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Contents

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Codification Guide

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

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1964, and specifies how they are affected.

Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of State

Section 213.3304(h)(4) is amended to show a change in title from Special Assistant to the Assistant Secretary (Public Affairs) to Special Assistant to the Assistant Secretary (Information). Effective upon publication in the FEDERAL REGISTER, subparagraph (4) of paragraph (h) of § 213.3304 is amended as set out below.

§ 213.3304 **Department of State.**

* * * * *

(h) *Bureau of International Organization Affairs.* * * *

(4) One Special Assistant to the Assistant Secretary (Information).

* * * * *

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954–1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 64-4028; Filed, Apr. 22, 1964; 8:50 a.m.]

Title 12—BANKS AND BANKING

Chapter I—Bureau of the Comptroller of the Currency, Department of the Treasury

PART 1—INVESTMENT SECURITIES REGULATION

Sabine River Authority, Louisiana, General Obligation Bonds, Series 1964

§ 1.138 **Sabine River Authority, State of Louisiana, General Obligation Bonds, Series 1964.**

(a) *Request.* The Comptroller of the Currency has been requested to rule that the $15,000,000 Sabine River Authority, State of Louisiana, General Obligation Bonds, Series 1964, are eligible for investment by national banks under paragraph Seventh of 12 U.S.C. 24.

(b) *Opinion.* (1) The Authority, created by an Act of the Louisiana Legislature and subsequently ratified in a constitutional amendment, is an agency and instrumentality of the State of Louisiana. In accordance with the purposes of the Authority, the subject bonds are to pay part of the $60,000,000 acquisition and construction cost of dam, water reservoir, and hydroelectric power generating plant to be constructed by the Authority and the Sabine River Authority of Texas. This joint project is to be undertaken pursuant to a compact between Louisiana and Texas for the purpose of conserving and developing the waters of the Sabine River for beneficial purposes. In addition to hydroelectric generation, the joint project will create a reservoir of 65-mile length (to be the largest inland body of water in both Louisiana and Texas) and control, both upstream and downstream of the dam, waters on the boundary line between Louisiana and Texas. Water will be provided for industrial and agricultural uses as well as community development and recreational activities.

(2) The estimated cost of the project is to be paid with the proceeds of these bonds, the proceeds of $15,000,000 bonds to be issued simultaneously by Sabine River Authority of Texas, $15,000,000 to be contributed by the State of Louisiana, and $15,000,000 to be supplied by Sabine River Authority of Texas from sources other than the issuance of bonds. The power to be supplied by the project is under contract of sale to Gulf States Utilities Company, Central Louisiana Electric Company, Inc., and Louisiana Power & Light Company. Under this contract of sale, these companies agree to be unconditionally obligated without qualification to make payments sufficient to pay joint project bond principal and interest of both Authorities. The balance of Power Payments remaining after payment of such bond principal and interest is estimated sufficient to pay joint project maintenance and operation expenses. Engineering estimates indicate that with the construction of the new bridge and other improvements, funds available for bond service will be sufficient to enable the Authority to perform all that it undertakes to perform in connection with these bonds, including all debt service requirements.

(3) The Authority is authorized to issue and have outstanding bonds and notes not in excess of $15,000,000 which are payable from revenues derived from properties and facilities maintained and operated by the Authority or received by it from other sources. Consequently, unless the law is amended to permit issuance of such bonds and notes in excess of said $15,000,000, such issuance of additional bonds would be limited to the amount of bonds then retired by the Authority.

(c) *Ruling.* It is our conclusion that a bank may in these circumstances prudently determine that there is adequate evidence that the Authority will be able to perform all that it undertakes to perform and that the General Obligation Bonds, Series 1964, of the Sabine River Authority, State of Louisiana meet the requirements of § 1.5(a) and are eligible for investment by national banks under the provisions and subject to the 10 percent limitation of paragraph Seventh of 12 U.S.C. 24.

Dated: April 17, 1964.

[SEAL] JAMES J. SAXON,
Comptroller of the Currency.

[F.R. Doc. 64-4022; Filed, Apr. 22, 1964; 8:49 a.m.]

Title 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Tree Nuts), Department of Agriculture

PART 990—CENTRAL CALIFORNIA GRAPES FOR CRUSHING

Expenses of Grape Crush Administrative Committee for 1963–64 Crop Year and Suspension of Certain Provisions

Correction

In F.R. Doc. 64-3877 appearing in the issue for Tuesday, April 21, 1964, at page 5338, the final paragraph should read as follows:

Dated April 15, 1964, to become effective upon publication in the FEDERAL REGISTER.

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Reg. Docket 1993; Amdts. 1-4; 40-42; 41-8; 42-7; 46-8; 65-2; 91-3; 145-2]

MAINTENANCE, PREVENTIVE, MAINTENANCE, REBUILDING, AND ALTERATION

Miscellaneous Amendments

This amendment adds Part 43 [New] to the Federal Aviation Regulations to replace Part 18 of the Civil Air Regulations and is a part of the Agency recodification program announced in Draft Release 61-25, published in the FEDERAL REGISTER on November 15, 1961 (26 F.R. 10698).

Part 43 [New] was published as a notice of proposed rule making in the FEDERAL REGISTER on November 13, 1963 (28 F.R. 12096), and given further distribution as Notice No. 63-37.

During the life of the recodification project, Chapter I of Title 14 may contain more than one part bearing the same number. To differentiate between the two, the recodified parts, such as this one, will be labeled "[New]". The label will of course be dropped at the completion of the project as all of the regulations will be new.

Many of the comments received recommended specific substantive changes to the regulations. Although many of the recommendations appear to be meritorious, they cannot be adopted as a part of the recodification program. The purpose of the program is simply to streamline and clarify present regulatory language and delete obsolete or redundant provisions. To attempt substantive changes, other than relaxatory ones that are completely noncontroversial, would delay the project and be contrary to the ground rules specified for it in Draft Release 61-25. However, we recognize that an overall substantive review of the part is long overdue. This review is now being undertaken and all substantive comments received are being carefully studied.

A number of changes have been made in the proposal, both as a result of comments received and as a result of further review by the Agency. As proposed, amateur built aircraft would have been excluded from the applicability of Part 43 [New]. This exclusion has been broadened to include any experimentally certificated aircraft that had not previously been issued a different airworthiness certificate. These aircraft present unique maintenance requirements which can only be met on a case-by-case basis. To require compliance with Part 18 would be impractical and unnecessarily burdensome.

The maintenance authority of air carriers certificated under Part 40, 41, 42, or 46 and of commercial operators certificated under Part 42 has been transferred to those parts and consolidated with other rules relating to their basic responsibility for maintenance.

The definition of "major alteration" in Part 1 [New] is being amended to exclude alterations listed in the aircraft, aircraft engine, or propeller specifications. This makes the definition consistent with Appendix A of Part 43 [New]. In addition, the definition of "airframe" is being amended, for clarity, to specifically include rotors.

Other minor changes of a technical clarifying nature have been made. They are not substantive and do not impose any burden on regulated persons.

The definitions, abbreviations, and rules of construction contained in Part 1 [New] of the Federal Aviation Regulations apply to Part 43 [New].

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all relevant matter presented. The Agency appreciates the cooperative spirit in which the public's comments were submitted.

In consideration of the foregoing Chapter I of Title 14 is amended as follows, effective July 6, 1964.

