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Cottage Grove Hill, 6.7 miles north of Benton, La., at latitude 32°47'31" N., longitude 93°44'39" W., on frequency 6034.15 MHz, azimuth 327°19', toward Bright Star, Ark., frequency 6152.75 MHz, azimuth 179°05', toward Shreveport, La.
- 6426-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at St. Louis Southwest Railway Yard, near intersection of Highways No. 1 and No. 20, Shreveport, La., at latitude 32°30'36" N., longitude 93°44'21" W., on frequency 6404.79 MHz, azimuth 589°06', toward Benton, La.
- 6427-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Cusseta Mountain, 4.5 miles east of Marietta, Tex., at latitude 33°10'22" N., longitude 94°27'58" W., on frequency 6004.5 MHz, azimuth 269°01', toward Mount Pleasant, Tex., frequency 6063.8 MHz, azimuth 97°17', toward Bright Star, Ark.
- 6428-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station near intersection of East 11th Street and Lawn Avenue, Mount Pleasant, Tex., at latitude 33°09'33" N., longitude 94°57'22" W., on frequency 6375.14 MHz, azimuth 266°54', toward Sulphur Springs, Tex., frequency 6197.24 MHz, azimuth 193°05', toward Latch, Tex., on frequency 6256.54 MHz, azimuth 88°44', toward Marietta, Tex.
- 6429-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Shuler Mountain, 2 miles west of Latch, Tex., at latitude 32°41'45" N., longitude 95°05'08" W., on frequency 5945.2 MHz, azimuth 13°01', toward Mount Pleasant, Tex., on frequency 6123.1 MHz, azimuth 206°57', toward Tyler, Tex.
- 6430-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at St. Louis Southwest Railway Yard, Tyler, Tex., at latitude 32°21'30" N., longitude 95°17'19" W., on frequency 6375.14 MHz, azimuth 26°51', toward Latch, Tex.
- 6431-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station on Highway No. 67, 4.7 miles east of Sulphur Springs, Tex., at latitude 33°03'17" N., longitude 95°31'00" W., on frequency 5974.85, azimuth 289°19', toward Commerce, Tex., frequency 6123.10, azimuth 86°36', toward Mount Pleasant, Tex.
- 6432-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station on Southern Pacific right-of-way, 0.1 mile south of Sycamore Street crossing, Commerce, Tex., at latitude 33°14'48" N., longitude 95°53'21" W., on frequency 6315.84, azimuth 244°08', toward Nevada, Tex., frequency 6226.89, azimuth 109°06', toward Sulphur Springs, Tex.
- 6433-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at St. Louis Southwest Railroad Co. radio building, 0.6 mile northwest of Nevada, Tex., at latitude 33°02'49" N., longitude 96°22'45" W., on frequency 6123.10, azimuth 222°41', toward Dallas, Tex., frequency 6063.80, azimuth 63°52', toward Commerce, Tex.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—CONTINUED

- 6434-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Miller Yard, near intersection of Central Expressway and Ledbetter Drive, Dallas, Tex., at latitude 32°42'30" N., longitude 96°44'56" W., on frequency 6286.19, azimuth 218°45', toward Midlothian, Tex., frequency 6375.14, azimuth 42°29', toward Nevada, Tex.
- 6435-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 3.2 miles south-southwest of Midlothian, Tex., at latitude 32°26'10" N., longitude 97°00'27" W., on frequency 6152.75 MHz, azimuth 197°27', toward Ennis, Tex., frequencies 5974.85 and 6093.45 MHz, azimuth 324°52', toward Fort Worth, Tex., frequency 6034.15 MHz, azimuth 38°37', toward Dallas, Tex.
- 6436-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at St. Louis Southwest Railroad Hodge Yard, Fort Worth, Tex., at latitude 32°43'31" N., longitude 97°19'11" W., on frequencies 6226.89 and 6345.50 MHz, azimuth 144°42', toward Midlothian, Tex.
- 6437-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 500 feet north of Linden Street, between Dallas and McKinney Streets, Ennis, Tex., at latitude 32°20'12" N., longitude 96°38'07" W., on frequency 6345.50, azimuth 146°43', toward Corsicana, Tex., frequency 6404.79, azimuth 287°39', toward Midlothian, Tex.
- 6438-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Hill Yard, 0.7 mile east of Corsicana, Tex., at latitude 32°05'38" N., longitude 96°26'50" W., on frequency 5945.20, azimuth 184°07', toward Mexia, Tex., frequency 6093.45, azimuth 328°49', toward Ennis, Tex.
- 6439-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station on Southern Pacific right-of-way, 1.6 miles south of Mexia, Tex., at latitude 31°39'23" N., longitude 96°29'03" W., on frequency 6256.54, azimuth 197°58', toward Bremond, Tex., frequency 6197.24, azimuth 4°08', toward Corsicana, Tex.
- 6440-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station on east side of State Road 14, 2.6 miles north of Bremond, Tex., at latitude 31°12'04" N., longitude 96°39'24" W., on frequency 6063.80, azimuth 159°09', toward Hearne, Tex., frequency 6004.50, azimuth 17°52', toward Mexia, Tex.
- 6441-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station on Southern Pacific right-of-way, 0.9 mile south-southeast of Hearne, Tex., at latitude 30°51'59" N., longitude 96°34'53" W., on frequency 6375.14, azimuth 140°44', toward Bryan, Tex., frequency 6315.84, azimuth 349°11', toward Bremond, Tex.
- 6442-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at intersection of Palasota Drive and Groesbeck Street, Bryan, Tex., at latitude 30°39'24" N., longitude 96°23'38" W., on frequency 5974.85 MHz, azimuth 137°13', toward Navasota, Tex., frequency 6123.1 MHz, azimuth 320°50', toward Hearne, Tex.
- 6443-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station on right-of-way 1.400 feet south of depot, Navasota, Tex., at latitude 30°22'50" N., longitude 96°05'13" W., on frequency 6345.5 MHz, azimuth 178°42', toward Hempstead, Tex., frequency 6226.89 MHz, azimuth 317°22', toward Bryan, Tex.
- 6444-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 1,150 feet north of St. Mary and 11th Streets, Hempstead, Tex., at latitude 30°06'19" N., longitude 95°04'47" W., on frequency 6152.75 MHz, azimuth 115°41', toward Satsuma, Tex., frequency 6283.45 MHz, azimuth 358°42', toward Navasota, Tex.
- 6445-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at S.P. Building, Humble Oil Tank Farm, Satsuma, Tex., at latitude 29°54'42" N., longitude 95°37'02" W., on frequency 6286.19 MHz, azimuth 123°35', toward Houston, Tex., frequency 6197.24 MHz, azimuth 205°56', toward Rosenberg, Tex., frequency 6404.79 MHz, azimuth 295°55', toward Hempstead, Tex.
- 6446-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at 913 Franklin Avenue, Houston, Tex., at latitude 29°45'48" N., longitude 95°21'31" W., on frequency 6034.15 MHz, azimuth 303°43', toward Satsuma, Tex.
- 6447-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Brazos Street and Avenue G West, Rosenberg, Tex., at latitude 29°33'33" N., longitude 95°48'51" W., on frequency 5945.2 MHz, azimuth 25°50', toward Satsuma, Tex., frequency 6123.1 MHz, azimuth 272°17', toward Eagle Lake, Tex.

- 6448-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Light right-of-way, 2.3 miles east-southeast of Eagle Lake, Tex., at latitude 29°34'30" N., longitude 96°17'41" W., on frequency 6315.84 MHz, azimuth 296°39', toward Glidden, Tex., frequency 6375.14 MHz, azimuth 92°08', toward Rosenberg, Tex.
- 6449-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Station, Glidden, Tex., at latitude 29°42'07" N., longitude 96°35'15" W., on frequency 6004.50, azimuth 268°13', toward Flatonia, Tex., frequency 6063.89, azimuth 116°30', toward Eagle Lake, Tex.
- 6450-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 1378 feet west of Southern Pacific depot, Flatonia, Tex., at latitude 29°41'12" N., longitude 97°06'47" W., on frequency 6345.50, azimuth 268°37', toward Luling, Tex., frequency 6286.54, azimuth 87°57', toward Glidden, Tex.
- 6451-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific building, 1 mile east of Luling, Tex., at latitude 29°40'24" N., longitude 97°38'07" W., on frequency 6152.75, azimuth 252°59', toward Marion, Tex., frequency 6093.45, azimuth 88°11', toward Flatonia, Tex.
- 6452-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific building, Marion, Tex., at latitude 29°32'43" N., longitude 98°06'46" W., on frequency 6315.84, azimuth 249°51', toward San Antonio, Tex., frequency 6404.79, azimuth 79°44', toward Luling, Tex.
- 6453-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Telegraphic Office, San Antonio, Tex., at latitude 29°26'11" N., longitude 98°27'37" W., on frequency 5945.20, azimuth 270°23', toward Loma Alta, Tex., frequency 6063.89, azimuth 69°41', toward Marion, Tex.
- 6454-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Building, Loma Alta, Rio Medina, Tex., at latitude 29°26'08" N., longitude 98°59'31" W., on frequency 6286.12, azimuth 258°20', toward Seco Siding, Tex., frequency 6197.24, azimuth 99°12', toward San Antonio, Tex.
- 6455-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Building, near mile post 272, Seco Siding, Tex., at latitude 29°30'34" N., longitude 99°21'08" W., on frequency 5974.85, azimuth 254°50', toward Uvalde, Tex., frequency 6034.15, azimuth 73°05', toward Loma Alta, Tex.
- 6456-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 3,940 feet west of Southern Pacific Station, Uvalde, Tex., at latitude 29°14'06" N., longitude 99°48'21" W., on frequency 6375.14, azimuth 273°15', toward Cline, Tex., frequency 6226.89, azimuth 74°37', toward Seco Siding, Tex.
- 6457-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Building, 1,500 feet west of Bridge 318.18, Cline, Tex., at latitude 29°14'38" N., longitude 100°04'57" W., on frequency 6063.89, azimuth 255°31', toward Spofford, Tex., frequency 6123.10, azimuth 92°08', toward Uvalde, Tex.
- 6458-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Building, North and G Streets, Spofford, Tex., at latitude 29°10'15" N., longitude 100°24'17" W., on frequency 6197.24, azimuth 296°33', toward Del Rio, Tex., frequency 6315.84, azimuth 75°22', toward Cline, Tex.
- 6459-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Building, 1.68 miles east of Del Rio, Tex., at latitude 29°22'03" N., longitude 100°51'29" W., on frequency 6004.50, azimuth 318°59', toward Comstock, Tex., frequency 5945.20, azimuth 116°20', toward Spofford, Tex.
- 6460-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Radio Building, Comstock, Tex., at latitude 29°41'09" N., longitude 101°10'38" W., on frequency 6494.79, azimuth 290°36', toward Langtry, Tex., frequency 6256.54, azimuth 138°49', toward Del Rio, Tex.
- 6461-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Station, Langtry, Tex., at latitude 29°48'50" N., longitude 101°34'18" W., on frequency 6093.45, azimuth 296°03', toward Malvado, Tex., frequency 6152.75, azimuth 110°04', toward Comstock, Tex.
- 6462-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Radio Building, southwest of Malvado, Tex., at latitude 29°57'05" N., longitude 101°33'50" W., on frequency 6286.12, azimuth 262°43', toward Sanderson, Tex., frequency 6345.50, azimuth 115°53', toward Langtry, Tex.

- 6463-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Radio Building, Sanderson, Tex., at latitude 30°07'55" N., longitude 102°23'54" W., on frequency 5974.85, azimuth 279°55', toward Longfellow, Tex., frequency 6034.15, azimuth 112°28', toward Malvado, Tex.
- 6464-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Longfellow Repeater, Brewster County, Tex., at latitude 30°11'39" N., longitude 102°48'51" W., on frequency 6375.14, azimuth 274°29', toward Mount Ord, Tex., frequency 6226.89, azimuth 99°43', toward Sanderson, Tex.
- 6466-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Station, Alpine, Tex., at latitude 30°21'30" N., longitude 103°39'38" W., on frequency 2122.0, azimuth 133°32', toward Mount Ord, Tex.
- 6465-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Mount Ord, Brewster County, Tex., at latitude 30°14'23" N., longitude 103°30'55" W., on frequency 6063.89, toward Aragon, Tex., at azimuth 278°53', on frequency 6123.10, azimuth 94°07', toward Longfellow, Tex., frequency 2172.00, azimuth 313°36', toward Alpine, Tex.
- 6467-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Aragon Repeater, Presidio County, Tex., at latitude 30°20'28" N., longitude 104°17'03" W., on frequency 6197.24, azimuth 323°50', toward Valentine, Tex., on frequency 6315.84, azimuth 98°29', toward Mount Ord, Tex.
- 6468-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Station, Valentine, Tex., at latitude 30°35'19" N., longitude 104°29'40" W., on frequency 6004.50, azimuth 315°09', toward Van Horn, Tex., on frequency 5945.20, azimuth 143°44', toward Aragon, Tex.
- 6469-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Van Horn Mountain, Culberson County, Tex., at latitude 30°52'25" N., longitude 104°49'31" W., on frequency 6404.79, azimuth 302°42', toward Twin Peak, Tex., frequency 6286.54, azimuth 134°59', toward Valentine, Tex.
- 6470-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Twin Peak, Hudspeth County, Tex., at latitude 31°2'36" N., longitude 105°26'28" W., on frequency 6093.45, azimuth 303°23', toward Comanche, Tex., frequency 6152.75, azimuth 123°23', toward Van Horn, Tex.
- 6471-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Comanche Peak, El Paso County, Tex., at latitude 31°47'16" N., longitude 106°28'46" W., on frequency 6226.89, azimuth 307°45', toward Aden Hill, N. Mex., frequency 6345.50, azimuth 123°57', toward Twin Peak, Tex., frequencies 6197.24 and 6315.84, azimuth 194°04', toward El Paso, Tex.
- 6472-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at 416 North Stanton Street, El Paso, Tex., at latitude 31°45'41" N., longitude 106°28'14" W., on frequencies 5945.20 and 6063.89, azimuth 14°04', toward Comanche, Tex.
- 6473-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Adens Hill, Dona Ana County, N. Mex., at latitude 32°11'17" N., longitude 107°05'33" W., on frequency 6123.10, azimuth 278°44', toward Deming, N. Mex., frequency 5974.85, azimuth 127°28', toward Comancha, Tex.
- 6474-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Depot, Deming, N. Mex., at latitude 33°16'21" N., longitude 107°45'21" W., on frequency 6286.59, azimuth 258°22', toward Gage Hill, N. Mex., frequency 6375.14, azimuth 98°23', toward Adens Hill, N. Mex.
- 6475-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Gage Gap Filler Radar Site, Gage Gap, N. Mex., latitude 32°12'37" N., longitude 108°07'34" W., on frequency 6152.75, azimuth 261°42', toward Lookout, N. Mex., frequency 6034.15, azimuth 78°11', toward Deming, N. Mex.
- 6476-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Lookout Hill, Hidalgo County, N. Mex., at latitude 32°18'58" N., longitude 108°45'21" W., on frequency 6345.50, azimuth 290°09', toward Heliograph, Ariz., frequency 6404.79, azimuth 101°22', toward Gage Gap, N. Mex.
- 6477-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Heliograph Peak, Graham County, Ariz., at latitude 32°38'57" N., longitude 109°50'55" W., on frequency 5974.85, azimuth 253°23', toward Mount Lemmon, Ariz., frequency 6093.45, azimuth 109°34', toward Lookout, Ariz.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—CONTINUED