PART 1—DEFINITIONS AND ABBREVIATIONS [NEW]

1. By amending Part 1 [New] as follows:

By amending the definitions of "airframe" and "major alteration" in § 1.1 to read as follows:

§ 1.1 General definitions.

* * * * *

"Airframe" means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating airfoils of engines), and landing gear of an aircraft and their accessories and controls."

* * * * *

"Major alteration" means an alteration not listed in the aircraft, aircraft engine, or propeller specifications—

(1) That might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or

(2) That is not done according to accepted practices or cannot be done by elementary operations.

PART 40—SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES

* * * * *

2. By amending § 40.240 of Part 40 to read as follows:

§ 40.240 Maintenance responsibility and authority.

(a) Irrespective of whether the air carrier has made arrangements with any other person for the performance of maintenance and inspection functions, each air carrier shall have the primary responsibility for the airworthiness of its airplanes and required equipment.

(b) An air carrier may perform maintenance, preventive maintenance, and alterations as provided in its continuous airworthiness and inspection program and its maintenance manual. In addition, an air carrier may perform these functions for another air carrier as provided in the continuous airworthiness maintenance and inspection program and maintenance manual of the other air carrier.

(c) An air carrier may approve any aircraft, airframe, aircraft engine, propeller, or appliance for return to service after maintenance, preventive maintenance, or alterations that it performed under paragraph (b) of this section. However, in the case of a major repair or major alteration, the work must have been done in accordance with technical data approved by the Administrator.

PART 41—CERTIFICATION AND OPERATION RULES FOR CERTIFIED ROUTE AIR CARRIERS ENGAGING IN OVERSEAS AND FOREIGN AIR TRANSPORTATION AND AIR TRANSPORTATION WITHIN HAWAII AND ALASKA

3. By amending § 41.240 of Part 41 to read as follows:

§ 41.240 Maintenance responsibility and authority.

(a) Irrespective of whether the air carrier has made arrangements with any other person for the performance of maintenance and inspection functions, each air carrier shall have the primary responsibility for the airworthiness of its airplanes and required equipment.

(b) An air carrier may perform maintenance, preventive maintenance, and alterations as provided in its continuous airworthiness and inspection program and its maintenance manual. In addition, an air carrier may perform these functions for another air carrier as provided in the continuous airworthiness maintenance and inspection program and maintenance manual of the other air carrier.

(c) An air carrier may approve any aircraft, airframe, aircraft engine, propeller, or appliance for return to service after maintenance, preventive maintenance, or alterations that it performed under paragraph (b) of this section. However, in the case of a major repair or major alteration, the work must have been done in accordance with technical data approved by the Administrator.

PART 42—AIRCRAFT CERTIFICATION AND OPERATION RULES FOR SUPPLEMENTAL AIR CARRIERS, COMMERCIAL OPERATORS USING LARGE AIRCRAFT, AND CERTIFIED ROUTE AIR CARRIERS ENGAGING IN CHARTER FLIGHTS OR OTHER SPECIAL SERVICES

4. By amending § 42.240 of Part 42 to read as follows:

§ 42.240 Maintenance responsibility and authority.

(a) Irrespective of whether the operator has made arrangements with any other person for the performance of maintenance and inspection functions, each operator shall have the primary responsibility for the airworthiness of its airplanes and required equipment.

(b) An operator may perform maintenance, preventive maintenance, and alterations as provided in its continuous airworthiness and inspection program and its maintenance manual. In addition, an air carrier may perform these functions for another air carrier as provided in the continuous airworthiness maintenance and inspection program and maintenance manual of the other air carrier.

(c) An operator may approve any aircraft, airframe, aircraft engine, propeller, or appliance for return to service after maintenance, preventive maintenance, or alterations that it performed under paragraph (b) of this section. However, in the case of a major repair or major alteration, the work must have been done in accordance with technical data approved by the Administrator.

PART 46—SCHEDULED AIR CARRIER HELICOPTER CERTIFICATION AND OPERATION RULES

5. By amending § 46.240 of Part 46 to read as follows:

§ 46.240 Maintenance responsibility and authority.

(a) Irrespective of whether the air carrier has made arrangements with any other person for the performance of maintenance and inspection functions, each air carrier shall have the primary responsibility for the airworthiness of its airplanes and required equipment.

(b) An air carrier may perform maintenance, preventive maintenance, and alterations as provided in its continuous airworthiness and inspection program and its maintenance manual. In addition, an air carrier may perform these functions for another air carrier as provided in the continuous airworthiness maintenance and inspection program and maintenance manual of the other air carrier.

(c) An air carrier may approve any aircraft, airframe, aircraft engine, propeller, or appliance for return to service after maintenance, preventive maintenance, or alterations that it performed under paragraph (b) of this section. However, in the case of a major repair or major alteration, the work must have been done in accordance with technical data approved by the Administrator.

PART 65—CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS [NEW]

6. By amending the first sentence of § 65.81(a) of Part 65 [New] to read as follows:

§ 65.81 General privileges and limitations.

(a) A certificated mechanic may perform or supervise the maintenance or alteration of an aircraft or appliance, or a part thereof, for which he is rated (but excluding major repairs to, and major alterations of, propellers, and any repair to, or alteration of, instruments), and may perform additional duties in accordance with §§ 65.85, 65.87, and 65.95.

* * * * *

7. By amending § 65.95(a)(1) of Part 65 [New] to read as follows:

§ 65.95 Inspection authorization: privileges and limitations.

(a) The holder of an inspection authorization may—

(1) Inspect and approve for return to service any aircraft or related part or appliance (except aircraft operated under Part ____, ____, or ____ of this chapter (present Part 40, 41, or 46) or large aircraft operated under Part ____ of this chapter (present Part 42)) after a major repair or major alteration to it in accordance with Part 43 [New] of this chapter, if the work was done in accordance with technical data approved by the Administrator; and

* * * * *

PART 91—GENERAL OPERATION AND FLIGHT RULES [NEW]

8. By amending § 91.171 of Part 91 [New] as follows:

By amending subdivision (a)(2)(ii), by redesignating present paragraph (b) as paragraph (c) and inserting a new paragraph (b), and by revising the redesignated paragraph (c) to read as follows:

§ 91.171 Progressive inspection.

(a) * * *

(2) * * *

(ii) An inspection schedule, specifying the intervals in hours or days when routine and detailed inspections will be performed and including instructions for exceeding an inspection interval by not more than 10 hours while en route and for changing an inspection interval because of service experience;

(b) The frequency and detail of the progressive inspection shall provide for the complete inspection of the aircraft within each 12 calendar months and be consistent with the manufacturer's recommendations, field service experience, and the kind of operation in which the aircraft is engaged. The progressive inspection schedule must insure that the aircraft at all times will be airworthy and will conform to all applicable FAA aircraft specifications, type certificate data sheets, airworthiness directives, and other approved data.

(c) If the progressive inspection is discontinued, the owner or operator shall immediately notify the local General Aviation District Office, in writing, of the discontinuance. After that discontinuance, the first periodic inspection under § 91.169(a) is due within 12 calendar months after the last complete inspection of the aircraft under the progressive inspection. The 100-hour inspection under § 91.169(b) is due within 100 hours after that complete inspection. A complete inspection of the aircraft, for the purpose of determining when the periodic and 100-hour inspections are due, will require a detailed inspection of the aircraft and all its components in accordance with the progressive inspection. A routine inspection of the aircraft and a detailed inspection of several components is not considered to be a complete inspection.