- 6478-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Building, Reddo Ridge, Mount Lemmon, Ariz., at latitude 32°25'23" N., longitude 110°47'04" W., on frequency 6286.19 MHz, azimuth 357°56', toward Pinal Peak, Ariz., frequency 6286.80 MHz, azimuth 74°53', toward Holograph, Ariz., frequencies 6256.54 and 6375.14 MHz, azimuth 215°26', toward Tucson, Ariz.
- 6479-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Depot, Tucson, Ariz., at latitude 32°13'24" N., longitude 110°57'59" W., on frequencies 6004.5 and 6123.1 MHz, azimuth 35°21', toward Mount Lemmon, Ariz.
- 6480-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Pinal Peak, Group 1, lot 8, Gila County, Ariz., at latitude 33°16'48" N., longitude 110°49'10" W., on frequency 5945.20, azimuth 279°15', toward Phoenix, Ariz., frequency 6034.15, azimuth 177°54', toward Mount Lemmon, Ariz.
- 6481-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Union Station, Phoenix, Ariz., at latitude 33°26'40" N., longitude 112°04'40" W., on frequency 6256.54, azimuth 287°33', toward White Tank Mountains, Ariz., frequency 6197.24, azimuth 88°33', toward Pinal Peak, Ariz.
- 6482-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Building, White Tank Mountains, Maricopa County, Ariz., at latitude 33°34'31" N., longitude 112°34'41" W., on frequency 6123.10, azimuth 221°45', toward Oatman, Ariz., frequency 6004.50, azimuth 107°17', toward Phoenix, Ariz.
- 6483-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Building, Oatman Mountains, Maricopa County, Ariz., at latitude 33°03'06" N., longitude 113°08'03" W., on frequency 6315.84, azimuth 259°37', toward Telegraph, Ariz., frequency 6375.14, azimuth 41°28', toward White Tank Mountains, Ariz.
- 6484-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Building, Telegraph Pass, Ariz., at latitude 32°40'13" N., longitude 114°20'05" W., on frequency 6034.15 MHz, azimuth 273°38', toward Oatman Mountains, Ariz., frequencies 5974.85 and 6093.45 MHz, azimuth 282°10', toward Yuma, Ariz.
- 6485-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Yard Office, Yuma, Ariz., at latitude 32°49'50" N., longitude 114°26'53" W., on frequencies 6226.89 and 6345.50 MHz, azimuth 102°10', toward Telegraph, Ariz.
- 6486-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Microwave Building, Midway Wells, Calif., at latitude 32°42'36" N., longitude 115°07'33" W., on frequency 6226.89, azimuth 263°40', toward El Centro, Calif., frequency 6295.19, azimuth 93°12', toward Telegraph Pass, Ariz.
- 6487-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Station, El Centro, Calif., at latitude 32°47'36" N., longitude 115°03'03" W., on frequency 6093.45, azimuth 305°36', toward Superstition Hills, Calif., frequency 5974.85, azimuth 103°26', toward Midway Wells, Calif.
- 6488-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Radio Building, Superstition Hills, Calif., at latitude 32°56'42" N., longitude 115°47'57" W., on frequency 6256.54, azimuth 354°16', toward Salton, Calif., frequency 6345.50, azimuth 125°27', toward El Centro, Calif.
- 6489-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Microwave Building, Salton, Calif., at latitude 33°28'41" N., longitude 115°51'49" W., on frequency 5945.20, azimuth 310°00', toward Indio, Calif., frequency 6004.50, azimuth 174°14', toward Superstition Hills, Calif.
- 6490-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Yard Office, Indio, Calif., at latitude 33°43'09" N., longitude 116°12'25" W., on frequencies 6226.89 and 6345.50, azimuth 301°14', toward White Water, Calif., frequency 6197.24, azimuth 129°49', toward Salton, Calif.
- 6491-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at Southern Pacific Building, Whitewater Hill, Riverside County, Calif., at latitude 33°55'28" N., longitude 116°36'58" W., on frequencies 6004.50 and 6123.10, azimuth 268°24', toward Beaumont, Calif., frequencies 5974.85, and 6093.45, azimuth 121°01', toward Indio, Calif.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—CONTINUED

- 6492-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at C.T.C. Building, Southern Pacific Yard, Beaumont, Calif., at latitude 33°55'40" N., longitude 116°58'57" W., on frequencies 6286.19 and 6404.79, azimuth 339°45', toward Running Springs, Calif., frequencies 6256.54 and 6375.14, azimuth 83°11', toward White Water, Calif.
- 6493-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 1.5 miles southeast of Running Springs, Calif., at latitude 34°11'19" N., longitude 117°05'56" W., on frequencies 6004.50 and 6123.10, azimuth 280°06', toward Holiday Hill, Calif., frequencies 5974.85 and 6093.45, azimuth 242°12', toward San Bernardino, Calif., frequencies 5945.20 and 6063.45, azimuth 216°48', toward Santiago Peak, Calif., frequencies 6034.15 and 6152.75, azimuth 159°41', toward Beaumont, Calif.
- 6494-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station 2 miles southwest of Wrightwood, Holiday Hill, Calif., at latitude 34°21'04" N., longitude 117°40'26" W., on frequencies 6226.89 and 6345.50, azimuth 312°06', toward Lancaster, Calif., frequencies 6404.79 and 6286.19, azimuth 237°24', toward Los Angeles, Calif., frequencies 6256.54 and 6375.14, azimuth 108°42', toward Running Springs, Calif.
- 6495-C1-P-70—Southern Pacific Communications Co. (New), C.P. for a new fixed station at 610 South Main Street, Los Angeles, Calif., at latitude 34°02'43" N., longitude 118°14'56" W., on frequencies 6152.75 and 6004.15, azimuth 57°24', toward Holiday Hill, Calif., frequencies 5945.20 and 6063.45, azimuth 173°30', toward Long Beach, Calif.
- (Informative: Applicant proposes to provide "Specialized Communications Common Carrier Services" between East St. Louis, Ill., and Los Angeles, Calif.)
- 6496-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, between South Villée and South Robertson Streets on Canal Street, New Orleans, La., at latitude 29°57'24" N., longitude 90°04'34.5" W., frequencies 5989.7 and 6078.6 MHz on azimuth of 268°44'.
- 6497-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station at Dufresne, La., 1.5 miles south of Haberville, La., at latitude 29°57'00" N., longitude 90°24'12" W., frequencies 6271.4 and 6390.0 MHz on azimuth of 281°34'; 6271.4 and 6390.0 MHz on azimuth of 88°35'.
- 6498-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station at Vacherie, La., 1 mile south of Lusher, La., at latitude 30°00'24" N., longitude 90°43'23" W., frequencies 5989.7 and 6078.6 MHz on azimuth of 289°45'; 5989.7 and 6078.6 MHz on azimuth of 101°24'.
- 6499-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 2 miles west of Donaldsonville, La., on State Highway 1 at latitude 30°06'09" N., longitude 91°01'25" W., frequencies 6341.7 and 6391.0 MHz on azimuth of 339°31'; 6212.0 and 6271.4 MHz on azimuth of 109°38'.
- 6500-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 5 miles south of Baton Rouge, La., on State Highway 42 at latitude 30°23'06" N., longitude 91°09'47" W., frequencies 6049.0 and 6108.3 MHz on azimuth of 291°30'; 5989.7 and 6078.6 MHz on azimuth of 159°28'.
- 6501-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 1 mile west and 0.5 mile south of Blanks, La., at latitude 30°32'40" N., longitude 91°37'09" W., frequencies 6212.0 and 6360.3 MHz on azimuth of 111°15'; 6241.7 and 6301.0 MHz on azimuth of 266°00'.
- 6502-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 1.5 miles south of Opelousas, La., on U.S. Highway 167 at latitude 30°30'55" N., longitude 92°05'05" W., frequencies 6108.3 and 6167.5 MHz on azimuth of 205°09'; 6078.6 and 6137.9 MHz on azimuth of 683°46'.
- 6503-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 2.5 miles east of Rayne, La., on U.S. Highway 90 at latitude 30°14'20" N., longitude 92°14'03" W., frequencies 6390.7 and 6371.4 MHz on azimuth of 259°56'; 6301.0 and 6371.4 MHz on azimuth of 025°05'; 6341.7 and 6360.3 MHz on azimuth of 120°29'.
- 6504-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, approximately 4.5 miles southwest of Lafayette, La., at latitude 30°09'51" N., longitude 92°05'16" W., frequencies 5989.7 and 6049.9 MHz on azimuth of 300°29'.

- 6505-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 1.5 miles west of Crowley, La., at latitude 30°12'46" N., longitude 92°24'19" W., frequencies 5960.0 and 6049.0 MHz on azimuth of 79°51'; 5989.7 and 6049.0 MHz on azimuth of 272°22'.
- 6506-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 1.9 miles southwest of Roskoche, La., at latitude 30°13'32" N., longitude 92°45'21" W., frequencies 6241.7 and 6404.8 MHz on azimuth of 274°17'; 6271.4 and 6912.0 MHz on azimuth of 92°11'.
- 6507-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 1.2 miles northeast of Mossville, La., and 1.5 miles north of Route 90 (I-10) at latitude 30°15'30" N., longitude 93°17'33" W., frequencies 6078.6 and 6152.8 MHz on azimuth of 326°20'; 6137.9 and 5989.7 MHz on azimuth of 94°01'; 5960.0 and 6049.0 MHz on azimuth of 169°44'; 5989.7 and 6137.9 MHz on azimuth of 245°13'.
- 6508-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 1.3 miles southwest of Lake Charles, La., at latitude 30°09'54" N., longitude 93°15'17.9" W., frequencies 6271.4 and 6360.3 MHz on azimuth of 340°45'.
- 6509-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 2.2 miles east of Route 87 and outside boundary of city limits, Orange, Tex., at latitude 30°04'26" N., longitude 93°44'59" W., frequencies 6341.7 and 6404.8 MHz on azimuth of 64°59'; 6301.0 and 6360.3 MHz on azimuth of 270°54'.
- 6510-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, Beaumont, Tex., 3.5 miles south of Labelle, at latitude 30°04'42" N., longitude 94°06'49" W., frequencies 6019.3 and 6078.6 MHz on azimuth of 30°44'; 5960.0 and 6049.0 MHz on azimuth of 278°49'.
- 6511-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station at Grayburg, Tex., 1.5 miles south of Sour Lake, Tex., at latitude 30°07'08" N., longitude 94°25'00" W., frequencies 6271.4 and 6330.7 MHz on azimuth of 98°40'; 6241.7 and 6375.2 MHz on azimuth of 259°09'.
- 6512-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 2 miles east of Liberty, Tex., at latitude 30°03'41" N., longitude 94°45'32" W., frequencies 5989.7 and 6078.6 MHz on azimuth of 78°59'; 5960.0 and 6019.3 MHz on azimuth of 224°04'.
- 6513-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 1.5 miles northwest of Barrett, Tex., at latitude 29°53'05" N., longitude 95°02'17" W., frequencies 6271.4 and 6330.7 MHz on azimuth of 53°55'; 6241.7 and 6375.2 MHz on azimuth of 248°17'.
- 6514-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 250' south of Buffalo Drive Parkway, 1000' east of Waugh Drive, Houston, Tex., at latitude 29°45'37" N., longitude 95°23'41" W., frequencies 5989.7 and 6078.6 MHz on azimuth of 068°06'.
- 6515-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 2.4 miles north of Oretta, La., at latitude 30°33'40" N., longitude 93°25'45" W., frequencies 6271.4 and 6330.7 MHz on azimuth of 327°10'; 6271.4 and 6330.7 MHz on azimuth of 156°16'.
- 6516-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 6.3 miles north-northeast of Newton, Tex., at latitude 30°55'46" N., longitude 93°43'18" W., frequencies 5960.0 and 6108.3 MHz on azimuth of 305°08'; 5989.7 and 6078.6 MHz on azimuth of 147°02'.
- 6517-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station at County Line, Tex., 10.75 miles southwest of Pinebluff, Tex., at latitude 31°10'40" N., longitude 94°07'59" W., frequencies 6301.0 and 6390.0 MHz on azimuth of 316°39'; 6241.7 and 6360.3 MHz on azimuth of 124°56'.
- 6518-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station at Moss Creek, Tex., 6.5 miles north-northeast of Etoile, Tex., at latitude 31°28'33" N., longitude 94°27'49" W., frequencies 5960.0 and 6078.6 MHz on azimuth of 314°05'; 5989.7 and 6078.6 MHz on azimuth of 136°19'.
- 6519-C1-P-70—KHC Microwave Corp., doing business as United Video/Louisiana (New), C.P. for a new fixed station, 1.3 statute miles east of Looneyville, Tex., at latitude 31°45'54" N., longitude 94°48'49" W., frequencies 6212.0 and 6330.7 MHz on azimuth of 298°26'; 6212.0 and 6330.7 MHz on azimuth of 133°54'.

NOTICES

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- (Informative: Applicant proposes to establish a data transmission system between Looneyville/Houston, Tex., and New Orleans, La.)
- 6520-C1-P-70—American Telephone & Telegraph Co. (KDC68), C.P. to add frequency 3870 MHz toward Bethany, Conn. Station location: 3.4 miles northeast of Durham, Conn.
- 6521-C1-P-70—American Telephone & Telegraph Co. (KIT668), C.P. to add frequency 3910 MHz toward Durham and New Fairfield, Conn. Station location: 1.2 miles south of Bethany, Conn.
- 6522-C1-P-70—American Telephone & Telegraph Co. (KIT666), C.P. to add frequency 3870 MHz toward Bethany, Conn. and Putnam Valley, N.Y. Station location: 1.9 miles southwest of New Fairfield, Conn.
- 6523-C1-P-70—American Telephone & Telegraph Co. (KIT667), C.P. to add frequency 3910 MHz toward New Fairfield, Conn. Station location: 3.9 miles east of Cold Spring, N.Y. (Putnam Valley).
- 6529-C1-P-70—Pacific Northwest Bell Telephone Co. (KOT61), C.P. to change frequency 2136.8 MHz toward Rattlesnake Lodge, Wash., to 2121.8 MHz. Station location: Bald Hill, 4.5 miles southeast of Snohomish, Wash.
- (Informative: This application should have been reported as the return path for application file No. 6125-C1-P-70, listed in the Public Notice Report No. 488, dated Apr. 20, 1970.)
- 6583-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2750 West 35th Street, Chicago, Ill., at latitude 41°49'45" N., longitude 87°41'19" W., frequencies 5960.0 and 6019.3 MHz on azimuth of 170°35'.
- 6584-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 3.4 miles southeast of Creve, Ill., at latitude 41°23'55.9" N., longitude 87°35'38" W., frequencies 6301.0 and 6380.3 MHz on azimuth of 530°9'; 6271.4 and 6330.7 MHz on azimuth of 188°19'.
- 6585-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2.1 miles east of Wicheret, Ill., at latitude 41°03'03" N., longitude 87°38'40" W., frequencies 5960.0 and 6078.6 MHz on azimuth of 8°17'; 5989.7 and 6049.0 MHz on azimuth of 161°21'.
- 6586-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2.9 miles west-southwest of Sheff, Ind., at latitude 40°41'52" N., longitude 87°30'07" W., frequencies 6271.4 and 6360.3 MHz on azimuth of 341°10'; 6271.4 and 6330.7 MHz on azimuth of 183°41'.
- 6587-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 3.4 miles northwest of Williamsport, Ind., at latitude 40°18'53" N., longitude 87°21'20" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 343°47'; 6019.3 and 6078.6 MHz on azimuth of 120°49'.
- 6588-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 5 miles northwest of Crawfordsville, Ind., at latitude 40°07'19" N., longitude 85°59'02" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 300°57'; 6271.4 and 6330.7 MHz on azimuth of 126°17'.
- 6589-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1.5 miles northwest of Lizcon, Ind., at latitude 39°54'30" N., longitude 86°33'26" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 306°32'; 6019.3 and 6078.6 MHz on azimuth of 113°56'.
- 6590-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, North Ohio Street and Delaware Street, Indianapolis, Ind., at latitude 39°46'12" N., longitude 85°09'19" W., frequencies 6241.7 and 6301.0 MHz on azimuth of 294°11'; 6286.2 and 6345.5 MHz on azimuth of 101°54'.
- 6591-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1.6 miles north-northeast of Gretnerville, Ind., at latitude 39°41'03" N., longitude 85°28'08" W., frequencies 6078.6 and 6019.3 MHz on azimuth of 232°14'; 5989.7 and 6049.0 MHz on azimuth of 131°33'.
- 6592-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 0.9 mile northwest of Busna Vista, Ind., at latitude 39°26'37" N., longitude 85°17'25" W., frequencies 6241.7 and 6330.7 MHz on azimuth of 312°06'; 6271.7 and 6330.7 MHz on azimuth of 122°39'.
- 6593-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2 miles north-northeast of Dover, Ind., at latitude 39°16'05" N., longitude 84°55'20" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 302°52'; 6019.3 and 6078.6 MHz on azimuth of 116°39'.
- 6594-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, Fifth and Vine, Cincinnati, Ohio, at latitude 39°08'03" N., longitude 84°30'45" W., frequencies 6212.0 and 6330.7 MHz on azimuth of 296°55'; 6271.4 and 6330.7 MHz on azimuth of 217°22'.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—continued

- 6613-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1.9 miles northeast of Bluffton, Ala., at latitude 34°01'47" N., longitude 85°25'30" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 357°31'; 6019.3 and 6078.6 MHz on azimuth of 162°48'.
- 6614-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 3.2 miles northwest of Jacksonville, Ga., at latitude 33°39'30" N., longitude 85°17'15" W., frequencies 6271.4 and 6380.7 MHz on azimuth of 232°09'; 6301.0 and 6360.3 MHz on azimuth of 342°52'; 6241.7 and 6390.0 MHz on azimuth of 63°12'.
- 6615-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1.55 miles northwest of New Georgia, Ga., at latitude 33°48'55" N., longitude 84°54'50" W., frequencies 5960.0 and 6108.3 MHz on azimuth of 243°25'; 5989.7 and 6049.0 MHz on azimuth of 97°45'.
- 6616-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, corner of Peachtree and Marietta Street, Atlanta, Ga., at latitude 33°45'15" N., longitude 84°23'26" W., frequencies 6271.4 and 6380.7 MHz on azimuth of 278°08'.
- 6617-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 4 miles south of Abel, Ala., at latitude 33°31'28" N., longitude 85°46'49" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 71°53'; 5989.7 and 6108.3 MHz on azimuth of 257°58'; 6019.3 and 5960.0 MHz on azimuth of 166°03'.
- 6618-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1.5 miles northwest of Tallapoosa, Ala., at latitude 33°27'41" N., longitude 86°07'50" W., frequencies 6214.7 and 6390.0 MHz on azimuth of 77°47'; 6271.4 and 6380.7 MHz on azimuth of 260°31'.
- 6619-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 5 miles northwest of Westover, Ala., at latitude 33°23'51" N., longitude 86°34'51" W., frequencies 6019.3 and 6078.6 MHz on azimuth of 80°16'; 5989.7 and 6049.0 MHz on azimuth of 284°40'.
- 6620-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, on hill above Valley Avenue and Clermont Drive, Birmingham, Ala., at latitude 33°29'02" N., longitude 86°48'21" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 114°33'.
- 6621-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 3.7 miles northwest of Almond, Ala., at latitude 33°10'45" N., longitude 85°40'42" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 346°07'; 6271.4 and 6380.7 MHz on azimuth of 190°04'.
- 6622-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2 miles south of Dadeville, Ala., at latitude 32°47'38" N., longitude 85°45'34" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 102°11'; 5960.0 and 6078.6 MHz on azimuth of 182°11'.
- 6623-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 3 miles southwest of Tuskegee, Ala., at latitude 32°23'56" N., longitude 85°45'38" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 002°11'; 6271.4 and 6380.7 MHz on azimuth of 213°29'.
- 6624-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2.5 miles west-northwest of Shoppton, Ala., at latitude 32°07'48" N., longitude 85°59'10" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 33°22'; 6004.5 and 6063.5 MHz on azimuth of 312°09'; 6019.3 and 6078.6 MHz on azimuth of 242°26'.
- 6625-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 60 Commerce Street, Montgomery, Ala., at latitude 32°22'42" N., longitude 86°18'36" W., frequencies 6187.6 and 6360.3 MHz on azimuth of 131°58'.
- 6626-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 5 miles west of Highland Home, Ala., at latitude 31°56'44" N., longitude 86°23'56" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 62°13'; 6271.4 and 6390.0 MHz on azimuth of 270°52'.
- 6627-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 3 miles south-southeast of Macedonla, Ala., at latitude 31°57'00" N., longitude 86°47'06" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 90°40'; 6019.3 and 6078.6 MHz on azimuth of 229°18'.
- 6628-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2 miles northwest of Midway, Ala., at latitude 31°43'58" N., longitude 87°04'50" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 49°09'; 6271.4 and 6380.7 MHz on azimuth of 232°04'.
- 6629-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2.3 miles west of Merla, Ala., at latitude 31°30'09" N., longitude 87°25'42" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 51°53'; 6019.3 and 6078.6 MHz on azimuth of 263°17'.
- 6630-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 5 miles southeast of Jackson, Ala., at latitude 31°27'40" N., longitude 87°48'30" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 83°05'; 6271.4 and 6380.7 MHz on azimuth of 263°37'.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—continued

- 6595-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2.5 miles southeast of Patriot, Ky., at latitude 38°49'07" N., longitude 84°47'18.5" W., frequencies 6019.3 and 6078.6 MHz on azimuth of 37°12'; 5989.7 and 6049.0 MHz on azimuth of 221°28'.
- 6596-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2.8 miles northwest of Delville, Ky., at latitude 38°30'10" N., longitude 85°08'36" W., frequencies 6241.7 and 6301.0 MHz on azimuth of 41°16'; 6301.0 and 6360.3 MHz on azimuth of 226°53'.
- 6597-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1.2 miles east of Middletown, Ky., at latitude 38°14'10" N., longitude 85°30'13" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 46°39'; 5960.0 and 6137.9 MHz on azimuth of 273°17'; 6019.3 and 6078.6 MHz on azimuth of 124°45'.
- 6598-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, Fourth and York Street, Louisville, Ky., at latitude 38°14'38" N., longitude 85°45'34" W., frequencies 6241.7 and 6380.7 MHz on azimuth of 92°06'.
- 6599-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 0.8 mile southwest of Glensboro, Ky., at latitude 37°59'42" N., longitude 85°03'57" W., frequencies 6301.0 and 6390.0 MHz on azimuth of 365°01'; 6271.4 and 6380.7 MHz on azimuth of 183°22'.
- 6600-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 0.25 mile south-southeast of Riley, Ky., at latitude 37°33'21" N., longitude 85°05'54" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 003°21'; 6019.3 and 6078.6 MHz on azimuth of 182°46'.
- 6601-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1.25 miles west-northwest of Sano, Ky., at latitude 37°06'50" N., longitude 85°07'30" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 002°45'; 6271.4 and 6380.7 MHz on azimuth of 240°08'.
- 6602-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1.8 miles south of Curtis, Ky., at latitude 36°54'21" N., longitude 85°34'27.5" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 059°52'; 6019.0 and 6078.6 MHz on azimuth of 192°43'.
- 6603-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 3.5 miles southeast of Miles Crossroads, Tenn., at latitude 36°31'19" N., longitude 85°40'54" W., frequencies 6019.3 and 6360.3 MHz on azimuth of 12°38'; 6271.4 and 6380.0 MHz on azimuth of 184°48'.
- 6604-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2.2 miles northwest of Hickory, Tenn., at latitude 36°07'41" N., longitude 85°43'20" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 4°45'; 5960.0 and 6108.3 MHz on azimuth of 270°07'; 6078.6 and 6108.3 MHz on azimuth of 131°15'.
- 6605-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2.5 miles west of Shop Spring, Tenn., at latitude 36°07'40" N., longitude 86°15'40" W., frequencies 6241.7 and 6360.3 MHz on azimuth of 89°48'; 6271.4 and 6380.7 MHz on azimuth of 275°00'.
- 6606-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, Fourth and Church Streets, Nashville, Tenn., at latitude 36°09'48" N., longitude 86°46'44" W., frequencies 6019.3 and 6078.6 MHz on azimuth of 94°41'.
- 6607-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 3.5 miles northeast of Doodson, Tenn., at latitude 35°51'30" N., longitude 85°20'48" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 311°28'; 6271.4 and 6380.7 MHz on azimuth of 194°33'.
- 6608-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 0.5 mile southwest of Cagle, Tenn., at latitude 35°28'12.5" N., longitude 85°28'06.5" W., frequencies 5689.7 and 6049.0 MHz on azimuth of 14°29'; 6019.3 and 6078.6 MHz on azimuth of 204°06'.
- 6609-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2.7 miles west of Jasper, Tenn., at latitude 35°04'45" N., longitude 85°40'52" W., frequencies 6301.0 and 6390.0 MHz on azimuth of 23°59'; 6271.4 and 6380.7 MHz on azimuth of 149°31'.
- 6610-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 5.5 miles east of Rising Fawn, Ga., at latitude 34°45'32" N., longitude 85°26'37" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 328°39'; 5960.0 and 6108.3 MHz on azimuth of 28°39'; 6019.3 and 6078.6 MHz on azimuth of 180°09'.
- 6611-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, corner of 28th and Dodds in Chattanooga, Tenn., at latitude 35°00'32" N., longitude 85°16'39" W., frequencies 6241.7 and 6360.3 MHz on azimuth of 208°45'.
- 6612-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2.1 miles west of Lyley, Ga., at latitude 34°24'24" N., longitude 85°26'41" W., frequencies 6241.7 and 6360.3 MHz on azimuth of 0°09'; 6271.4 and 6380.7 MHz on azimuth of 177°30'.

6631-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 5 miles southwest of Chilton, Ala., at latitude 31°24'38" N., longitude 88°19'20" W., frequencies 5980.7 and 6049.0 MHz on azimuth of 83°21'; 6019.3 and 6078.6 MHz on azimuth of 270°37'.
 6632-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1 mile north of Piave, Miss., at latitude 31°24'58" N., longitude 88°44'39" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 90°44'; 6271.4 and 6330.7 MHz on azimuth of 278°48'.
 6633-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 3 miles southeast of Moseley, Miss., at latitude 31°28'50" N., longitude 89°14'15" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 98°33'; 5960.0 and 6137.9 MHz on azimuth of 319°04'; 6019.3 and 6078.6 MHz on azimuth of 177°31'.
 6634-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 3 miles east-southeast of Hot Coffee, Miss., at latitude 31°44'45" N., longitude 89°30'25" W., frequencies 6341.7 and 6390.0 MHz on azimuth of 138°56'; 6271.4 and 6330.7 MHz on azimuth of 312°20'.
 6635-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 4 miles east of Weatherby, Miss., at latitude 31°56'35" N., longitude 89°45'40" W., frequencies 6019.3 and 6078.6 MHz on azimuth of 132°12'; 5989.7 and 6049.0 MHz on azimuth of 302°23'.
 6636-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1.5 miles southeast of Star, Miss., at latitude 32°05'05" N., longitude 90°01'28" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 122°15'; 6271.4 and 6330.7 MHz on azimuth of 328°08'.
 6637-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, Bankers Trust Plaza Building, Jackson, Miss., at latitude 32°18'01" N., longitude 90°10'56" W., frequencies 6019.3 and 6078.6 MHz on azimuth of 147°58'.
 6638-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1.5 miles southwest of McLaurin, Miss., at latitude 31°09'01" N., longitude 89°13'15" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 337°31'; 6341.7 and 6390.0 MHz on azimuth of 135°27'; 6271.4 and 6330.7 MHz on azimuth of 186°25'.
 6639-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 9.1 miles northwest of Bennada, Miss., at latitude 30°57'20" N., longitude 88°54'15" W., frequencies 5980.0 and 6137.9 MHz on azimuth of 308°37'; 5989.7 and 6049.0 MHz on azimuth of 100°44'; 6019.3 and 6109.3 MHz on azimuth of 159°13'.
 6640-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1.5 miles south-southwest of Lucedale, Miss., at latitude 30°54'19" N., longitude 88°35'55" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 280°53'; 6271.4 and 6330.7 MHz on azimuth of 114°49'.
 6641-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 1 mile west of Semmes, Ala., at latitude 30°46'38" N., longitude 88°16'44" W., frequencies 6049.0 and 6108.3 MHz on azimuth of 294°59'; 5950.0 and 6049.0 MHz on azimuth of 112°24'.
 6642-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, corner of St. Joseph Street and St. Francis Street, Mobile, Ala., at latitude 30°41'33" N., longitude 88°02'30" W., frequencies 6301.0 and 6390.0 MHz on azimuth of 232°31'.
 6643-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 53 miles south of Vestry, Miss., at latitude 30°39'09" N., longitude 88°46'18" W., frequencies 6371.4 and 6330.7 MHz on azimuth of 339°17'; 6241.7 and 6390.0 MHz on azimuth of 202°07'; 6301.0 and 6360.3 MHz on azimuth of 147°21'.
 6644-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 450 Beyonir Street, Biloxi, Miss., at latitude 30°23'54" N., longitude 88°53'25" W., frequencies 5960.0 and 6137.9 MHz on azimuth of 22°04'.
 6645-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, corner of South Magnolia Street and Waits Avenue, in Bank Building, Passaugaola, Miss., at latitude 30°21'37" N., longitude 88°33'34" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 337°28'.
 6646-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 6.5 miles north of Silver Run, Miss., at latitude 30°49'38" N., longitude 89°19'52" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 16°22'; 6019.3 and 6078.6 MHz on azimuth of 239°43'.
 6647-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 0.5 mile west of McNeill, Miss., at latitude 30°40'00" N., longitude 89°38'54" W., frequencies 6212.0 and 6390.0 MHz on azimuth of 59°23'; 6271.4 and 6330.7 MHz on azimuth of 215°28'.
 6648-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 3.5 miles northwest of Hackory, La., at latitude 30°27'44" N., longitude 89°48'59" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 85°25'; 6019.3 and 6078.6 MHz on azimuth of 187°01'.
 6649-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 3 miles east of Shidell, La., at latitude 30°16'41" N., longitude 89°43'35" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 337°08'; 6271.4 and 6330.7 MHz on azimuth of 211°00'.

6650-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, 2.9 miles northeast of Michoud, La., at latitude 30°02'58" N., longitude 89°53'03" W., frequencies 5989.7 and 6049.0 MHz on azimuth of 30°55'; 5960.0 and 6078.6 MHz on azimuth of 241°01'.
 6651-C1-P-70—United Video, Inc. (New), C.P. for a new fixed station, between South Villert and South Robertson on Canal Street, New Orleans, La., at latitude 29°57'24" N., longitude 90°04'34.5" W., frequencies 6301.0 and 6360.3 MHz on azimuth of 60°56'.
 (Informative: Applicant proposes to establish a data transmission system between Chicago and New Orleans.)
 6652-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 1: C.P. for a new fixed station at 1906 L Street NW, Washington, D.C., at latitude 38°54'18" N. and longitude 77°02'38" W., frequencies 10,835 MHz and 10,915 MHz on azimuth 31°17'.
 6653-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 2: C.P. for a new fixed station on WFAN Radio Tower at 5321 First Place NE, Washington, D.C., at latitude 38°57'18" N. and longitude 77°00'14" W., frequencies 11,405 MHz and 11,645 MHz on azimuth 211°19', and frequencies 11,325 MHz and 11,565 MHz on azimuth 246°10'.
 6654-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 3: C.P. for a new fixed station at 161B Hillwood Avenue, Falls Church, Va., at latitude 38°53'13" N. and longitude 77°12'02" W., frequencies 10,875 MHz and 11,115 MHz on azimuth 66°03', and frequencies 6228.9 MHz and 6345.5 MHz on azimuth 218°34'.
 6655-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 4: C.P. for a new fixed station 1.5 miles north of Independent Hill, Va., at latitude 38°39'23" N. and longitude 77°28'00" W., frequencies 5945.2 MHz and 6063.8 MHz on azimuth 38°15', and frequencies 6394.2 MHz and 6152.8 MHz on azimuth 217°20'.
 6656-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 5: C.P. for a new fixed station 2.36 miles southwest of Goldblade, Va., at latitude 38°14'27" N. and longitude 77°50'04" W., frequencies 6197.2 MHz and 6315.9 MHz on azimuth 37°05', and frequencies 6256.2 MHz and 6375.2 MHz on azimuth 163°45'.
 6657-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 6: C.P. for a new fixed station 3.3 miles north of Montpelier, Va., at latitude 37°52'01" N. and longitude 77°41'48" W., frequencies 5974.8 MHz and 6093.5 MHz on azimuth 843°45', and frequencies 6084.2 MHz and 6153.8 MHz on azimuth 181°28'.
 6658-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 7: C.P. for a new fixed station 3.26 miles northwest of Middleham, Va., at latitude 37°50'50" N. and longitude 77°42'29" W., frequencies 6197.2 MHz and 6315.9 MHz on azimuth 01°28', and frequencies 6286.2 MHz and 6404.8 MHz on azimuth 239°24', and frequencies 11,325 MHz and 11,565 MHz on azimuth 81°55'.
 6659-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 8: C.P. for a new fixed station at Train and Broad Streets, Richmond, Va., at latitude 37°32'38" N. and longitude 77°28'25" W., frequencies 10,875 MHz and 11,115 MHz on azimuth 262°05', and frequencies 6236.9 MHz and 6345.5 MHz on azimuth 146°28'.
 6660-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 9: C.P. for a new fixed station 2 miles south-southwest of Garyville, Va., at latitude 37°03'23" N. and longitude 77°10'39" W., frequencies 5945.2 MHz and 6063.8 MHz on azimuth 326°38', and frequencies 5974.8 MHz and 6093.5 MHz on azimuth 151°54'.
 6661-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 10: C.P. for a new fixed station 2.6 miles west-southwest of Ivor, Va., at latitude 36°53'45" N. and longitude 78°57'27" W., frequencies 6356.5 MHz and 6375.2 MHz on azimuth 332°02', and frequencies 6236.9 MHz and 6345.5 MHz on azimuth 136°59'.
 6662-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 11: C.P. for a new fixed station 2.8 miles west-southwest of Suffolk, Va., at latitude 36°42'31" N. and longitude 78°38'56" W., frequencies 5945.2 MHz and 6063.8 MHz on azimuth 307°10', and frequencies 10,985 MHz and 6123.1 MHz on azimuth 64°25'.
 6663-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 12: C.P. for a new fixed station at the Seaboard Citizen Bank Building, Norfolk, Va., at latitude 36°50'47" N. and longitude 76°17'22" W., frequencies 11,405 MHz and 6375.2 MHz on azimuth 244°38'.
 6664-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 13: C.P. for a new fixed station 5.4 miles north-northwest of Green Bay, Va., at latitude 37°12'15" N. and longitude 78°21'32" W., frequencies 6004.5 MHz and 6123.1 MHz on azimuth 59°00', and frequencies 5974.8 MHz and 6093.5 MHz on azimuth 251°24'.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—CONTINUED