PART 145—REPAIR STATIONS [NEW]

§ 145.51 [amended]

9. By revising the last sentence of § 145.51 of Part 145 [New] to read as follows: "However, a certificated repair station may not approve for return to service any aircraft, airframe, aircraft engine, propeller, or appliance after major repair or major alteration unless the work was done in accordance with technical data approved by the Administrator."

PART 18—MAINTENANCE, REPAIR, AND ALTERATION OF AIRFRAMES, POWERPLANTS, PROPELLERS AND APPLIANCES

10. By deleting Part 18.

(Secs. 313(a), 601, 602, 603, 604, and 605 of the Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1422, 1423, 1424, 1425)

11. By adding a Part 43 [New] reading as follows:

PART 43—MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING, AND ALTERATION

AUTHORITY: The provisions of this Part 43 [New] issued under secs. 313(a), 601, 602, 603, 604, and 605 of the Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1422, 1423, 1424, 1425.

§ 43.1 Applicability.

(a) Except as provided in paragraph (b) of this section, this part prescribes rules governing the maintenance, preventive maintenance, rebuilding, and alteration of any—

(1) Aircraft having a U.S. airworthiness certificate; and

(2) Airframe, aircraft engine, propeller, or appliance of such an aircraft.

(b) This part does not apply to any aircraft for which an experimental airworthiness certificate has been issued, unless a different kind of airworthiness certificate had previously been issued for that aircraft.

§ 43.3 Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations.

(a) Except as provided in this section, no person may maintain, rebuild, alter, or perform preventive maintenance on an aircraft, airframe, aircraft engine, propeller, or appliance to which this part applies. Those items, the performance of which is a major alteration, a major repair, or preventive maintenance, are listed in Appendix A.

(b) The holder of a mechanic certificate may perform maintenance, preventive maintenance, and alterations as provided in Part 65 [New] of this chapter.

(c) The holder of a repairman certificate may perform maintenance and preventive maintenance as provided in Part 65 [New] of this chapter.

(d) A person working under the supervision of a holder of a mechanic or repairman certificate may perform the maintenance, preventive maintenance, and alterations that his supervisor is authorized to perform, if the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly and if the supervisor is readily available, in person, for consultation. However, this paragraph does not authorize the performance of 100-hour or periodic inspections, nor inspections performed after a major repair or alteration.

(e) The holder of a repair station certificate may perform maintenance, preventive maintenance, and alterations as provided in Part 145 [New] of this chapter.

(f) The holder of an air carrier certificate may perform maintenance, preventive maintenance, and alterations as provided in Part 40, 41, 42, or 46 of this chapter, as applicable.

(g) The holder of a commercial operator certificate issued under Part 42 of this chapter may perform maintenance, preventive maintenance, and alterations as provided in that part.

(h) The holder of a pilot certificate issued under Part 61 [New] of this chapter may perform preventive maintenance on any aircraft owned or operated by him that is not used in air carrier service.

(i) A manufacturer may rebuild or alter products manufactured by him, for which he holds a type or production certificate or which he manufactured in accordance with a Technical Standard Order or Product and Process Specification issued by the Administrator. In addition, he may perform 100 hour, periodic, and progressive inspections on aircraft manufactured by him, while operating under a production certificate or under an approved production inspection system for such aircraft.

§ 43.5 Return to service after maintenance, preventive maintenance, rebuilding, or alteration.

(a) No person may return to service any aircraft, airframe, aircraft engine, propeller, or appliance, that has undergone maintenance, preventive maintenance, rebuilding, or alteration unless—

(1) It has been approved for return to service by a person authorized under § 43.7;

(2) The maintenance record entry required by § 43.9 has been made;

(3) The repair or alteration form authorized by or furnished by the Administrator has been executed in a manner prescribed by the Administrator; and

(4) If a repair or an alteration results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data are appropriately revised and set forth as prescribed in § 91.31 [New] of this chapter.

(b) This section does not apply to preventive maintenance performed by a certificated pilot under § 43.3(h).

§ 43.7 Persons authorized to approve aircraft, airframes, aircraft engines, propellers, and appliances for return to service after maintenance, preventive maintenance, rebuilding, or alteration.

(a) Except as provided in this section, no person, other than the Administrator, may approve any aircraft, airframe, aircraft engine, propeller, or appliance for return to service after it has undergone maintenance, preventive maintenance, rebuilding, or alteration.

(b) The holder of a mechanic certificate or an inspection authorization may approve an aircraft, airframe, aircraft engine, propeller, or appliance for return to service as provided in Part 65 [New] of this chapter.

(c) The holder of a repair station certificate may approve an aircraft, airframe, aircraft engine, propeller, or appliance for return to service as provided in Part 145 [New] of this chapter.

(d) A manufacturer may approve for return to service any aircraft, airframe, aircraft engine, propeller, or appliance that he has worked on under § 43.3(i). However, except for minor alterations, the work must have been done in accordance with technical data approved by the Administrator.

(e) The holder of an air carrier certificate may approve an aircraft, airframe, aircraft engine, propeller, or appliance for return to service as provided in Part 40, 41, 42, or 46 of this chapter, as applicable.

(f) The holder of a commercial operator certificate issued under Part 42 of this chapter may approve an aircraft, airframe, aircraft engine, propeller, or appliance for return to service as provided in that part.

§ 43.9 Content, form and disposition of maintenance, preventive maintenance, rebuilding, and alteration records (except 100-hour, periodic, and progressive inspections).

(a) *Maintenance record entries.* Except as provided in paragraphs (b) and (c) of this section, each person who maintains, rebuilds, alters, or performs preventive maintenance on an aircraft, airframe, aircraft engine, propeller, or appliance shall make an entry in the permanent maintenance record of that equipment containing the following information:

(1) A description (or reference to data acceptable to the Administrator) of the work performed.

(2) The date of completion of the work performed.

(3) The name of the person performing the work.

(4) If the aircraft, airframe, aircraft engine, propeller, or appliance is approved for return to service, the signature (and if a certificated mechanic, the certificate number) of the person who approved it.

In addition to the entry required by this paragraph, major repairs and major alterations shall be entered on a form, and the form disposed of, in the manner prescribed in Appendix B, by the person performing the work.

(b) *Special provisions for certificated air carrier and commercial operator records.* Paragraph (a) of this section does not apply to maintenance, preventive maintenance, or alterations performed on aircraft operated by a certificated air carrier or commercial operator that is required by its operating certificate or by approved operations specifications to provide for a continuous airworthiness maintenance and inspection program, if a suitable system of recording maintenance and alteration is used that includes the information required by paragraph 9(a) of this section. In addition, the registered owner or operator of the aircraft shall—

(1) Keep all records of major structural repairs and major alterations until the aircraft is sold, transferred, or retired;

(2) Keep all records of maintenance for one year from the date of approval for return to service of the aircraft, airframe, aircraft engine, propeller, appliance, or component thereof, to which the record pertains;

(3) Keep all maintenance records of the last complete overhaul cycle for each aircraft, airframe, aircraft engine, propeller, appliance, or component thereof, until that aircraft is sold, transferred, or retired;

(4) Keep all records of the results of x-rays, and other special tests specified by the Administrator, relating to airframes, aircraft engines, propellers, appliances, or parts thereof, designated as critical by the Administrator, until that airframe, aircraft engine, propeller, or appliance is sold, transferred, or retired; and

(5) In addition:

(i) If the aircraft, or an airframe, aircraft engine, propeller, appliance, or part thereof, designated as critical by the Administrator, is retired, keep the particular records for one year after cancellation of the registration certificate, or if not registered, for one year from the date of retirement;

(ii) For records of major structural repairs and major alterations, if the aircraft is retired, keep the records for one year after cancellation of the registration certificate; and

(iii) If an aircraft, airframe, aircraft engine, propeller, or appliance is sold or transferred, give the records required to be kept under this section to the new owner or operator.