- 6690-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 29: C.P. for a new fixed station 8.3 miles east-southeast of Chesnee, S.C., at latitude 35°05'52" N. and longitude 81°46'11" W., frequencies 6286.2 MHz and 6404.8 MHz on azimuth 66°30' and frequencies 5974.8 MHz and 6093.5 MHz on azimuth 238°30', and frequencies 10,915 MHz and 11,153 MHz on azimuth 220°13'.
- 6681-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 30: C.P. for a new fixed station at 277 Magnolia Street, Spartanburg, S.C., at latitude 34°57'13" N. and longitude 81°56'05" W., frequencies 11,265 MHz and 11,605 MHz on azimuth 40°07'.
- 6682-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 31: C.P. for a new fixed station 2.2 miles east of Greenville, S.C., at latitude 34°50'28" N. and longitude 82°18'30" W., frequencies 6226.9 MHz and 6345.5 MHz on azimuth 58°12' and frequencies 6197.2 MHz and 6315.9 MHz on azimuth 268°59' and frequencies 10,875 MHz and 11,115 MHz on azimuth 276°49'.
- 6683-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 32: C.P. for a new fixed station at 301 North Main Street, Greenville, S.C., at latitude 34°51'00" N. and longitude 82°28'58" W., frequencies 11,235 MHz and 11,565 MHz on azimuth 96°46'.
- 6684-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 33: C.P. for a new fixed station 1.5 miles north-northeast of Six Mile, S.C., at latitude 34°49'58" N. and longitude 82°48'13" W., frequencies 5945.2 MHz and 6063.8 MHz on azimuth 68°42' and frequencies 6034.2 MHz and 6152.8 MHz on azimuth 237°26'.
- 6685-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 34: C.P. for a new fixed station 3.4 miles southwest of Toccoa, Ga., at latitude 34°31'44" N. and longitude 83°22'33" W., frequencies 6197.2 MHz and 6315.9 MHz on azimuth 57°07' and frequencies 6256.5 MHz and 6375.2 MHz on azimuth 222°49'.
- 6686-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 35: C.P. for a new fixed station 3.9 miles south-southeast of Decula, Ga., at latitude 34°02'30" N. and longitude 83°55'00" W., frequencies 5945.2 MHz and 6063.8 MHz on azimuth 42°30', and frequencies 5974.2 MHz and 6093.5 MHz on azimuth 268°17'.
- 6687-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 36: C.P. for a new fixed station 3.2 miles west of Roswell, Ga., at latitude 34°01'40" N. and longitude 84°26'50" W., frequencies 6226.9 MHz and 6345.5 MHz on azimuth 88°00', and frequencies 6256.5 MHz and 6375.2 MHz on azimuth 173°39'.
- 6688-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 37: C.P. for a new fixed station at 100 Peachtree Street, Atlanta, Ga., at latitude 33°45'21" N. and longitude 84°23'19" W., frequencies 5945.2 MHz and 6063.8 MHz on azimuth 352°41'.
- (Informative: Applicant proposes to install new "customized" common carrier facilities between Washington, D.C., and Atlanta, Ga.)
- 6704-C1-P-70—MCI Kentucky Central, Inc. (New), Site 1: C.P. for a new fixed station at 100 Peach Street, Atlanta, Ga., at latitude 33°45'21" N. and longitude 84°23'19" W., frequencies 10,796 MHz and 11,035 MHz on azimuth 326°04'.
- 6705-C1-P-70—MCI Kentucky Central, Inc. (New), Site 2: C.P. for a new fixed station 1.5 miles northeast of Marietta, Ga., at latitude 33°58'19" N. and longitude 84°30'12" W., frequencies 11,265 MHz and 11,525 MHz on azimuth 156°00', and frequencies 6197.2 MHz and 6315.9 MHz on azimuth 315°35'.
- 6706-C1-P-70—MCI Kentucky Central, Inc. (New), Site 3: C.P. for a new fixed station 3 miles north-northeast of Emerson, Ga., at latitude 34°10'38" N. and longitude 84°44'42" W., frequencies 5974.8 MHz and 6093.5 MHz on azimuth 135°26', and frequencies 5945.2 MHz and 6063.8 MHz on azimuth 281°54'.
- 6707-C1-P-70—MCI Kentucky Central, Inc. (New), Site 4: C.P. for a new fixed station at 104 East Third Avenue, Rome, Ga., at latitude 34°15'00" N. and longitude 85°10'55" W., frequencies 6226.9 MHz and 6345.5 MHz on azimuth 101°40', and frequencies 6197.2 MHz and 6315.9 MHz on azimuth 306°01'.
- 6708-C1-P-70—MCI Kentucky Central, Inc. (New), Site 5: C.P. for a new fixed station 5 miles northeast of Coosa, Ga., at latitude 34°19'21" N. and longitude 85°17'18" W., frequencies 5974.8 MHz and 6093.5 MHz on azimuth 125°57', and frequencies 6004.5 MHz and 6123.1 MHz on azimuth 348°05'.
- 6709-C1-P-70—MCI Kentucky Central, Inc. (New), Site 6: C.P. for a new fixed station 5.5 miles west of Lafayette, Ga., at latitude 34°41'55" N. and longitude 85°23'04" W., frequencies 6286.2 MHz and 6404.8 MHz on azimuth 168°02' and frequencies 6226.9 MHz and 6345.5 MHz on azimuth 12°27', and frequencies 6197.2 MHz and 6315.9 MHz on azimuth 306°13'.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—CONTINUED

- 6665-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 14: C.P. for a new fixed station 2.5 miles west-northwest of Cody, Va., at latitude 36°59'23" N. and longitude 79°08'36" W., frequencies 6197.2 MHz and 6315.9 MHz on azimuth 70°55' and frequencies 6256.5 MHz and 6375.2 MHz on azimuth 249°50'.
- 6666-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 15: C.P. for a new fixed station 2.7 miles north of Mountain Valley, Va., at latitude 36°49'17" N. and longitude 79°49'32" W., frequencies 6034.2 MHz and 6152.8 MHz on azimuth 69°30' and frequencies 5974.8 MHz and 6093.5 MHz on azimuth 192°22'.
- 6667-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 16: C.P. for a new fixed station 5.8 miles west-northwest of Midway, N.C., at latitude 36°18'00" N. and longitude 79°51'00" W., frequencies 5926.9 MHz and 6345.5 MHz on azimuth 12°17' and frequencies 6197.2 MHz and 6315.9 MHz on azimuth 219°05'.
- 6668-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 17: C.P. for a new fixed station at Route 421, Kernersville, N.C., at latitude 36°06'30" N. and longitude 80°02'30" W., frequencies 6004.5 MHz and 6123.1 MHz on azimuth 38°58' and frequencies 5974.8 MHz and 6093.5 MHz on azimuth 192°45' and frequencies 11,605 MHz and 11,865 MHz on azimuth 99°50' and frequencies 11,685 MHz and 11,445 MHz on azimuth 268°27'.
- 6669-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 18: C.P. for a new fixed station at 310 West Fourth Street, Winston-Salem, N.C., at latitude 36°05'52" N. and longitude 80°14'51" W., frequencies 10,955 MHz and 10,715 MHz on azimuth 86°22'.
- 6670-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 19: C.P. for a new fixed station at the Wachovia Building, 201 North Elm Street, Greensboro, N.C., at latitude 36°04'23" N. and longitude 79°47'28" W., frequencies 1115 MHz and 10,875 MHz on azimuth 279°59' and frequencies 5945.2 MHz and 6063.8 MHz on azimuth 113°44'.
- 6671-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 20: C.P. for a new fixed station 3.8 miles north of Snow Camp, N.C., at latitude 35°55'41" N. and longitude 79°26'04" W., frequencies 6286.2 MHz and 6404.8 MHz on azimuth 293°56' and frequencies 6197.2 MHz and 6315.9 MHz on azimuth 85°25'.
- 6672-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 21: C.P. for a new fixed station 0.3 mile west of Eubank, N.C., at latitude 35°57'45" N. and longitude 79°09'25" W., frequencies 5974.8 MHz and 6093.5 MHz on azimuth 285°35', and frequencies 11,115 MHz and 10,955 MHz on azimuth 80°32'.
- 6673-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 22: C.P. for a new fixed station at 411 West Chapel Hill Drive, Durham, N.C., at latitude 35°59'46" N. and longitude 78°24'25" W., frequencies 11,685 MHz and 11,365 MHz on azimuth 260°41', and frequencies 6004.5 MHz and 6123.1 MHz on azimuth 125°14'.
- 6674-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 23: C.P. for a new fixed station at the Banking & Trust Co. Building, 333 Fayetteville Street, Raleigh, N.C., at latitude 35°46'33" N. and longitude 78°38'21" W., frequencies 6226.9 MHz and 6345.5 MHz on azimuth 315°23'.
- 6675-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 24: C.P. for a new fixed station 4.05 miles northwest of Cid, N.C., at latitude 35°45'44" N. and longitude 80°08'16" W., frequencies 6226.9 MHz and 6345.5 MHz on azimuth 12°42', and frequencies 6256.5 MHz and 6375.2 MHz on azimuth 218°30'.
- 6676-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 25: C.P. for a new fixed station 2.8 miles west-southwest of Gold Hill, N.C., at latitude 35°30'20" N. and longitude 80°23'14" W., frequencies 5945.2 MHz and 6063.8 MHz on azimuth 38°22', and frequencies 5974.8 MHz and 6093.5 MHz on azimuth 257°15'.
- 6677-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 26: C.P. for a new fixed station 0.1 mile north of Huntersville, N.C., at latitude 35°25'11" N. and longitude 80°50'45" W., frequencies 6197.2 MHz and 6315.9 MHz on azimuth 76°59', and frequencies 10,955 MHz and 10,715 MHz on azimuth 179°52', and frequencies 6226.9 MHz and 6345.5 MHz on azimuth 249°40'.
- 6678-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 27: C.P. for a new fixed station at 237 West Trade Street, Charlotte, N.C., at latitude 35°13'42" N. and longitude 80°50'43" W., frequencies 11,465 MHz and 11,645 MHz on azimuth 259°32'.
- 6679-C1-P-70—MCI Mid-Atlantic Communications, Inc. (New), Site 28: C.P. for a new fixed station 1.35 miles north of Kings Mountain, N.C., at latitude 35°16'14" N. and longitude 81°20'09" W., frequencies 5945.2 MHz and 6063.8 MHz on azimuth 69°23', and frequencies 6034.2 MHz and 6152.8 MHz on azimuth 248°35'.

- 6710-C1-P-70—MCI Kentucky Central, Inc. (New), Site 7: C.P. for a new fixed station at the Hotel Patten, Chattanooga, Tenn., at latitude 35°02'17" N., longitude 85°17'36" W., frequencies 5974.8 MHz and 6093.5 MHz on azimuth 192°30'.
- 6711-C1-P-70—MCI Kentucky Central, Inc. (New), Site 8: C.P. for a new fixed station 5 miles south of Cowan, Tenn., at latitude 35°05'26" N., longitude 86°02'18" W., frequencies 5945.2 MHz and 6093.8 MHz on azimuth 125°51' and frequencies 6004.5 MHz and 6123.1 MHz on azimuth 242°58', and frequencies 5974.8 MHz and 6093.5 MHz on azimuth 329°05'.
- 6712-C1-P-70—MCI Kentucky Central, Inc. (New), Site 9: C.P. for a new fixed station 4 miles west-southwest of Francisco, Ala., at latitude 34°58'30" N., longitude 88°18'46" W., frequencies 6286.2 MHz and 6375.2 MHz on azimuth 63°49', and frequencies 6197.2 MHz and 6315.9 MHz on azimuth 237°05'.
- 6713-C1-P-70—MCI Kentucky Central, Inc. (New), Site 10: C.P. for a new fixed station 8 miles north of Huntsville, Ala., at latitude 34°49'03" N., longitude 86°36'16" W., frequencies 5945.2 MHz and 6093.8 MHz on azimuth 56°55', and frequencies 10,755 MHz and 10,995 MHz on azimuth 170°51'.
- 6714-C1-P-70—MCI Kentucky Central, Inc. (New), Site 11: C.P. for a new fixed station at 123 West Clinton Avenue, Huntsville, Ala., at latitude 34°43'50" N., longitude 86°35'14" W., frequencies 11,695 MHz and 11,445 MHz on azimuth 350°52'.
- 6715-C1-P-70—MCI Kentucky Central, Inc. (New), Site 12: C.P. for a new fixed station 4.5 miles southwest of Bell Buckle, Tenn., at latitude 35°37'13" N., longitude 86°25'38" W., frequencies 6286.2 MHz and 6404.8 MHz on azimuth 148°52', and frequencies 6226.9 MHz and 6345.5 MHz on azimuth 322°26'.
- 6716-C1-P-70—MCI Kentucky Central, Inc. (New), Site 13: C.P. for a new fixed station 3 miles southwest of Nolensville, Tenn., at latitude 35°55'20" N., longitude 86°42'47" W., frequencies 5945.2 MHz and 6093.8 MHz on azimuth 142°16', and frequencies 5974.8 MHz and 6093.5 MHz on azimuth 347°31'.
- 6717-C1-P-70—MCI Kentucky Central, Inc. (New), Site 14: C.P. for a new fixed station at 4th and Church Streets, Nashville, Tenn., at latitude 36°59'43" N., longitude 86°46'44" W., frequencies 6197.2 MHz and 6315.9 MHz on azimuth 167°29', and frequencies 6226.9 MHz and 6345.5 MHz on azimuth 14°54'.
- 6718-C1-P-70—MCI Kentucky Central, Inc. (New), Site 15: C.P. for a new fixed station 2 miles south-southwest of White House, Tenn., at latitude 36°25'17" N., longitude 86°41'38" W., frequencies 6034.2 MHz and 6132.8 MHz on azimuth 194°57', and frequencies 5974.8 MHz and 6093.5 MHz on azimuth 13°06'.
- 6719-C1-P-70—MCI Kentucky Central, Inc. (New), Site 16: C.P. for a new fixed station 1.5 miles south-southwest of Franklin, Tenn., at latitude 36°41'36" N., longitude 86°36'55" W., frequencies 6286.2 MHz and 6404.8 MHz on azimuth 193°09', and frequencies 6256.5 MHz and 6375.2 MHz on azimuth 25°07'.
- 6720-C1-P-70—MCI Kentucky Central, Inc. (New), Site 17: C.P. for a new fixed station at 535 10th Street, Bowling Green, Ky., at latitude 36°59'27" N., longitude 86°26'29" W., frequencies 6034.2 MHz and 6152.8 MHz on azimuth 205°13', and frequencies 11,405 MHz and 11,645 MHz on azimuth 19°39'.
- 6721-C1-P-70—MCI Kentucky Central, Inc. (New), Site 18: C.P. for a new fixed station 4 miles northwest of Brownsville, Ky., at latitude 37°13'22" N., and longitude 85°20'15" W., frequencies 10,995 MHz and 10,715 MHz on azimuth 199°43', and frequencies 6004.5 MHz and 6123.1 MHz on azimuth 342°55'.
- 6722-C1-P-70—MCI Kentucky Central, Inc. (New), Site 19: C.P. for a new fixed station 0.6 mile northwest of McQuady, Ky., at latitude 37°42'50" N., longitude 85°31'40" W., frequencies 6286.2 MHz and 6404.8 MHz on azimuth 162°48', and frequencies 6197.2 MHz and 6315.9 MHz on azimuth 298°19', and frequencies 6226.9 MHz and 6345.5 MHz on azimuth 86°34'.
- 6723-C1-P-70—MCI Kentucky Central, Inc. (New), Site 20: C.P. for a new fixed station 6 miles southwest of Vine Grove, Ky., at latitude 37°44'14" N., and longitude 85°02'32" W., frequencies 5945.2 MHz and 6093.8 MHz on azimuth 266°41', and frequencies 6034.2 MHz and 6152.8 MHz on azimuth 30°08'.
- 6724-C1-P-70—MCI Kentucky Central, Inc. (New), Site 21: C.P. for a new fixed station 4 miles southeast of Valley Station, Ky., at latitude 38°03'04" N., longitude 85°48'42" W., frequencies 6197.2 MHz and 6315.9 MHz on azimuth 210°17', and frequencies 11,075 MHz and 10,755 MHz on azimuth 12°02'.

- 6725-C1-P-70—MCI Kentucky Central, Inc. (New), Site 22: C.P. for a new fixed station at 680 South 45th Street, Louisville, Ky., at latitude 38°14'47" N., longitude 85°45'32" W., frequencies 11,605 MHz and 11,685 MHz on azimuth 152°04' and frequencies 11,405 MHz and 11,645 MHz on azimuth 64°16'.
- 6726-C1-P-70—MCI Kentucky Central, Inc. (New), Site 23: C.P. for a new fixed station 2.5 miles north-northeast of Crestwood, Ky., at latitude 38°21'34" N., longitude 85°27'36" W., frequencies 10,715 MHz and 11,035 MHz on azimuth 244°27' and frequencies 6256.5 MHz and 6375.2 MHz on azimuth 26°46'.
- 6727-C1-P-70—MCI Kentucky Central, Inc. (New), Site 24: C.P. for a new fixed station 1 mile northeast of Bedford, Ky., at latitude 38°36'16" N., longitude 85°18'09" W., frequencies 6034.2 MHz and 6152.8 MHz on azimuth 208°52', and frequencies 5945.2 MHz and 6093.8 MHz on azimuth 39°48'.
- 6728-C1-P-70—MCI Kentucky Central, Inc. (New), Site 25: C.P. for a new fixed station 0.5 mile west-southwest of Bascom, Ind., at latitude 38°54'25" N., longitude 84°58'49" W., frequencies 6286.2 MHz and 6404.8 MHz on azimuth 220°00', and frequencies 6256.5 MHz and 6375.2 MHz on azimuth 61°48'.
- 6729-C1-P-70—MCI Kentucky Central, Inc. (New), Site 26: C.P. for a new fixed station at 5th and Vine Streets, Cincinnati, Ohio, at latitude 39°06'06" N., longitude 84°30'48" W., frequencies 6034.2 MHz and 6162.8 MHz on azimuth 242°05'.
- 6730-C1-P-70—MCI Kentucky Central, Inc. (New), Site 27: C.P. for a new fixed station 4.5 miles north-northwest of Rockport, Ind., at latitude 37°56'40" N., longitude 87°04'15" W., frequencies 5974.8 MHz and 6093.5 MHz on azimuth 117°59', and frequencies 5945.2 MHz and 6093.8 MHz on azimuth 274°08'.
- 6731-C1-P-70—MCI Kentucky Central, Inc. (New), Site 28: C.P. for a new fixed station at 416 Main Street, Evansville, Ind., at latitude 37°58'19" N., and longitude 87°34'13" W., frequencies 6226.9 MHz and 6404.8 MHz on azimuth 93°49', and frequencies 10,715 MHz and 11,035 MHz on azimuth 291°57'.
- 6732-C1-P-70—MCI Kentucky Central, Inc. (New), Site 29: C.P. for a new fixed station 2.5 miles northeast of Oliver, Ind., at latitude 38°02'33" N., longitude 87°47'32" W., frequencies 11,935 MHz and 11,525 MHz on azimuth 111°49', and frequencies 6256.5 MHz and 6315.9 MHz on azimuth 278°13'.
- 6733-C1-P-70—MCI Kentucky Central, Inc. (New), Site 30: C.P. for a new fixed station at 2.6 miles southwest of Deshales, Ill., at latitude 38°08'15" N., longitude 88°39'08" W., frequencies 5974.8 MHz and 6093.5 MHz on azimuth 97°42', and frequencies 6004.5 MHz and 6123.1 MHz on azimuth 333°21'.
- 6734-C1-P-70—MCI Kentucky Central, Inc. (New), Site 31: C.P. for a new fixed station 0.025 mile north of Rome, Ill., at latitude 38°26'50" N., longitude 88°46'42" W., frequencies 6197.2 MHz and 6315.2 MHz on azimuth 143°10' and frequencies 6226.9 MHz and 6345.5 MHz on azimuth 271°02'.
- 6735-C1-P-70—MCI Kentucky Central, Inc. (New), Site 32: C.P. for a new fixed station 1.2 miles north of Okawville, Ill., at latitude 38°27'15" N., longitude 89°32'46" W., frequencies 6034.2 MHz and 6152.8 MHz on azimuth 90°39', and frequencies 5974.8 MHz and 6093.5 MHz on azimuth 294°30'.
- 6736-C1-P-70—MCI Kentucky Central, Inc. (New), Site 33: C.P. for a new fixed station 1 mile south of Caseyville, Ill., at latitude 38°37'26" N., longitude 90°01'25" W., frequencies 6286.2 MHz and 6404.8 MHz on azimuth 97°09', and frequencies 10,875 and 10,955 MHz on azimuth 272°19'.
- 6737-C1-P-70—MCI Kentucky Central, Inc. (New), Site 34: C.P. for a new fixed station at 915 Olive Street, St. Louis, Mo., at latitude 38°37'45" N., longitude 90°11'38" W., frequencies 11,645 and 11,565 MHz on azimuth 92°12'.

(Informative: The applicant proposes to construct and operate a "Special Service" customized communications common carrier system along a route between the States of Kentucky, Ohio, Indiana, Illinois, Tennessee, Georgia, and Alabama.)

- 6755-C1-P-70—American Telephone & Telegraph Co. (KLN72), C.P. to add frequency 3870 MHz towards Bricekeys, Ark. Station location: 7 miles northeast of Forrest City, Ark.
- 6756-C1-P-70—American Telephone & Telegraph Co. (WAYS7), C.P. to add frequency 3910 MHz toward Arkabutla, Miss. Station location: 5.2 miles southeast of Bricekeys, Ark.
- 6757-C1-P-70—American Telephone & Telegraph Co. (KTG40), C.P. to add frequency 4090 MHz toward Horn Lake, Miss. Station location: 1 mile southwest of Arkabutla, Miss.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—Continued

- 6778-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Telegraph Pass, Ariz., latitude 32°40'23" N., longitude 114°20'14" W., frequencies 3690H and 3970H on azimuth 312°35' and 3790H and 3810H on azimuth 69°12'.
- 6780-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Oakman Mountain, Ariz., latitude 33°03'06" N., longitude 113°08'06" W., frequencies 3910V and 3990V on azimuth 349°51' and 4070V and 4150V on azimuth 42°53'.
- 6781-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at White Tank Mountain, Ariz., latitude 33°24'10" N., longitude 112°33'33" W., frequencies 3890H and 3970H on azimuth 223°12' and 3730H and 3810H on azimuth 103°47'.
- 6782-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Phoenix, Ariz., latitude 33°29'08.2" N., longitude 112°07'19.8" W., frequencies 3910V and 3990V on azimuth 263°01' and 4070V and 4150V on azimuth 100°11'.
- 6783-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Pinal Peak, Ariz., latitude 33°16'56" N., longitude 110°49'13.5" W., frequencies 3890H and 3970H on azimuth 280°54', and 3890H and 3970H on azimuth 177°49', and 3730H and 3810H on azimuth 127°23'.
- 6784-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Mount Lemmon, Ariz., latitude 32°25'29" N., longitude 110°46'57" W., frequencies 4070V and 4150V on azimuth 357°50', and 3910V and 3990V on azimuth 203°27'.
- 6785-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Tucson, Ariz., latitude 32°13'17" N., longitude 110°53'41" W., frequencies 3730H and 3810H on azimuth 23°23'.
- 6786-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Heliograph Peak, Ariz., latitude 32°38'59" N., longitude 109°50'53" W., frequencies 3910V and 3990V on azimuth 307°55', and 4070V and 4150V on azimuth 92°50'.
- 6787-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Burro Peak, N. Mex., latitude 32°34'56" N., longitude 108°25'37" W., frequencies 3690H and 3970H on azimuth 273°36', and 3770V and 3850V on azimuth 108°52'.
- 6788-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Aden Hills, N. Mex., latitude 32°11'15" N., longitude 107°05'23" W., frequencies 3610H and 3990H on azimuth 269°34', and 4070H and 4150H on azimuth 92°26'.
- 6789-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Escamido, N. Mex., latitude 31°45'20" N., longitude 106°28'02" W., frequencies 3850V and 3970V on azimuth 273°05', and 3730V and 3810V on azimuth 236°49' (to a passive repeater at latitude 31°47'47" N., longitude 106°28'55" W.), and 3730V and 3810V on azimuth 88°11'.
- 6790-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at El Paso, Tex., latitude 31°48'20" N., longitude 106°28'02" W., frequencies 3910H and 3990H on azimuth 332°38' (to a passive repeater at latitude 31°47'47" N., longitude 106°28'55" W.).
- 6791-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Pickett Hill, N. Mex., latitude 33°09'42" N., longitude 104°49'31" W., frequencies 3910H and 3990H on azimuth 268°44', and 4070H and 4150H on azimuth 43°03'.
- 6792-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Cedar Point, N. Mex., latitude 33°00'45" N., longitude 103°52'25" W., frequencies 3890V and 3970V on azimuth 223°34', and 3730V and 3810V on azimuth 115°38'.
- 6793-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Hobbs, N. Mex., latitude 32°43'00.5" N., longitude 103°06'20.4" W., frequencies 3910H and 3990H on azimuth 296°03'.
- 6794-CI-P-70—Gulf Coast Telephone Co.: Consent to Assignment of Licenses. From: Gulf Coast Telephone Co., Inc. To: Louisiana Offshore Telephone Co. for the following stations: (KTR41) Morgan City, La.; (KTR42) Salt Point, La.; (KYC35) Temporary Fixed Station (KXQ83) Gulf of Mexico Offshore Louisiana; (KXQ86) Gulf of Mexico Offshore Louisiana; (WAN83) Gulf of Mexico Offshore Louisiana; (WAN96) Gulf of Mexico Offshore Louisiana.
- 6842-CI-P-70—Michigan Bell Telephone Co. (KYU86), C.P. to add frequencies 5974.8, 6004.8, 6123.1, 10,855, 10,935, and 11,175 MHz toward Milford, Mich. Station location: 54 East Huron Street, Pontiac, Mich.
- 6759-CI-P-70—American Telephone & Telegraph (KZA83), C.P. to add frequency 4050 MHz toward Memphis, Tenn. Station location: 1.8 miles south-southeast of Horn Lake, Miss.
- 6759-CI-P-70—American Telephone & Telegraph Co. (KKP96), C.P. to add frequency 3890 MHz toward Nevada, Tex. Station location: 3.5 miles north of Terrell, Tex.
- 6760-CI-P-70—American Telephone & Telegraph Co. (KLW22), C.P. to add frequency 3930 MHz toward Adams, Tex. Station location: 0.5 mile south of Nevada, Tex.
- 6761-CI-P-70—American Telephone & Telegraph Co. (KKQ82), C.P. to add frequency 4050 MHz toward Lone Man Mountain, Tex. Station location: 2.5 miles southwest of Bulverde, Tex.
- 6762-CI-P-70—American Telephone & Telegraph Co. (KKQ91), C.P. to add frequency 4090 MHz toward Austin Junction, Tex. Station location: Lone Man Mountain, 8 miles south of Dripping Springs, Tex.
- 6763-CI-P-70—American Telephone & Telegraph Co. (KKZ89), C.P. to add frequencies 3850 MHz toward Bulverde, Tex., and 4090 MHz toward Shiner, Tex. Station location: 8 miles southeast of Seguin, Tex.
- 6764-CI-P-70—American Telephone & Telegraph Co. (KLO41), C.P. to add frequency 4050 MHz toward Weimar, Tex. Station location: 5 miles west-northwest of Shiner, Tex.
- 6765-CI-P-70—American Telephone & Telegraph Co. (KLO46), C.P. to add frequency 4090 MHz toward Cat Spring, Tex. Station location: 1 mile south of Weimar, Tex.
- 6766-CI-P-70—American Telephone & Telegraph Co. (KLC42), C.P. to add frequency 4050 MHz toward Katy, Tex. Station location: 1.75 miles northwest of Cat Spring, Tex.
- 6767-CI-P-70—American Telephone & Telegraph Co. (KLC43), C.P. to add frequency 4010 MHz toward Houston, Tex. Station location: 2 miles north-northeast of Katy, Tex.
- 6768-CI-MP-70—New York Telephone Co. (KXK78), Modification of C.P. to change point of communication from West Mountain, N.Y. to Glens Falls, N.Y. Frequencies: 6049.0 and 11,365 MHz. Station location: Beadle Mountain, ½ mile west-northwest of South Easton, N.Y.
- 6769-CI-MP-70—New York Telephone Co. (KXK29), Modification of C.P. to change frequencies and point of communication from West Mountain, N.Y. to 6301.0 and 10,765 MHz toward Beadle Mountain, N.Y. Station location: 314 Glen Street, Glens Falls, N.Y.
- 6770-CI-P-70—The Pacific Telephone and Telegraph Co. (KMQ41), C.P. to add frequency 2163 MHz toward Alleghany, Calif., via reflector. Station location: Wolf Creek, 6 miles southwest of Grass Valley, Calif.
- 6771-CI-P-70—The Pacific Telephone & Telegraph Co. (New), C.P. for a new station to be located at East Side of Main Street, Alleghany, Calif. Frequency: 2112 MHz toward Wolf Creek, Calif., via reflector.
- 6772-CI-P-70—Wisconsin Telephone Co. (KSP86), C.P. to add frequencies 6226.9 and 6345.5 MHz toward Dover, Wis. Station location: 3.4 miles north of Park Falls, Wis.
- 6773-CI-P-70—Wisconsin Telephone Co. (New), C.P. for a new station to be located 2 miles east of Dover, Wis. (Emery). Frequencies: 5974.8 and 6083.5 MHz toward Park Falls, Wis., and 6019.3 and 6167.6 MHz toward Parrish, Wis.
- 6774-CI-P-70—Wisconsin Telephone Co. (KSP43), C.P. to add frequencies 6301.0 and 6419.6 MHz toward Dover, Wis., and 6371.4 MHz toward Rib Hill, Wis. Station location: 3.3 miles southwest of Parrish, Wis.
- 6775-CI-P-70—Wisconsin Telephone Co. (KSP42), C.P. to add frequency 6137.9 MHz toward Parrish, Wis. Station location: Rib Hill, Schofield, Wis.
- 6776-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Toro Peak, Calif., latitude 33°31'22" N., longitude 117°04'49" W., frequencies 4070V and 4150V on azimuths 134°37'.
- 6777-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at El Centro, Calif., latitude 32°47'36" N., longitude 115°39'13" W., frequencies 3980H and 3970H on azimuth 315°06' and 3790H and 3810H on azimuth 67°03'.
- 6778-CI-P-70—Western Tele-Communications, Inc. (New), C.P. for a new fixed station at Black Mountain, Calif., latitude 33°03'02" N., longitude 114°49'35" W., frequencies 3910V and 3990V on azimuth 247°27', and 4070V and 4150V on azimuth 132°20'.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIER)—continued

- 6843-C1-P-70—Michigan Bell Telephone Co. (KVU87), C.P. to add frequencies 6226.9, 6256.5, 6345.5, 11,425, 11,505, 11,585 MHz toward Pontiac, Mich. Station location: 4.5 miles southwest of Milford, Mich.
- 6844-C1-P-70—Florida Telephone Corp. (KIL61), C.P. to add frequencies 10,915 and 11,155 MHz toward Winter Garden, Fla. Station location: 54 East Second Street, Apopka, Fla.
- 6845-C1-P-70—Florida Telephone Corp. (KIO44), C.P. to add frequencies 11,445 and 11,685 MHz toward Apopka, Fla. Station location: 33 North Main Street, Winter Garden, Fla.
- 6869-C1-P-70—East Texas Transmission Co., doing business as United Video/Texas (New), C.P. for a new fixed station, northwest of intersection of Jim Miller Road and Tilman Street, Dallas, Tex., at latitude 32°44'42" N., longitude 96°42'02" W., frequencies 5989.7 and 6078.6 MHz on azimuth of 100°03'.
- 6870-C1-P-70—East Texas Transmission Co., doing business as United Video/Texas (KLH73), C.P. for a modified fixed station, on Highway 429, 0.6 mile southwest of College Mound, Tex., at latitude 32°40'04" N., longitude 96°11'33" W., frequencies 6301.0 and 6390.0 MHz on azimuth of 280°20'; 6360.3 and 6390.0 MHz on azimuth of 110°40'.
- 6871-C1-P-70—East Texas Transmission Co., doing business as United Video/Texas (KLH74), C.P. for a modified fixed station, 1.3 miles northwest of Colfax, Tex., at latitude 32°31'29" N., longitude 95°44'50" W., frequencies 6019.3 and 6049.0 MHz on azimuth of 290°54'; 6019.3 and 6049.0 MHz on azimuth of 115°09'.
- 6872-C1-P-70—East Texas Transmission Co., doing business as United Video/Texas (KLH75), C.P. for a modified station, at North Glenwood Boulevard and West Cloud Street, Tyler, Tex., at latitude 32°21'13" N., longitude 95°19'11" W., frequencies 6360.3 and 6390.0 MHz on azimuth of 295°23'; 6360.3 and 6390.0 on azimuth of 175°00'.
- 6873-C1-P-70—East Texas Transmission Co., doing business as United Video/Texas (KLU31), C.P. for a modified station, 700 feet north of intersection of Jefferson and Selman Streets, Jacksonville, Tex., at latitude 31°58'48" N., longitude 95°16'53" W., frequencies 6049.0 and 6108.3 MHz on azimuth of 355°01'; 6049.0 and 6108.3 on azimuth of 118°11'.