(c) This section does not apply to persons performing the periodic, 100-hour, and progressive inspections required by Part 91 [New] of this chapter or to certificated pilots performing preventive maintenance under § 43.3(h).

§ 43.11 Content, form, and disposition of periodic, 100-hour, and progressive inspection records.

(a) *Maintenance record entries.* The person approving or disapproving for return to service an aircraft, airframe, aircraft engine, propeller, or appliance after a periodic, 100-hour, or progressive inspection required by Part 91 [New] of this chapter shall make an entry in the permanent maintenance record of that equipment, containing the following information:

(1) The type of inspection (and for progressive inspections, a brief description of the extent of the inspection).

(2) The date of the inspection and aircraft time in service.

(3) The signature (and if a certificated mechanic, the certificate number) of the person approving or disapproving for return to service, the aircraft, airframe, aircraft engine, propeller, or appliance.

(4) For periodic or 100-hour inspections if the aircraft is approved for return to service, the following or a similarly worded statement—"I certify that this aircraft has been inspected in accordance with (insert type) inspection and was determined to be in airworthy condition".

(5) For periodic inspections, if the aircraft is not approved for return to service because of needed maintenance, noncompliance with applicable specifications, airworthiness directives or other approved data, the following or a similarly worded statement—"I certify that this aircraft has been inspected in accordance with a periodic inspection and a list of discrepancies and unairworthy items dated (date) has been provided for the aircraft owner or lessee".

(6) For progressive inspections, the following or a similarly worded statement—"I certify that in accordance with a progressive inspection program, a routine inspection of (identify whether aircraft, or components) and a detailed inspection of (identify components) were performed in accordance with a progressive inspection and the aircraft is approved for return to service".

(b) *Additional recording requirements.* Each person performing a periodic or progressive inspection shall complete the form and dispose of it as prescribed in Appendix C. In addition, if the person performing a periodic inspection finds that the aircraft is unairworthy or does not meet the applicable type certificate data, airworthiness directives, or other approved data upon which airworthiness depends, he shall give the owner or lessee a signed and dated copy of a list of discrepancies.

§ 43.13 Performance rules (general).

(a) Each person maintaining or altering, or performing preventive maintenance, shall use methods, techniques, and practices acceptable to the Administrator. He shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices. If special equipment or test apparatus is recommended by the manufacturer involved, he must use that equipment or apparatus or its equivalent acceptable to the Administrator.

(b) Each person maintaining or altering, or performing preventive maintenance, shall do that work in such a manner and use materials of such a quality, that the condition of the aircraft, airframe, aircraft engine, propeller, or appliance worked on will be at least equal to its original or properly altered condition (with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness).

(c) *Special provisions for air carriers and commercial operators.* Unless otherwise notified by the Administrator, the methods, techniques, and practices contained in the maintenance manual or the maintenance part of the air carrier manual of a certificated air carrier or commercial operator (that is required by its operating certificate or approved operating specifications to provide a continuous airworthiness maintenance and inspection program) constitute acceptable means of compliance with this section.

§ 43.15 Additional performance rules for 100-hour, periodic, and progressive inspections.

(a) *General.* Each person performing a 100-hour, periodic, or progressive inspection required by Part 91 [New] of this chapter shall perform those inspections in such a manner as to determine whether the aircraft concerned meets all applicable airworthiness requirements.

(b) *Rotorcraft.* Each person performing a 100-hour, periodic, or progressive inspection of a rotorcraft shall inspect the following systems in accordance with the maintenance manual of the manufacturer concerned:

(1) The drive shafts or similar systems.

(2) The main rotor transmission gear box for obvious defects.

(3) The main rotor and center section (or the equivalent area).

(4) The auxiliary rotor on helicopters.

(c) *Periodic and 100-hour inspections.* (1) Each person performing a periodic or 100-hour inspection shall use a checklist while performing the inspection. The checklist may be of the person's own design, one provided by the manufacturer of the equipment being inspected, or one obtained from another source. This checklist must include the scope and detail of the items contained in Appendix D to this part and paragraph (b) of this section.

(2) Each person approving an aircraft for return to service after a periodic or 100-hour inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance, in accordance with the manufacturer's recommendations, of—

(i) Power output (static and idle r.p.m.);

(ii) Magnetos;

(iii) Fuel and oil pressure; and

(iv) Cylinder and oil temperature.

(d) *Progressive inspection.* (1) Each person performing a progressive inspection shall, at the start of a progressive inspection system, inspect the aircraft completely. After this initial inspection, routine and detailed inspections must be conducted as prescribed in the progressive inspection schedule. Routine inspections consist of visual examination or check of the appliances, the aircraft, and its components and systems, insofar as practicable without disassembly. Detailed inspections consist of a thorough examination of the appliances, the aircraft, and its components and systems, with such disassembly as is necessary. For the purposes of this subparagraph, the overhaul of a component or system is considered to be a detailed inspection.

(2) If the aircraft is away from the station where inspections are normally conducted, an appropriately rated mechanic, a certificated repair station, or the manufacturer of the aircraft may perform inspections in accordance with the procedures and using the forms of the person who would otherwise perform the inspection.

NOTE: The record-keeping and reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

DISTRIBUTION TABLE

Former section	*Revised section*
18.0	43.1.
18.1	Surplusage.
18.1–1	Appendix A.
18.1–2	Not a rule.
18.1–3	Appendix A.
18.1–4	Not a rule.
18.1–5	Not a rule.
18.1–6	Appendix A.
18.10	43.3.
18.10–1	43.3.
18.11 (7th through 31st words of (b)(2)).	Trfd. to Part 145 [New].
18.11 (15th through 54th words of (b)(5) (as applicable to air carriers and commercial operators)).	Trfd. to Parts 40, 41, 42, and 46.
18.11 (15th through 54th words of (b)(5) (as applicable to repair stations)).	Trfd. to Part 145 [New].
18.11 (15th through 54th words of (b)(5) (less applicability to air carriers, commercial operators, and repair stations)).	43.7.
18.11 (less 7th through 31st words of (b)(2) and 15th through 54th words of (b)(5)) (as applicable to return to service requirements).	43.5.
18.11 (less 7th through 31st words of (b)(2) and 15th through 54th words of (b) (5) and less applicability to return to service requirements).	43.7.
18.11–1	Surplusage.
18.11–2	Not a rule.
18.12 (as applicable to performance).	43.3.
18.12 (less applicability to performance).	43.7.
18.12–1	Surplusage.
18.13	43.5.
18.20 (last sentence)	43.9.
18.20 (less last sentence)	Surplusage.
18.20–1	Obsolete.
18.21	43.9.
18.21–1 (2d sentence)	43.9.
18.21–1 (less 2d sentence)	Note a rule.
18.22	43.9.
18.22–1	Appendix A.
18.22–2	Appendix A.
18.23	43.11.
18.23–1	Appendix B.
18.24	43.9.
18.30	43.13.
18.30–1	43.13.
18.30–2—18.30–17	Not a rule.
18.30–18 (paragraph (a))	43.15.
18.30–18 (paragraph (l))	Appendix D.
18.30–18 (paragraphs (i)–(ix)) (less last sentence of (i), (iii), (v), and (vi)).	Appendix D.
18.30–18 (paragraphs (i), (iii), (v), and (vi) (last sentence)).	43.15.
18.30–18 (paragraph (x))	43.15.
18.30–18 (paragraphs (xi), (*a*), and (*b*)).	43.11.
18.30–19(a)	Not a rule.
18.30–19(b) (less last 2 sentences).	43.15.
18.30–19(b) (last 2 sentences).	Trfd. to Part 91 [New].
18.30–19(c)	Trfd. to Part 91 [New].
18.30–19(d)	43.15.
18.30–19 (less (a)–(d))	43.11.
18.30–20	Obsolete.
18.30–21	Surplusage.