(Informative: Applicant proposes to establish a "customized" data system between Dallas, Tex., and Jacksonville, Tex.)

Informative

The Commission has received a request from the Alaska Communications System, 550 Federal Office Building, Seattle, Wash., for the following facilities in Alaska:

Transmitter location, receiver location, and Frequencies (MHz)

- Wheeler Creek (latitude 58°01'58" N.; longitude 134°48'03" W.), Lena Point via passive reflector located at latitude 58°02'02" N.; longitude 134°41'49" W., 5967.49, 6089.04.
- Wheeler Creek (latitude 58°01'58" N.; longitude 134°48'03" W.), Chickagof Island, 5997.09, 6115.70.
- Wheeler Creek (latitude 58°01'58" N.; longitude 134°48'03" W.), Angoon, 5997.09, 6115.70.
- Angoon (latitude 57°34'02" N.; longitude 134°34'44" W.), Chickagof Island, 6249.13, 6367.70.
- Angoon (latitude 57°34'02" N.; longitude 134°34'44" W.), Wheeler Creek, 6249.13, 6367.70.
- Angoon (latitude 57°34'02" N.; longitude 134°34'44" W.), Rodman (latitude 57°22'55" N.; longitude 135°18'44" W.), 6278.78, 6397.39.
- Angoon (latitude 57°34'02" N.; longitude 134°34'44" W.), Mud Bay, 6278.78, 6397.39.
- Mud Bay (latitude 57°09'10" N.; longitude 135°38'37" W.), Sitka, 5937.78, 6056.39.
- Mud Bay (latitude 57°09'10" N.; longitude 135°38'37" W.), Rodman, 6026.74, 6145.35.
- Mud Bay (latitude 57°09'10" N.; longitude 135°38'37" W.), Angoon, 6026.74, 6145.35.
- Sitka (latitude 57°02'56" N.; longitude 135°24'48" W.), Mud Bay, 6189.83, 6308.43.
- Lena Point, Wheeler Creek via passive reflector located at latitude 58°02'02" N.; longitude 134°41'49" W., 6219.48, 6338.09.
- Barter Island (latitude 70°08'XX" N.; longitude 143°35'25" W.), Service City, 1825, 1905.
- Service City (latitude 70°18'16" N.; longitude 148°57'39" W.), Barter Island, 2125, 2205.

Alaska Communications System states that it proposes to provide expanded long lines telecommunications service in the Sitka area with the facilities listed in Items 1 through 12 and that the facilities listed in Item 13 and 14 are required to support public toll, private line, and civil aviation requirements.

POINT-TO-POINT MICROWAVE RADIO SERVICE (NONTELEPHONE)

- 6006-C1-P-70—American Television Relay, Inc. (KPY73), C.P. to add frequency 5962.9 MHz, via power-split, toward Mormon Mountain, Ariz., latitude 34°57'40" N., longitude 111°31'00" W., on azimuth of 69°32'. (Informative: Applicant proposes to provide the signal of KTAR-TV of Phoenix, Ariz., to KOAI-TV at Mormon Mountain, Ariz. Grand Canyon Television Co., Inc., is licensee of KOAI-TV. Note: Special Temporary Authority, pursuant section 21.27(b) FCC Rules, granted on April 16, 1970, to effect this service.)
- 6754-C1-MP-70—Teleprompter Transmission of Kansas, Inc. (KPB51), Modification of C.P. to add frequency and change polarization of authorized frequencies on azimuth 108°06' toward Havre, Mont. Frequencies: 5989.7, 6019.3, 6049.0, and 6108.3, 6137.9, 6167.6 MHz. (Informative: Applicant proposes to provide the television signal of CFCN-TV of Lethbridge, Alberta, Canada, to Havre, Mont., for delivery to Community TV Association of Havre.)

[F.R. Doc. 70-5302; Filed, Apr. 30, 1970; 8:45 a.m.]

[Docket No. 16928 etc.; FCC 70-412]

CALIFORNIA WATER AND TELEPHONE CO. ET AL.

Memorandum Opinion and Order
Revising Designation Order

In the matter of California Water and Telephone Co., Tariff F.C.C. No. 1 and Tariff F.C.C. No. 2 applicable to channel service for use by community antenna television systems, Docket No. 16928; In the matter of The Associated Bell System Cos., tariffs for channel service for use by community antenna television systems, Docket No. 16943; In the matter of The General Telephone System and United Utilities, Inc. Cos., tariffs for channel service for use by community antenna television systems, Docket No. 17098.

1. The Commission has before it for consideration a "Motion to Clarify the Status of the Proceeding" filed on April 7, 1970, by National Cable Television Association, Inc. (NCTA); appeals from a ruling of the presiding officer filed on April 14, 1970, by the Cable Television Bureau and on April 14, 1970, by NCTA; and a petition for reconsideration of the designation order (FCC 70-278, 22 FCC 2d 10, 35 F.R. 4980) filed on April 17, 1970, by Sterling Communications, Inc. (Sterling). Oppositions to the appeals have been filed by the American Telephone and Telegraph Co., by the United States Independent Telephone Association, by the United Telephone System Cos., by Utilities Telecommunications Council, and by the General System Cos. NCTA's motion to clarify asks that the Commission determine whether this proceeding is considered to be rule making or adjudication. The Cable Television Bureau's appeal asks that the Commission reverse the presiding officer's ruling that the jurisdictional issue be considered first and that it be considered on briefs, prior to the reception of evidence (FCC 70M-547, released April 10, 1970). The NCTA appeal also requests reversal of this ruling and asks in addition that the Commission provide guidance to the presiding officer with regard to the admissibility of evidence relating to the rates charged for pole attachment agreements and the basis therefor, and the availability of the discovery procedures to the parties during the hearing portion of the proceeding. Sterling urges that the matters at issue be dealt with under the customary rule making procedures rather than in an evidentiary hearing. These are fundamental questions relating to the nature of this proceeding and the manner in which it is to be conducted. They will be considered together and, in view of the need for expedition, will be disposed of without awaiting the submission of additional responsive pleadings. Our consideration of these pleadings and the developments they relate leads us to conclude that clarification is required and that our memorandum opinion and order setting this proceeding for hearing should be revised in part, as detailed below.

2. First, this is a rule making proceeding subject to 5 U.S.C. 553. We have in this instance, as a preliminary matter, utilized the device of an evidentiary hearing to adduce facts which will be of assistance to us in determining the nature and extent of our jurisdiction over pole attachment agreements and in identifying and resolving questions of policy relating to such agreements. Following the hearing, the Commission will consider the question of its jurisdiction and of the need for issuance of any policy statement or regulation. Interested persons will, of course, be afforded the opportunity to comment on any specific rule proposal then advanced by the Commission. Neither the Common Carrier Bureau nor the Cable Television Bureau is considered a party to this proceeding, and it is expected that they will advise and assist the Commission in its consideration of policy matters in this area.

3. It is nevertheless intended that the fact-finding phase of this proceeding be conducted under procedures appropriate in an evidentiary hearing. Witnesses are to be sworn, the rules of evidence will be applicable, all participants will be entitled to cross-examine witnesses, and participants may avail themselves of the discovery process (47 CFR 1.311, et seq.). We do not intend by the foregoing, however, to in any way limit the presiding officer's discretion regarding the conduct of the hearing and, in view of our concern for expedition, we enjoin the presiding examiner to exercise his discretion, within the bounds of fairness, to avoid undue delay. So far as possible, evidence should be placed on the record in written form.

4. Secondly, we are revising the designation order in the following respects:

(a) The presiding officer is discharged from further responsibility for consideration of the jurisdictional issue. Evidence shall be taken on the following issue only—

What are the policies and practices of telephone companies, electric utilities and others with respect to pole line attachment or conduit agreements or arrangements with CATV operators?

(b) When the record has been closed, the presiding officer shall make findings of fact and shall certify the record to the Commission for decision of the jurisdictional question and for such further proceedings as may then be deemed appropriate. Following certification of the record, a further order will be issued specifying procedures before the Commission.

5. We again emphasize that the purpose of this proceeding is to obtain reliable factual data concerning pole attachment policies and practices which will assist the Commission in determining the nature and extent of its jurisdiction in this area and the need to exercise such jurisdiction. All probative factual data relating to such policies and practices, and particularly such as may relate to the basic jurisdictional question, should be admitted in evidence. The rates charged the CATV systems under pole attachment agreements and the method by which such rates are determined are

clearly among the policies and practices on which evidence should be received. However, this is not a rate making proceeding. The reasonableness of any particular rate, or of rates in general, is not at issue, and evidence relating to these matters should be excluded.

6. One further item remains to be disposed of herein. On March 26, 1970, California Community Television Association (CCTA), filed a motion to consolidate with the above captioned dockets a "Complaint and Petition for Expedited Relief" which it filed against General Telephone Cos. and Southern California Edison Co. on December 30, 1969. Responsive pleadings have been filed. We believe that consolidation would not be appropriate, in light of what we have said above concerning the nature of this proceeding. By its very nature, CCTA's complaint is adjudicatory in nature, and we do not wish to introduce any matters into this proceeding which may becloud its status as rule making.¹ Moreover, while there may be some overlap in subject matter, there would also be substantial differences. Of course, CCTA is free to participate fully as a party to the rule making with the same rights as any other party thereto and may present facts derived from its experience in the area under study.² General Telephone's motion to dismiss the CCTA complaint, filed as part of its answer to the motion to consolidate, will be dealt with separately in proceedings on that complaint.

7. Accordingly, it is ordered, That the motion to clarify the status of the proceedings filed by NCTA is granted; the appeal filed by the Cable Television Bureau is dismissed as moot; the appeal filed by NCTA is granted in part, as indicated by the text, and is in other respects dismissed as moot; the petition for reconsideration filed by Sterling is denied; and the motion to consolidate filed by CCTA is denied.

Adopted: April 22, 1970.

Released: April 27, 1970.

FEDERAL COMMUNICATIONS
COMMISSION,³

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 70-5357; Filed, Apr. 30, 1970;
8:48 a.m.]

[Docket No. 18710; FCC 70R-154]

VOICE OF REASON, INC.

Memorandum Opinion and Order Enlarging Issues

In regard application of Voice of Reason, Inc. (KICM), Golden, Colo., Docket

¹ Compare our decision to consolidate individual complaints within the overall 214 issues, which we regarded as adjudicatory in nature, at least in part, California Water and Telephone Co., et al., 7 FCC 2d 571, 572 (1967).

² See, for example, the petition for intervention filed by Ashtabula Cable TV, Inc., on Mar. 17, 1970.

³ Commissioner Bartley dissenting; Commissioner Cox concurring in the result; Commissioners H. Rex Lee and Wells absent.

No. 18710, File No. BP-18553; for construction permit.

1. Before the Board is a petition to enlarge issues, filed March 18, 1970, by the Broadcast Bureau seeking the addition of the following issues:

(1) To determine whether the applicant, Voice of Reason, Inc., solicited ex parte presentations in violation of § 1.1225 of the Commission's rules, and, if so, to determine whether such conduct reflects adversely upon Voice of Reason, Inc.'s basic qualifications to be a Commission licensee.

(2) To determine whether the applicant, Voice of Reason, Inc., made false and/or reckless allegations in its material soliciting funds, and, if so, to determine whether such conduct reflects adversely upon Voice of Reason, Inc.'s basic qualifications to be a Commission licensee.

2. The request arises out of these circumstances. Following surrender of the license for Station KICM, Voice of Reason, Inc. (Voice of Reason) tendered, on April 2, 1969, an application which sought the same facilities for itself. Voice of Reason also requested interim operating authority for the station and the Commission concluded that "extraordinary circumstances" warranted a grant of the interim request (17 FCC 2d 431, 15 RR 2d 1382 (1969)) for a ninety (90) day period. Thereafter, the Commission granted a 90 day extension of the temporary authorization. Then, by order (FCC 69-1158, released Oct. 27, 1969), the Commission designated for hearing Voice of Reason's application for permanent authority to operate Station KICM, and refused a third grant of temporary operating authority, ordering that Voice of Reason discontinue operation of KICM on October 23, 1969, the date on which the renewed temporary operating authority expired. The applicant's request for special relief and extension of temporary operating authority was thereafter denied (20 FCC 2d 291); and, most recently, by memorandum opinion and order (FCC 70-144, 21 FCC 2d 487, released Feb. 13, 1970), the Commission denied the applicant's petition for reconsideration and affirmed its own action in having designated for hearing Voice of Reason's request for permanent authorization to operate Station KICM.

3. In its petition, the Broadcast Bureau alleges that, on March 16, 1970, it came into possession of a mimeographed form letter which had originally been sent to the Chairman of the Federal Communications Commission, by a member of the public.¹ The letter accurately reports the Commission's denial of applicant's petition for reconsideration (paragraph 2, supra), and states that the Chairman of the FCC concurred in the denial. According to the Bureau, the letter concludes with an open solicitation urging each reader to write the Chairman and to deplore the Commission's denial of Voice

¹ No responsive pleading has been filed by Voice of Reason and the time therefor has expired.

² The Broadcast Bureau attaches a copy of the letter to its petition.

of Reason's petition for reconsideration.² The Bureau asserts that § 1.1221(b) of the Commission's rules prohibits ex parte presentations by persons interested in a restricted proceeding. The Bureau further explains that § 1.1203(a)(1) of the rules makes the instant procedure a restricted adjudicative proceeding; § 1.1201(e)(1) makes Dr. Bill Beeny, President of Voice of Reason, an "interested party;" and § 1.1205 makes the Commissioners "decision-making personnel." The Bureau continues that § 1.1225 of the rules prohibits any person, who is himself forbidden to make ex parte presentations, from soliciting such presentations from any third person. The Bureau argues that the mimeographed form letter establishes that the applicant has solicited ex parte communications, and thus concludes that the first requested issue is warranted. In addition, the Bureau points out, the letter in question states that the Commission is determined to "Kill off Christian broadcasting;" that "Beeny's attory (sic) [has] been told in the FCC building that we should give up the station so some other group can take over (rock and roll or Soul station??);" and that Voice of Reason was told that the FCC "[d]idn't want our Christian Broadcasting." The Bureau expresses concern that such allegedly false statements, and their equally false corollary that Voice of Reason no longer operates KICM solely because the Commission has conspired to stop "Christian Broadcasting," were made either with knowledge of their inaccuracy or with such reckless disregard as to constitute "wantonnness." The Bureau submits that conduct which eventuates in publication of such statements as those expressed in the form letter bears directly on the applicant's basic qualifications to become a Commission licensee. The Bureau therefore calls for a full in-hearing exploration of the circumstances surrounding the publication, and thus concludes that its second requested issue is warranted.