DISTRIBUTION TABLE—Continued

Former section	*Revised section*
18.30-22	Not a rule.
Appendix A	Not a rule.
Appendix B	Not a rule.
Appendix C	Not a rule.
Appendix D	Not a rule.

APPENDIX A—MAJOR ALTERATIONS, MAJOR REPAIRS, AND PREVENTIVE MAINTENANCE

(a) *Major alterations*—(1) *Airframe major alterations.* Alterations of the following parts and alterations of the following types, when not listed in the aircraft specifications issued by the FAA, are airframe major alterations:

(i) Wings.
(ii) Tail surfaces.
(iii) Fuselage.
(iv) Engine mounts.
(v) Control system.
(vi) Landing gear.
(vii) Hull or floats.
(viii) Elements of an airframe including spars, ribs, fittings, shock absorbers, bracing, cowlings, fairings, and balance weights.
(ix) Hydraulic and electrical actuating system of components.
(x) Rotor blades.
(xi) Changes to the empty weight or empty balance which result in an increase in the maximum certificated weight or center of gravity limits of the aircraft.
(xii) Changes to the basic design of the fuel, oil, cooling, heating, cabin pressurization, electrical, hydraulic, de-icing, or exhaust systems.
(xiii) Changes to the wing or to fixed or movable control surfaces which affect flutter and vibration characteristics.

(2) *Powerplant major alterations.* The following alterations of a powerplant when not listed in the engine specifications issued by the FAA, are powerplant major alterations.

(i) Conversion of an aircraft engine from one approved model to another, involving any changes in compression ratio, propeller reduction gear, impeller gear ratios or the substitution of major engine parts which requires extensive rework and testing of the engine.
(ii) Changes to the engine by replacing aircraft engine structural parts with parts not supplied by the original manufacturer or parts not specifically approved by the Administrator.
(iii) Installation of an accessory which is not approved for the engine.
(iv) Removal of accessories that are listed as required equipment on the aircraft or engine specification.
(v) Installation of structural parts other than the type of parts approved for the installation.
(vi) Conversions of any sort for the purpose of using fuel of a rating or grade other than that listed in the engine specifications.

(3) *Propeller major alterations.* The following alterations of a propeller when not authorized in the propeller specifications issued by the FAA are propeller major alterations:

(i) Changes in blade design.
(ii) Changes in hub design.
(iii) Changes in the governor or control design.
(iv) Installation of a propeller governor or feathering system.
(v) Installation of propeller de-icing system.
(vi) Installation of parts not approved for the propeller.

(4) *Appliance major alterations.* Alterations of the basic design not made in accordance with recommendations of the appliance manufacturer or in accordance with an FAA Airworthiness Directive are appliance major alterations. In addition, changes in the basic design of radio communication and navigation equipment approved under type certification or a Technical Standard Order that have an effect on frequency stability, noise level, sensitivity, selectivity, distortion, spurious radiation, AVC characteristics, or ability to meet environmental test conditions and other changes that have an effect on the performance of the equipment are also major alterations.

(b) *Major repairs*—(1) *Airframe major repairs.* Repairs to the following parts of an airframe and repairs of the following types, involving the strengthening, reinforcing, splicing, and manufacturing of primary structural members or their replacement, when replacement is by fabrication such as riveting or welding, are airframe major repairs.

(i) Box beams.
(ii) Monocoque or semimonocoque wings or control surfaces.
(iii) Wing stringers or chord members.
(iv) Spars.
(v) Spar flanges.
(vi) Members of truss-type beams.
(vii) Thin sheet webs of beams.
(viii) Keel and chine members of boat hulls or floats.
(ix) Corrugated sheet compression members which act as flange material of wings or tail surfaces.
(x) Wing main ribs and compression members.
(xi) Wing or tail surface brace struts.
(xii) Engine mounts.
(xiii) Fuselage longerons.
(xiv) Members of the side truss, horizontal truss, or bulkheads.
(xv) Main seat support braces and brackets.
(xvi) Landing gear brace struts.
(xvii) Axles.
(xviii) Wheels.
(xix) Skis, and ski pedestals.
(xx) Parts of the control system such as control columns, pedals, shafts, brackets, or horns.
(xxi) Repairs involving the substitution of material.
(xxii) The repair of damaged areas in metal or plywood stressed covering exceeding six inches in any direction.
(xxiii) The repair of portions of skin sheets by making additional seams.
(xxiv) The splicing of skin sheets.
(xxv) The repair of three or more adjacent wing or control surface ribs or the leading edge of wings and control surfaces, between such adjacent ribs.
(xxvi) Repair of fabric covering involving an area greater than that required to repair two adjacent ribs.
(xxvii) Replacement of fabric on fabric covered parts such as wings, fuselages, stabilizers, and control surfaces.
(xxviii) Repairing, including rebottoming, of removable or integral fuel tanks and oil tanks.

(2) *Powerplant major repairs.* Repairs of the following parts of an engine and repairs of the following types, are powerplant major repairs:

(i) Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with an integral supercharger.
(ii) Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with other than spur-type propeller reduction gearing.
(iii) Special repairs to structural engine parts by welding, plating, metalizing, or other methods.

(3) *Propeller major repairs.* Repairs of the following types to a propeller are propeller major repairs:

(i) Any repairs to, or straightening of steel blades.
(ii) Repairing or machining of steel hubs.
(iii) Shortening of blades.
(iv) Retipping of wood propellers.
(v) Replacement of outer laminations on fixed pitch wood propellers.
(vi) Repairing elongated bolt holes in the hub of fixed pitch wood propellers.
(vii) Inlay work on wood blades.
(viii) Repairs to composition blades.
(ix) Replacement of tip fabric.
(x) Replacement of plastic covering.
(xi) Repair of propeller governors.
(xii) Overhaul of controllable pitch propellers.
(xiii) Repairs to deep dents, cuts, scars, nicks, etc., and straightening of aluminum blades.
(xiv) The repair or replacement of internal elements of blades.

(4) *Appliance major repairs.* Repairs of the following types to appliances are appliance major repairs:

(i) Repairs to instruments.
(ii) Adjusting and calibrating VOR, ILS, and DME equipment.
(iii) Rewinding the field coil of an electrical accessory.
(iv) Complete disassembly of complex hydraulic power valves.
(v) Overhaul of pressure type carburetors, and pressure type fuel, oil, and hydraulic pumps.

(c) *Preventive maintenance.* Work of the following type is preventive maintenance:

(1) Removal, installation, and repair of landing gear tires.
(2) Replacing elastic shock absorber cords on landing gear.
(3) Servicing landing gear shock struts by adding oil, air, or both.
(4) Servicing landing gear wheel bearings, such as cleaning and greasing.
(5) Replacing defective safety wiring or cotter keys.
(6) Lubrication not requiring disassembly other than removal of nonstructural items such as cover plates, cowlings, and fairings.
(7) Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces.
(8) Replenishing hydraulic fluid in the hydraulic reservoir.
(9) Refinishing decorative coating of fuselage, wings, tail group surfaces (excluding balanced control surfaces), fairings, cowling, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required.
(10) Applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices.
(11) Repairing upholstery and decorative furnishings of the cabin or cockpit interior when the repairing does not require disassembly of any primary structure or operating system or interfere with an operating system or affect primary structure of the aircraft.
(12) Making small simple repairs to fairings, nonstructural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper air flow.
(13) Replacing side windows where that work does not interfere with the structure or any operating system such as controls, electrical equipment, etc.
(14) Replacing safety belts.
(15) Replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system.
(16) Trouble shooting and repairing broken circuits in landing light wiring circuits.
(17) Replacing bulbs, reflectors, and lenses of position and landing lights.
(18) Replacing wheels and skis where no weight and balance computation is involved.

(19) Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.

(20) Replacing or cleaning spark plugs and setting of spark plug gap clearance.

(21) Replacing any hose connection except hydraulic connections.

(22) Replacing prefabricated fuel lines.

(23) Cleaning fuel and oil strainers.

(24) Replacing batteries and checking fluid level and specific gravity.

(25) Removing and installing glider wings and tail surfaces that are specifically designed for quick removal and installation and when such removal and installation can be accomplished by the pilot.

APPENDIX B—RECORDING OF MAJOR REPAIRS AND MAJOR ALTERATIONS

(a) Except as provided in paragraph (b), each person performing a major repair or major alteration shall—

(1) Execute FAA Form 337 at least in duplicate;

(2) Give a signed copy of that form to the aircraft owner; and

(3) Forward a copy of that form to the local Flight Standards District Office within 48 hours after the aircraft, airframe, aircraft engine, propeller, or appliance is approved for return to service.

(b) For major repairs made in accordance with a manual or specification acceptable to the Administrator, a certificated repair station may, in place of the requirements of paragraph (a)—

(1) Use the customer's work order upon which the repair is recorded;

(2) Give the aircraft owner a signed copy of the work order and retain a duplicate copy for at least two years from the date of approval for return to service of the aircraft, airframe, aircraft engine, propeller, or appliance;

(3) Give the aircraft owner a maintenance release signed by an authorized representative of the repair station and incorporating the following information:

(i) Identity of the aircraft, airframe, aircraft engine, propeller, or appliance.

(ii) If an aircraft, the make, model, serial number, nationality and registration marks, and location of the repaired area.

(iii) If an airframe, aircraft engine, propeller, or appliance, give the manufacturer's name, name of the part, model, and serial numbers (if any); and

(4) Include the following or a similarly worded statement—

"The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service.

Pertinent details of the repair are on file at this repair station under Order No. ______.

Date ______________________________

Signed ______________________________

(For signature of authorized representative)

____________________ (Repair station name)   ____________ (Certificate No.)

____________________"

(Address)

APPENDIX C—RECORDING OF PERIODIC AND PROGRESSIVE INSPECTIONS

(a) Each person performing a periodic or progressive inspection shall execute FAA Form 3350, Aircraft Use and Inspection Report.

(b) Each person performing a periodic inspection shall—

(1) Send the form to the local FAA District Office within 48 hours after the aircraft is approved for return to service; or

(2) If the aircraft is not approved for return to service, send the form and the list of discrepancies required by § 43.11(b) to the local FAA District Office, within 48 hours after completing the inspection.

(c) For progressive inspections, each person performing a progressive inspection shall—

(1) Send the form to the local FAA District Office within 48 hours after completing the first complete inspection of the aircraft (upon beginning a progressive inspection system) and thereafter once in January of each year; or

(2) If a progressive inspection system is discontinued for a particular aircraft, forward the form with the word "Discontinued" written in over the box preceding "progressive inspection", within 48 hours after the discontinuance.

APPENDIX D—SCOPE AND DETAIL OF ITEMS (AS APPLICABLE TO THE PARTICULAR AIRCRAFT) TO BE INCLUDED IN PERIODIC AND 100-HOUR INSPECTIONS

(a) Each person performing a periodic or 100-hour inspection shall, before that inspection, remove or open all necessary inspection plates, access doors, fairing, and cowling. He shall thoroughly clean the aircraft and aircraft engine.

(b) Each person performing a periodic or 100-hour inspection shall inspect (where applicable) the following components of the fuselage and hull group:

(1) Fabric and skin—for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.

(2) Systems and components—for improper installation, apparent defects, and unsatisfactory operation.

(3) Envelope, gas bags, ballast tanks, and related parts—for poor condition.

(c) Each person performing a periodic or 100-hour inspection shall inspect (where applicable) the following components of the cabin and cockpit group:

(1) Generally—for uncleanliness and loose equipment that might foul the controls.

(2) Seats and safety belts—for poor condition and apparent defects.

(3) Windows and windshields—for deterioration and breakage.

(4) Instruments—for poor condition, mounting, marking, and (where practicable) improper operation.

(5) Flight and engine controls—for improper installation and improper operation.

(6) Batteries—for improper installation and improper charge.

(7) All systems—for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.

(d) Each person performing a periodic or 100-hour inspection shall inspect (where applicable) components of the engine and nacelle group as follows:

(1) Engine section—for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks.

(2) Studs and nuts—for improper torquing and obvious defects.

(3) Internal engine—for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs. If there is weak cylinder compression, for improper internal condition and improper internal tolerances.

(4) Engine mount—for cracks, looseness of mounting, and looseness of engine to mount.

(5) Flexible vibration dampeners—for poor condition and deterioration.

(6) Engine controls—for defects, improper travel, and improper safetying.

(7) Lines, hoses, and clamps—for leaks, improper condition and looseness.

(8) Exhaust stacks—for cracks, defects, and improper attachment.

(9) Accessories—for apparent defects in security of mounting.

(10) All systems—for improper installation, poor general condition, defects, and insecure attachment.

(11) Cowling—for cracks, and defects.

(e) Each person performing a periodic or 100-hour inspection shall inspect (where applicable) the following components of the landing gear group:

(1) All units—for poor condition and insecurity of attachment.

(2) Shock absorbing devices—for improper oleo fluid level.

(3) Linkages, trusses, and members—for undue or excessive wear fatigue, and distortion.

(4) Retracting and locking mechanism—for improper operation.

(5) Hydraulic lines—for leakage.

(6) Electrical system—for chafing and improper operation of switches.

(7) Wheels—for cracks, defects, and condition of bearings.

(8) Tires—for wear and cuts.

(9) Brakes—for improper adjustment.

(10) Floats and skis—for insecure attachment and obvious or apparent defects.

(f) Each person performing a periodic or 100-hour inspection shall inspect (where applicable) all components of the wing and center section assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, and insecurity of attachment.

(g) Each person performing a periodic or 100-hour inspection shall inspect (where applicable) all components and systems that make up the complete empennage assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecure attachment, improper component installation, and improper component operation.

(h) Each person performing a periodic or 100-hour inspection shall inspect (where applicable) the following components of the propeller group:

(1) Propeller assembly—for cracks, nicks, binds, and oil leakage.

(2) Bolts—for improper torquing and lack of safetying.

(3) Anti-icing devices—for improper operations and obvious defects.

(4) Control mechanisms—for improper operation, insecure mounting, and restricted travel.