4. The Review Board is constrained to add the first of the requested issues. Although the Bureau does not specifically allege that Dr. Bill Beeny authored and/or published the form letter, the Board's inspection of the correspondence leads it to conclude that a substantial question exists as to whether Dr. Bill Beeny was responsible for its dissemination; syntax, as well as content, indicates that the letter complained of may have been sponsored by Voice of Reason or its principals.³ While the provenance of the

letter may be doubtful, its purpose is clear: "We urge everyone of you to write him [FCC Chairman, Dean Burch] a letter deploring this action. Write to Dean Burch, FCC Chairman, Washington." Further, that the cited correspondence urges ex parte communications only as an adjunct or incident to its larger request for money and prayers does not minimize its obvious role as a vehicle for the solicitation of impermissible presentations. Thus, the instant case is distinguishable from *Quest for Life, Inc.*, 10 FCC 2d 220, 11 RR 2d 346 (1967), in which the Review Board reasoned that, although technically an ex parte solicitation had occurred, the presentation was too public and too vague to justify adding an issue. Here, to the contrary, the solicitation appears to be specific and privately transmitted; and in these circumstances the first requested issue is warranted. The request for the second issue is premised on the inflammatory and unconscionably vague allegations—e.g., "[W]e were told that they 'didn't want our Christian Broadcasting'." The Board agrees with the Bureau that these charges are patently irresponsible; however, they are, in our opinion "too unenlightened to necessitate serious consideration." *K.C.O.D. Broadcasting Corporation*, 11 FCC 2d 349, 351, 12 RR 2d 119, 121-122 (1968). The falsity of the charges is apparent, but the letter, in our view, reflects no more than a dismaying lack of knowledge of Commission practice and procedure, *K.C.O.D. Broadcasting Corporation*, supra, 11 FCC 2d at 350, 12 RR 2d at 121, and is calculated less to deceive than to incite sympathy (however unfairly) and to polemicize in the hopes of enlisting support. Consequently, while the Board acknowledges the theoretical impropriety of the instant allegations, it must view the protested conduct—however improper technically—as of nondisqualifying proportions. Cf. *K.C.O.D. Broadcasting Corporation*, supra; *Corinth Broadcasting Co., Inc.*, 9 FCC 2d 864, 11 RR 2d 115 (1967). See also *Brandywine-Main Line Radio, Inc.*, 8 FCC 2d 347, 10 RR 2d 203 (1967).

5. Accordingly, it is ordered, That the petition to enlarge issues, filed March 18, 1970, by the Broadcast Bureau is granted to the extent indicated, and is denied in all other respects; and

6. It is further ordered, That the issues in this proceeding are enlarged by addition to the following issue:

(a) To determine whether the applicant, Voice of Reason, Inc., solicited ex parte presentations in violation of § 1.1225 of the Commission's rules, and, if so, to determine whether such conduct reflects adversely upon Voice of Reason, Inc.'s basic qualifications to be a Commission licensee.

7. It is further ordered, That the burden of proceeding with the introduction of evidence under the issue added herein shall be on the Broadcast Bureau and the burden of proof shall be on Voice of Reason, Inc.

Adopted: April 23, 1970.

Released: April 24, 1970.

FEDERAL COMMUNICATIONS
COMMISSION,⁵

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 70-5358; Filed, Apr. 30, 1970;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Dockets Nos. RI70-1532, 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

APRIL 23, 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 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 there-

² Review Board Member Berkemeyer dissenting in part.

³ Does not consolidate for hearing or dispose of the several matters herein.

² Language in the letter reads: "FCC Chairman Dean Burch also voted to keep us off the air! We urge everyone of you to write him a letter deploring this action. Write to Dean Burch, FCC Chairman, Washington."

³ E.g., "Dean Burch also voted to keep us off the air * * * We urge everyone of you to write * * * My attory (sic) has been told * * * that we should give up the station so that some other group could take over * * *. We were told that they 'Didn't want our Christian Broadcasting.'" (Quotes supplied.)

under, 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

² If an acceptable general undertaking, as provided in Order No. 377, has previously

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until dis-

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.

position 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 June 8, 1970.

By the Commission.

[SEAL]

GORDAN M. GRANT,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Rate filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
RI70-1532..	Atlantic Richfield Co..	322	*12	Michigan Wisconsin Pipe Line Co. (Eugene Island Block 266 and South Marsh Island Block 108, Offshore Louisiana) (Federal).	\$46,000	3-23-70	*4-23-70	*4-24-70	*19.5	**20.0	
RI70-1533..	Gulf Oil Corp. (Operator) et al.	88	*14	Tennessee Gas Pipeline Co., a division of Tenneco Inc. (Timbalier Bay Fields, Onshore and Zone 2 Offshore Lafourche Parish, La.).	2,700	3-23-70	*11-1-69	*11-2-69	**18.5	**20.0	
RI70-938.....	do.....	74	*1 to 21	United Gas Pipe Line Co. (Gwinville, Baxterville, and Soso Fields, Lamar, Marion, Jefferson Davis, Jasper, Jones, and Smith Counties, Miss.).	\$153,200	*3-24-70	*6-4-70	Accepted subject to refund in RI70-938.	20.60	*25.45	
RI70-1534..	Newmont Oil Co.....	3	*12	Transcontinental Gas Pipe Line Corp. (West Cameron Block 110 and Eugene Island Block 126 Fields et al. Offshore Louisiana) (Federal and Disputed).	4,498	3-27-70	*4-27-70	*4-28-70	*19.0	**20.0	
RI70-1446..	Continental Oil Co.....	138	*1 to 25	Tennessee Gas Pipeline Co., a division of Tenneco Inc. (West Delta Block 41 and Grand Isle Block 43 Fields, Offshore Louisiana) (Zone 3).	\$3,000 3,000	3-23-70	*11-1-69	Accepted subject to refund in RI70-1446.	*19.0 *19.5	**20.0	

¹ Includes documents establishing newly discovered reservoirs which entitles respondent to higher ceiling rates in accordance with Opinion No. 567.

² Applies only to gas well gas sales from the newly discovered reservoirs.

³ The stated effective date is the first day after expiration of the statutory notice.

⁴ Pursuant to Opinion No. 546-A based on the determinations in Opinion No. 567.

⁵ Pressure base is 15.925 p.s.i.a.

⁶ Conditioned initial rate per temporary certificate issued Sept. 12, 1968, in Docket No. C168-1321.

⁷ The stated effective date is the effective date provided by Opinion No. 567.

⁸ The suspension period is limited to 1 day.

⁹ Pursuant to Opinion No. 546-A based on the determinations in Opinion No. 567.

¹⁰ For gas well gas delivered onshore from reservoirs discovered after Oct. 1, 1968, in the offshore disputed area (Zone 2).

¹¹ Settlement rate. Increase to 18.75 cents suspended in Docket No. RI68-690 but never placed into effect.

Atlantic Richfield Co. (Atlantic), and Newmont Oil Co. (Newmont), request that their proposed rate increases be permitted to become effective as of November 1, 1969. 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 Atlantic and Newmont's rate filings and such requests are denied.

Atlantic and Newmont are proposing increases pursuant to paragraph (A) of Opinion No. 546-A with respect to gas well gas determined in accordance with Opinion No. 567 to qualify for third vintage prices. Opinion No. 546-A lifted the moratorium imposed in Opinion No. 546 as to sale of offshore gas well gas under contracts entitled to a third vintage price and permitted such producers to file for contractually authorized increases up to the 20-cent area base rate established in Opinion No. 546 for onshore gas. Atlantic's proposed increase is from an initial rate under a temporary certificate which contained a Condition (2) provision prohibiting changes in the initial rate. Consistent with prior Commission action on similar filings, we believe that condition (2) provision with respect to Atlantic's rate increase should be waived, and Atlantic and Newmont's proposed increases should be suspended for 1 day upon expiration of the

statutory notice. Thereafter, the proposed rates 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.

The proposed rate increase filed by Gulf Oil Corp. (Operator) et al. (Gulf) (Supplement No. 14 to Gulf's FPC Gas Rate Schedule No. 88), involves gas well gas produced from newly discovered reservoirs in the disputed zone, Offshore Louisiana. The rate proposed is equal to the area base rate established in Opinion 546 for third vintage gas well gas produced from within the State's taxing jurisdiction but exceeds the rate for gas well gas produced in the Federal domain. Consistent with prior Commission action on similar rate filings, we conclude that Gulf's subject increase should be suspended for 1 day from November 1, 1969, the proposed effective date, and thereafter Gulf should be permitted to collect the increased rate subject to refund of those amounts attributable to the 1.5-cent difference in the offshore and onshore area rate paid for gas finally held to have been produced from the Federal domain.

Continental Oil Co. (Continental), and Gulf (Supplement No. 1 to Supplement No. 21 to Gulf's FPC Gas Rate Schedule No. 74), proposed increases were submitted to

amend proposed changes previously suspended by the Commission.¹² Continental's filing was submitted to amend the previous notice of change to reflect an increase for gas well gas produced from newly discovered reservoirs in an additional field. The 19 cents to 20 cents per Mcf increase previously filed reflected only gas well gas produced from newly discovered reservoirs in the West Delta Block 41 area whereas gas from the Grand Isle Block 43 area was also involved. A 19.5-cent rate is currently being collected for such gas. The amended notice results in a decrease in the annual amount previously suspended by \$48,000.¹³ Gulf's amended filing reflects an increase, insofar as gas well gas discovered from newly discovered reservoirs is concerned, from the area (Mississippi) initial rate of 20.6 cents to the contract rate

¹² Continental's previous increase was suspended in Docket No. RI70-1446 for 1 day from Nov. 1, 1969. Gulf's previous increase was suspended in Docket No. RI70-938 until June 4, 1970.

¹³ The sales volumes reported in the amended notice for the West Delta and Grand Isle Areas are substantially less than those originally reported in Docket No. RI70-1446. Consequently, the annual amount suspended in this proceeding is reduced from \$54,000 to \$6,000.

of 25.45 cents. The prior increase, from a settlement rate of 17 cents to 25.45 cents, was suspended in Docket No. RI70-938 until June 4, 1970. The amended filing results in a decrease in the annual amount previously suspended by \$113,760. We believe that it would be in the public interest that Continental and Gulf's amended notices of change in rates be accepted for filing subject to the existing rate suspension proceedings in Docket Nos. RI70-1446 and RI70-938, respectively.

[F.R. Doc. 70-5312; Filed, Apr. 30, 1970; 8:45 a.m.]

[Docket No. CP70-249]

KANSAS-NEBRASKA NATURAL GAS CO., INC.

Notice of Application

APRIL 23, 1970.

Take notice that on April 20, 1970, Kansas-Nebraska Natural Gas Co., Inc. (applicant), 300 North St. Joseph Avenue, Hastings, Nebr. 68901, filed in Docket No. CP70-249 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the exchange of volumes of natural gas, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to receive delivery of up to 100,000 Mcf per day from Panhandle Eastern Pipe Line Co. (Panhandle) at a point in section 34, Township 33 North, Range 71 West, Converse County, Wyo., in exchange for equivalent deliveries of gas from applicant to Panhandle at the Aledo Plant in Dewey County, Okla. Applicant states that the said exchange of natural gas will provide additional gas volumes to offset the decline in production from the Denver-Julesburg Basin fields in Colorado and Nebraska and permit the utilization of present transmission facilities for serving the market demands of existing customers on its system and the gas purchase option contained in the gas exchange agreement provides applicant the possibility of acquiring additional reserves to meet future increased demands of its customers.

Applicant further states that the proposed exchange will utilize facilities authorized in the Commission's order in Docket No. CP70-129.

Any person desiring to be heard or to make any protest with reference to said application should on or before May 18, 1970, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a peti-

tion to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for applicant to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 70-5311; Filed, Apr. 30, 1970; 8:46 a.m.]

FEDERAL RESERVE SYSTEM

U. N. BANCSHARES, INC.

Order Approving Action To Become a Bank Holding Company

In the matter of the application of U. N. Bancshares, Inc., Springfield, Mo., for approval of action to become a bank holding company through the acquisition of up to 100 percent of the voting shares of The Union National Bank of Springfield, and of Springfield National Bank, both in Springfield, Mo.

There has come before the Board of Governors, pursuant to section 3(a)(1) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(1)), and § 222.3(a) of Federal Reserve Regulation Y (12 CFR 222.3(a)), an application by U. N. Bancshares, Inc., Springfield, Mo., for the Board's prior approval of action whereby applicant would become a bank holding company through the acquisition of up to 100 percent of the voting shares of The Union National Bank of Springfield and Springfield National Bank, both in Springfield, Mo.

As required by section 3(b) of the Act, the Board gave written notice of receipt of the application to the Comptroller of the Currency and requested his views and recommendation. The Comptroller did not object to approval of the proposed transaction.

Notice of receipt of the application was published in the FEDERAL REGISTER on March 11, 1970 (35 F.R. 4351), which provided an opportunity for interested persons to submit comments and views with respect to the proposed transaction. A copy of the application was forwarded to the U.S. Department of Justice for its consideration. The time for filing comments and views has expired and all those

received have been considered by the Board.

It is hereby ordered, For the reasons set forth in the Board's statement¹ of this date, that said application be and hereby is approved, provided that the action so approved shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after the date of this order, unless such period is extended for good cause by the Board, or by the Federal Reserve Bank of St. Louis pursuant to delegated authority.

By order of the Board of Governors,²
April 27, 1970.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[F.R. Doc. 70-5337; Filed, Apr. 30, 1970; 8:46 a.m.]

RENEGOTIATION BOARD

GENERAL COUNSEL

Compensation

Pursuant to the provisions of section 309 of Public Law 88-426, and of section 3(d) of Public Law 91-231, the General Counsel of the Renegotiation Board shall receive compensation at the rate of \$35,505 per annum, effective December 27, 1969.

Dated: April 28, 1970.

LAWRENCE E. HARTWIG,
Chairman.

[F.R. Doc. 70-5349; Filed, Apr. 30, 1970; 8:47 a.m.]

SMALL BUSINESS ADMINISTRATION

NORTHEASTERN AREA AND OFFICES THEREIN

Notice of Redesignation

Notice is hereby given that the designation "Northeastern Area" is changed to "Region I." The Northeastern Area Office is hereby redesignated as the Region I Office. The regional offices under the former Northeastern Area Office are now under the jurisdiction of the Region I Office and are redesignated as district offices.

Effective date, May 4, 1970.

HILARY SANDOVAL, JR.,
Administrator.

[F.R. Doc. 70-5346; Filed, Apr. 30, 1970; 8:47 a.m.]

¹ Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to the Federal Reserve Bank of St. Louis.

² Voting for this action: Chairman Burns and Governors Robertson, Malsel, and Brimmer.

Absent and not voting: Governors Mitchell, Daane, and Sherrill.

INTERSTATE COMMERCE COMMISSION

[Notice 68]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

APRIL 28, 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 96789 (Sub-No. 4 TA), filed April 20, 1970. Applicant: NAT FARI-NACCI AND SON, INC., Box 206, Temple Road, Grand River, Ohio 44045. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coke*, in bulk, in dump vehicles and in specialized container equipment, from the plantsite and storage facilities of Diamond Sharmrock Corp., at or near Painesville, Ohio, to points in that part of New York which lie on and west of a line beginning at Olcott, N.Y., thence south along State Route 78 to its junction with State Route 16 near Spring Brook, thence along State Route 16 to its junction with State Route 17 at Olean, thence west along State Route 17 to its junction with U.S. Highway 219 at Bedford junction, thence south along U.S. Highway 219 to the New York-Pennsylvania State line, and those in Pennsylvania which lie on and west of U.S. Highway 219, for 150 days. Supporting shipper: Diamond Sharmrock Chemical Co., 610 Euclid Avenue, Cleveland, Ohio 44114. Send protests to: G. J. Baccel, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 181 Federal Office Building, 1240 East Ninth Street, Cleveland, Ohio 44199.

No. MC 107295 (Sub-No. 370 TA), filed April 22, 1970. Applicant: PRE-FAB TRANSIT CO., Post Office Box 146, Farmer City, Ill. 61842. Authority sought

to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum and gypsum products; and materials and supplies* used in the installation and distribution thereof, from Grand Rapids, Mich., to points in Illinois, Indiana, West Virginia, and Wisconsin, for 180 days. Supporting shipper: Georgia-Pacific Corp., 1062 Lancaster Avenue, Rosemont, Pa. 19010. Send protests to: Harold Jolliff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 476, 325 West Adams, Springfield, Ill. 62704.

No. MC 107295 (Sub-No. 371 TA), filed April 22, 1970. Applicant: PRE-FAB TRANSIT CO., Post Office Box 146, Farmer City, Ill. 62704. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum and gypsum products; and materials and supplies*, used in the installation and distribution thereof, from Akron, N.Y., to points in Indiana, Kentucky, and Michigan, for 180 days. Supporting shipper: Georgia-Pacific Corp., 1062 Lancaster Avenue, Rosemont, Pa. 19010. Send protests to: Harold Jolliff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 476, 325 West Adams, Springfield, Ill. 62704.