(i) Each person performing a periodic or 100-hour inspection shall inspect (where applicable) the following components of the radio group:

(1) Radio and electronic equipment—for improper installation and insecure mounting.

(2) Wiring and conduits—for improper routing, insecure mounting, and obvious defects.

(3) Bonding and shielding—for improper installation and poor condition.

(4) Antenna including trailing antenna—for poor condition, insecure mounting, and improper operation.

(j) Each person performing a periodic or 100-hour inspection shall inspect (where applicable) each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.

Issued in Washington, D.C., on April 15, 1964.

N. E. HALABY,
Administrator.

[F.R. Doc. 64-3994; Filed, Apr. 22, 1964; 8:46 a.m.]

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 64-SO-3]

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

Revocation of Restricted Areas and Alteration of Continental Control Area

The purpose of these amendments to §§ 71.151 and 73.29 of the Federal Aviation Regulations is to revoke the Panama City, Florida, Restricted Areas R-2912C and R-2913 and to delete these areas from the description of the continental control area.

The Department of the Air Force has advised the Federal Aviation Agency that R-2912C and R-2913 are no longer required. Accordingly, action is taken herein to revoke these areas and delete them from the description of the continental control area.

Since these amendments reduce a burden on the public, compliance with the notice, public procedure and effective date requirements of Section 4 of the Administrative Procedure Act is unnecessary and they may be made effective upon publication.

In consideration of the foregoing, the following actions are taken:

1. In § 73.29 (29 F.R. 1245), the Panama City, Florida, Restricted Areas R-2912C and R-2913 are revoked.

2. In § 71.151 (29 F.R. 1067), "R-2912C Panama City, Florida" and "R-2913 Panama City, Florida" are deleted.

These amendments shall become effective upon the date of publication in the FEDERAL REGISTER.

(Sec. 307(a), 72 Stat. 749; U.S.C. 1348)

Issued in Washington, D.C., on April 17, 1964.

CLIFFORD P. BURTON,
Acting Director, Air Traffic Service.

[F.R. Doc. 64-3985; Filed, Apr. 22, 1964; 8:45 a.m.]

[Airspace Docket No. 63-SW-81]

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

Alteration of Control Zone and Transition Area

On January 30, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 1586) stating that the Federal Aviation Agency proposed to alter the existing control zone and transition area at Farmington, N. Mex.

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

The substance of the proposed amendments having been published and for the reasons stated in the notice, the following actions are taken:

1. In § 71.171 (29 F.R. 1101) the Farmington, N. Mex., control zone is amended to read:

Farmington, N. Mex.

Within a 5-mile radius of Farmington Municipal Airport (latitude 36°44'35" N., longitude 108°13'46" W.); and within 2 miles each side of the Farmington VORTAC 268° radial, extending from the 5-mile radius zone to the VORTAC.

2. In § 71.181 (29 F.R. 1160) the Farmington, N. Mex., transition area is amended to read:

Farmington, N. Mex.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Farmington Municipal Airport (latitude 36°44'35" N., longitude 108°13'46" W.), and that airspace within 2 miles each side of the Farmington VORTAC 094° radial, extending from the 11-mile radius area to 8 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles N and 8 miles S of the Farmington VORTAC 094° radial, extending from the 11-mile radius area to 13 miles E of the VORTAC, and that airspace within 5 miles each side of the Farmington VORTAC 257° radial, extending from the 11-mile radius area to 17 miles W of the VORTAC.

This amendment shall become effective 0001 e.s.t., June 25, 1964.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on April 15, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3986; Filed, Apr. 22, 1964; 8:45 a.m.]

[Airspace Docket No. 63-EA-98]

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

Revocation of Federal Airway Segment

On January 29, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 1479) stating that the Federal Aviation Agency was considering an amendment to Part 71 [New] of the Federal Aviation Regulations which would revoke the segment of VOR Federal airway No. 435 from Attica, Ohio, to Carleton, Mich.

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

In consideration of the foregoing, the following action is taken:

In § 71.123 (29 F.R. 1009) V-435 is amended to read:

V-435 From Rosewood, Ohio, to Attica, Ohio.

This amendment shall become effective 0001 e.s.t., June 25, 1964.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on April 15, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3987; Filed, Apr. 22, 1964; 8:45 a.m.]

[Airspace Docket No. 63-EA-104]

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

Alteration of Federal Airways

On January 29, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 1480) stating that the Federal Aviation Agency was considering amendments to Part 71 [New] of the Federal Aviation Regulations which would extend VOR Federal airway No. 153 from Sound Intersection to Madison, Conn., and redesignate VOR Federal airway No. 863 from La Guardia, N.Y., to Boston, Mass.

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

In consideration of the foregoing, the following actions are taken:

Section 71.123 (29 F.R. 1009) is amended as follows:

1. In V-153 "From INT of Hartford, Conn., 223° and La Guardia, N.Y., 059° radials via La Guardia;" is deleted and "From Madison, Conn., via La Guardia, N.Y.;" is substituted therefor.

2. V-863 is amended to read:

V-863 From La Guardia, N.Y., via Madison, Conn.; Norwich, Conn.; to Boston, Mass.

These amendments shall become effective 0001 e.s.t., June 25, 1964.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on April 15, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3988; Filed, Apr. 22, 1964; 8:45 a.m.]

[Airspace Docket No. 63-EA-105]

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

Alteration of Federal Airway

On January 29, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 1480) stating that the Federal Aviation Agency was considering an amendment to Part 71 [New] of the Federal Aviation Regulations which would designate a new segment of VOR Federal airway No. 157 from La Guardia, N.Y., via the intersection of La Guardia 034° and Hartford, Conn., 246° radials to Hartford.

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

Subsequent to publication of the notice, it has been determined that the segment of the proposed airway from the intersection of La Guardia 034° and Hartford 246° radials, to Hartford, which would be codesignated with VOR

Federal airways Nos. 3 and 875 and a proposed realignment of VOR Federal airway No. 251, would increase chart clutter by displaying four airway numbers on a short airway segment. Since there is a requirement for only that segment of the proposed Victor 157 between La Guardia and the intersection of La Guardia 034° and Hartford 246° radials, action is taken herein to designate only this segment.

In consideration of the foregoing, the following action is taken:

Section 71.123 (29 F.R. 1009, 1561, 2934) is amended as follows:

In V–157 all after "to Kennedy." is deleted and "From La Guardia, N.Y., to the INT of La Guardia 034° and Hartford, Conn., 246° radials. The airspace within R–6612 is excluded." is substituted therefor.

This amendment shall become effective 0001 e.s.t., June 25, 1964.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on April 15, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64–3989; Filed, Apr. 22, 1964; 8:45 a.m.]

[Airspace Docket No. 63–SO–84]

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

Revocation of Federal Airway Segment

On January 29, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 1480) stating that the Federal Aviation Agency was considering an amendment to Part 71 [New] of the Federal Aviation Regulations which would revoke the segment of VOR Federal airway No. 134 from Tuskegee, Ala., to Atlanta, Ga.

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

In consideration of the foregoing, the following action is taken:

Section 71.123 (29 F.R. 1009) V–134 is amended to read:

V–134 From Evergreen, Ala., via INT of Evergreen 075° and Tuskegee, Ala., 220° radials; to Tuskegee.

This amendment shall become effective 0001 e.s.t., June 25, 1964.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on April 15, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64–3990; Filed, Apr. 22, 1964; 8:45 a.m.]