No. MC 108843 (Sub-No. 6 TA), filed April 21, 1970. Applicant: GLABERN CORPORATION, 305 West Lincoln Highway, Pennel, Pa. 19047. Applicant: J. G. DAIL, JR., 1111 E Street NW., Washington, D.C. 20004. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Trailers* (other than those designed to be drawn by passenger automobiles), *chassis, cargo containers, and trailer parts and articles used in the manufacture of trailers*, when moving in trailers of shippers, between Mahoning Township, Carbon County, Pa., Wolf Township, Lycoming County, Pa., Bancroft (Putman County), W. Va.; Wallkill Township, Orange County, N.Y.; Chicago, Ill.; and Cleveland, Ohio, on the one hand, and, on the other, points in Alabama, Illinois, Indiana, Kentucky, Maryland, Michigan, Minnesota, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia, and Wisconsin; Restriction: The operations authorized herein are limited to a transportation service to be performed under a continuing contract or contracts with the Strick Corp., for 150 days. Supporting shipper: Strick Corp., U.S. Highway No. 1, Fairless Hills, Pa. 19030. Send protests to: F. W. Doyle, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 900 U.S. Customhouse, Second and Chestnut Streets, Philadelphia, Pa. 19106.

No. MC 114969 (Sub-No. 37 TA), filed April 22, 1970. Applicant: PROPANE TRANSPORT, INC., Post Office Box 232, 1734 State Route 131, Milford, Ohio 45150. Applicant's representative: James M. Roudebush (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous am-*

monia, in bulk, in tank vehicles, from Huntington, Ind., to points in Illinois, Ohio, and the Lower Peninsula of Michigan, for 150 days. Supporting shipper: American Oil Co., Post Office Box 5690, Chicago, Ill. 60680. Send protests to: Emil P. Schwab, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 5514-B Federal Building, 550 Main Street, Cincinnati, Ohio 45202.

No. MC 115523 (Sub-No. 161 TA), filed April 22, 1970. Applicant: CLARK TANK LINES COMPANY, 1450 Beck Street, Salt Lake City, Utah 84116. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer, fertilizer ingredients, and fertilizer compounds*, in bulk, from Wendover, Utah, to Idaho, and (rejected or contaminated products, on return), for 150 days. Supporting shipper: Kaiser Chemicals, division of Kaiser Aluminum & Chemical Corp., Kaiser Center, 300 Lakeside Drive, Oakland, Calif. 94604 (R. L. Weber, Traffic Manager). Send protests to: John T. Vaughan, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 6201 Federal Building, Salt Lake City, Utah 84111.

No. MC 116077 (Sub-No. 294 TA), filed April 22, 1970. Applicant: ROBERTSON TANK LINE, INC., 5700 Polk Avenue, Post Office Box 1505, Houston, Tex. 77001. Applicant's representative: J. C. Browder (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid sulphur*, in bulk, in tank vehicles, from Chacahoula, La., to Donner, La., for 180 days. NOTE: Applicant does not intend to tack with existing authority. Supporting shipper: U.S. Oil of La., Ltd. (Francis J. Reed, Office Manager), Post Office Box 430, Thibodaux, La. 70301. Send protests to: District Supervisor John C. Redus, Bureau of Operations, Interstate Commerce Commission, Post Office Box 61212, Houston, Tex. 77061.

No. MC 117898 (Sub-No. 24 TA), filed April 22, 1970. Applicant: William Earnhardt, doing business as EARNHARDT TRANSPORT, Post Office Box 77, Gold Hill, N.C. 28071. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel pipe, conduit, tubing, and fittings*, from Wheatland, Pa., to points in North Carolina, for 150 days. Supporting shipper: Wheatland Tube Co., Independence Square, Public Ledger Building, Philadelphia, Pa. 19106. Send protests to: Jack K. Huff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 316 East Morehead, Suite 417 (BSR Building), Charlotte, N.C. 28202.

No. MC 124275 (Sub-No. 1 TA), filed April 22, 1970. Applicant: H. DAVID PITZER, Post Office Box 276, Biglerville, Pa. 17307. Applicant's representative: James W. Hagar, Post Office Box 1166, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Processed food products, advertising materials, and materials, equipment and supplies*, used in the production, sale,

and distribution of processed food products, from the H. J. Heinz Co. Distribution Center at Mechanicsburg, Pa., to points in Maine, New Hampshire, and Vermont, for 180 days. Supporting shipper: H. J. Heinz Co., 1062 Progress Street, Pittsburgh, Pa. 15230. Send protests to: Robert W. Ritenour, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 508 Federal Building, Post Office Box 869, Harrisburg, Pa. 17108.

No. MC 126472 (Sub-No. 8 TA), filed April 22, 1970. Applicant: WILLCOXSON TRANSPORT, INC., Post Office Box 16, Bloomfield, Iowa 52537. Applicant's representative: Kenneth F. Dudley, Post Office Box 279, Ottumwa, Iowa 52501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from Fort Madison, Iowa, and Sugar Creek, Mo., to points in Illinois, Missouri, Iowa, Kansas, and Nebraska, for 180 days. Supporting shipper: Chervon Chemical Co., Post Office Box 282, 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 134509 (Sub-No. 1 TA), filed April 20, 1970. Applicant: ATOMIC TRUCKING CORP., 25 Johnston Avenue, Jersey City, N.J. 07302. Applicant's representative: Herman Haness (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dairy products*, between points in Hudson, Middlesex, Union, Bergen, Essex, and Passaic Counties, N.J., on the one hand, and, on the other, points in that portion of the New York, N.Y., commercial zone as defined by the Commission, within which local operations may be conducted under partial exemption provided by section 203(b) (8) of the Act (the exempt zone), and points in Nassau, Suffolk, and Westchester Counties, N.Y., and New York, N.Y., for 180 days. Supporting shipper: Breakstone Sugar Creek Foods, Division of Kraftco Corp., 111 Fifth Avenue, New York, N.Y.; 450 East Illinois Street, Chicago, Ill. 60611. Send protests to: District Supervisor Walter J. Grossmann, Bureau of Operations, Interstate Commerce Commission, 970 Broad Street, Newark, N.J. 07102.

No. MC 134524 TA, filed April 22, 1970. Applicant: DUDDEN ELEVATOR, INC., Post Office Box 60, Ogallala, Nebr. 69153. Applicant's representative: Richard A. Dudden, 121 East Second Street, Ogallala, Nebr. 69153. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Irrigation systems, parts thereof, and those commodities used in the manufacture and production of irrigation systems and parts thereof*, from Grand, Nebr., to points in Colorado, Kansas, Wyoming, Montana, Oklahoma, Washington, Oregon, Idaho, Georgia, and return therefrom, for 180 days. Supporting

shipper: Walking Seven Manufacturing Co., Inc., Division of Valmont Industries, Inc., Grant, Nebr. Send protests to: District Supervisor Johnston, Bureau of Operations, Interstate Commerce Commission, 315 Post Office Building, Lincoln, Nebr. 68508.

No. MC 134525 TA, filed April 22, 1970. Applicant: WINGARD & COKER, INC., Post Office Box 121, Turbeville, S.C. 29162. Applicant's representative: J. D. Wingard (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer*, in bags, bulk, and dump trailers, from Acme-Riegelwood, N.C., to Florence, Clarendon, and Sumter Counties, S.C., for 150 days. Supporting shipper: Kaiser Agricultural Chemicals, Post Office Box 246, Savannah, Ga. 31402. Send protests to: Arthur B. Abercrombie, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 300 Columbia Building, 1200 Main Street, Columbia, S.C. 29201.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 70-5347; Filed, Apr. 30, 1970;
8:47 a.m.]

[Notice 528]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 28, 1970.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 72003. By order of April 24, 1970, the Motor Carrier Board approved the transfer to I. H. Hill Transfer & Storage, Inc., a corporation, doing business as I. H. Hill Transfer & Storage, Inc., of the operating rights in certificate No. MC 18541, issued June 25, 1965, to Ernest H. Long, doing business as I. H. Hill Transfer & Storage, Durham, N.C., authorizing the transportation of household goods between Durham, N.C., and points within 50 miles of Durham, on the one hand, and, on the other, points in Florida, Georgia, North Carolina, South Carolina, Virginia, Maryland, Pennsylvania, Delaware, New Jersey, Tennessee, West Virginia, Ohio, Indiana, Illinois, New York, and the District of Columbia.

Ernest H. Long, Post Office Box 56, Durham, N.C. 27702, representative of applicants.

No. MC-FC-72092. By order of April 24, 1970, the Motor Carrier Board approved the transfer to Watson Trucking Co., Watson, Pa., of the operating rights in certificate No. MC-108412 issued June 30, 1969, to West Branch Trucking Co., Watson, Pa., authorizing the transportation of iron and steel castings from Watson, Pa., to points in Delaware, Maryland, New Jersey, New York, Ohio, West Virginia, and the District of Columbia, and pig iron and other specified commodities on return. John M. Musselman—Rhodes, Simon, and Reader, 400 North Third Street, Harrisburg, Pa. 17108, attorneys at law, representative for applicants.

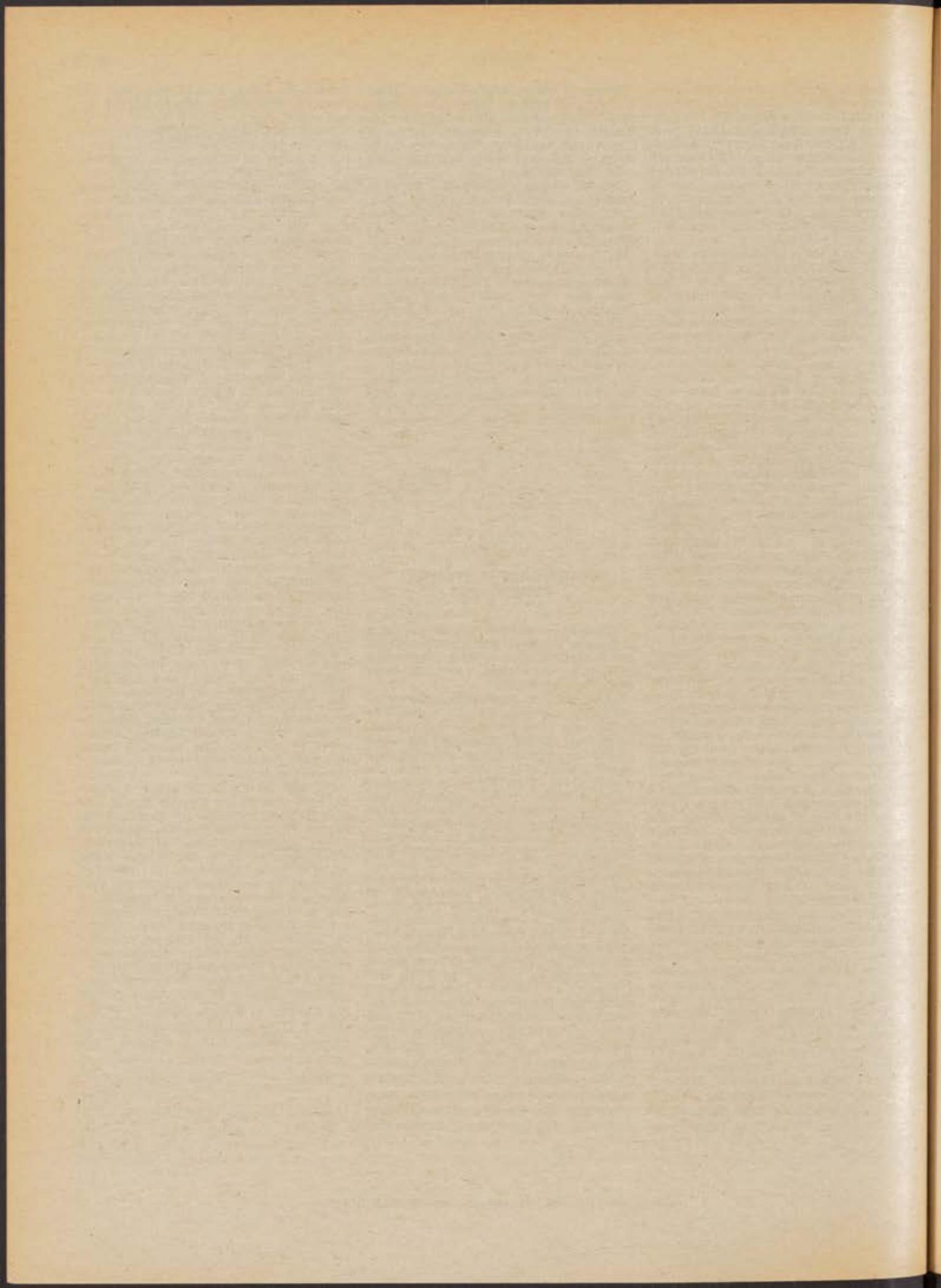
No. MC-FC-72095. By order of April 24, 1970, the Motor Carrier Board approved the transfer to Neylon Freight Lines, Inc., Lincoln, Nebr., of the operating rights in certificate No. MC-85880 (Sub-No. 5) issued April 16, 1970, to John E. Neylon, doing business as Neylon Bros. Freight Lines, Lincoln, Nebr., authorizing the transportation of general commodities, except household goods, commodities in bulk, and other specified commodities, as restricted, between specified points in Kansas, Missouri, and Nebraska; from Kansas City, Mo., to Haddam, Kans., over specified highways; household goods, as defined by the Commission, from Kansas City, Mo., to Belleville, Kans., serving intermediate and off-route points within 15 miles of Belleville, restricted to delivery only; oil and grease, from Belleville, Kans., to Holdredge, Nebr., serving the intermediate points of Clay Center and Hastings, Nebr., for delivery only; livestock, hardware, furniture, eggs, and iron and steel, between and/or from specified points in Kansas, Nebraska, and Missouri. Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102, attorney for applicants.

No. MC-FC-72102. By order of April 24, 1970, the Motor Carrier Board approved the transfer to Reginald S. Foster, doing business as Reginald Foster, Somerville, Mass., of certificate of registration in No. MC-55958 (Sub-No. 1), issued December 11, 1963, to Reginald Foster, Somerville, Mass., evidencing a right to engage in transportation in interstate or foreign commerce corresponding in scope to rights covered by certificate No. 9279 dated December 27, 1941, issued by the Massachusetts Department of Public Utilities, involving the transportation of general commodities within a 35-mile radius of the State House in Boston, Mass. Mr. Frederick T. O'Sullivan, 372 Granite Avenue, Milton, Mass. 02186, attorney for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 70-5348; Filed, Apr. 30, 1970;
8:47 a.m.]

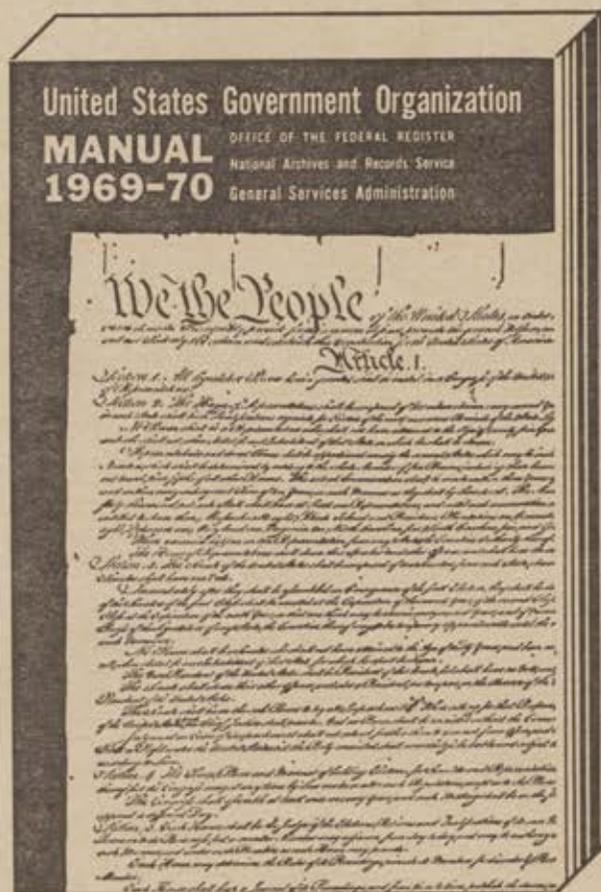


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