[Airspace Docket No. 63–SW–97]

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

Alteration of Federal Airway

On January 23, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 572) stating that the Federal Aviation Agency was considering an amendment to Part 71 [New] of the Federal Aviation Regulations which would alter VOR Federal airway No. 114 north alternate from Alexandria, La., to New Orleans, La.

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

In consideration of the foregoing, the following action is taken:

Section 71.123 (29 F.R. 1009) is amended as follows:

In V–114 all after "to New Orleans, La.," is deleted and "including an N alternate from Alexandria to New Orleans via INT of Alexandria 109° and New Orleans 312° radials (11 miles wide from 45 nmi from Alexandria to 50 nmi from Alexandria, thence 12 miles wide to INT Alexandria 109° and New Orleans 312° radials, thence 15 miles wide to 65 nmi from New Orleans, thence decreasing in width in graduated steps of one mile for every 5 nmi to 45 nmi from New Orleans)," is substituted therefor.

This amendment shall become effective 0001 e.s.t., June 25, 1964.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on April 15, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64–3991; Filed, Apr. 22, 1964; 8:46 a.m.]

[Airspace Docket No. 63–CE–109]

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

Transition Area; Alteration; Correction

On March 13, 1964, Federal Register Document 64–2432 was published in the FEDERAL REGISTER (29 F.R. 3356) and in part altered the Topeka, Kans., transition area. The actions in this document are to become effective April 30, 1964. In describing this transition area, reference was made to a line beginning at latitude 40°02′10″ N., longitude 96°40′28″ W., as a portion of the boundary. These geographical coordinates should have been latitude 40°01′50″ N., longitude 96°42′25″ W. Action is taken herein to reflect the correct coordinates.

Since this change is minor in nature and will impose no undue burden on any person, notice and public procedure hereon are unnecessary and the effective date of the amendment as originally adopted may be retained.

In consideration of the foregoing, effective immediately, Federal Register Document 64–2432 (29 F.R. 3356) is altered as follows:

In item 2.b., in the Topeka, Kans., transition area "latitude 40°02′10″ N., longitude 96°40′28″ W.," is deleted and "latitude 40°01′50″ N., longitude 96°42′25″ W.," is substituted therefor.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on April 15, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64–3992; Filed, Apr. 22, 1964; 8:46 a.m.]

[Airspace Docket No. 63–EA–66]

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

Designation of Transition Area

On January 23, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 575) stating that the Federal Aviation Agency proposed to designate a transition area at NAS Patuxent River, Md.

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

The substance of the proposed amendment having been published, and for the reasons stated in the notice, the following action is taken:

Section 71.181 (29 F.R. 1160) is amended by adding the following:

NAS Patuxent River, Md.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of the NAS Patuxent River VOR, excluding the portion NW of a line extending from latitude 38°15′00″ N., longitude 76°39′20″ W., to latitude 38°26′20″ N., longitude 76°14′00″ W.; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 37°55′30″ N., longitude 76°46′00″ W., to latitude 37°44′40″ N., longitude 75°58′05″ W., to latitude 38°15′20″ N., longitude 75°40′05″ W., to latitude 38°16′10″ N., longitude 75°42′20″ W., to latitude 38°23′00″ N., longitude 75°38′00″ W., to latitude 38°57′00″ N., longitude 75°53′00″ W., to latitude 38°47′00″ N., longitude 76°16′00″ W., to latitude 38°14′00″ N., longitude 76°46′00″ W., to latitude 38°14′00″ N., longitude 77°04′00″ W., to point of beginning. The portions within R–4002, R–4005, R–4006, R–4007, R–4008 and R–6609 are excluded.

This amendment shall become effective 0001 e.s.t., June 25, 1964.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on April 15, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64–3993; Filed, Apr. 22, 1964; 8:46 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES [NEW]

[Reg. Docket No. 4068; Amdt. 369]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES [NEW]

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 [New] (14 CFR Part 97 [New]) is amended as follows:

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
					2-engine or less		
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
Ancon Int	Gustavus LFR	Direct	2700	T-dn*	300-1	300-1	200-½
Pleasant Island FM	Gustavus LFR	Direct	2700	C-dn**	400-1	500-1	500-1½
				S-dn-10	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of NW crs, 286° Outbnd, 106° Inbnd, 2700′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 1600′.#
Crs and distance, facility to airport, 106°—2.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing GST LFR, climb immediately to 4500′ on SE crs GST LFR within 20 miles.
Other change: Deletes Caution Note.
#Descent to 800′ authorized after passing LOM.
*Takeoff Runway 01, 700-2 day and night, right turn out.
**Maneuvering N through E of airport not authorized due to terrain rising to 3000′ 4.8 miles NE airport, terrain to 4000′ 6.1 miles NE approach crs, and 8.7 miles NW LFR. Mountainous terrain all quadrants. Shuttle descent below 3600′ not authorized.

City, Gustavus; State, Alaska; Airport Name, Gustavus; Elev., 36′; Fac. Class., SBRAZ; Ident., GST; Procedure No. 1, Amdt. 9; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 8; Dated, 18 May 63

PROCEDURE CANCELLED, EFFECTIVE 25 APR. 1964.

City, Scottsbluff; State, Nebr.; Airport Name, Scottsbluff Municipal; Elev., 3965′; Fac. Class., SBMRLZ; Ident., BJ; Procedure No. 1, Amdt. 11; Eff. Date, 21 Sept. 63; Sup. Amdt. No. 10; Dated, 1 July 61

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
					2-engine or less		
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
BET BH	BEA RBn	Direct	1600	T-dn	300-1	300-1	200-½
BET VOR	BEA RBn	Direct	1600	C-dn	400-1	500-1	500-1½
				S-dn-19	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 004° Outbnd, 184° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, 500′.
Crs and distance, facility to airport, 184°—0.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile after passing BEA RBn, turn left, climb to 1600′ on 004° bearing of BEA RBn within 15 miles.
CAUTION: Antennas 232′ 1.7 miles SW of airport.

City, Bethel; State, Alaska; Airport Name, Bethel Municipal; Elev., 135′; Fac. Class., HW; Ident., BEA; Procedure No. 1, Amdt. 4; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 3; Dated, 16 Nov. 63

PROCEDURE CANCELLED, EFFECTIVE 25 APR. 1964.

City, Bethel; State, Alaska; Airport Name, Bethel Municipal; Elev., 135′; Fac. Class., H; Ident., BT; Procedure No. 2, Amdt. Orig.; Eff. Date, 16 Nov. 63, or upon commissioning of BT RBn

ADF Standard Instrument Approach Procedure—Continued

Transition				Ceiling and visibility minimums			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
Park City FM	LOM	Direct	5300	T-dn*	300-1	300-1	200-½
BIL-VOR	LOM	Direct	5300	C-dn	**500-1	500-1	500-1½
BIL-RBn	LOM	Direct	5300	S-dn-9**	500-1	500-1	500-1
Musselshell Int	LOM	Direct	6000	A-dn	800-2	800-2	800-2
Ryegate Int	LOM	Direct	5300				
Rapelje DME Int#	LOM	Direct	5300				

Procedure turn S side of crs, 275° Outbnd, 095° Inbnd, 5300′ within 10 miles.
Minimum altitude over facility on final approach crs, 4800′.
Crs and distance, facility to airport, 095°—4.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing LOM, climb to 5200′ on bearing 095° from BI LOM within 15 miles or, when directed by ATC, climb to 5300′ on R-055 BIL-VOR within 20 miles.
Note: Procedure not authorized when control tower not in operation.
Other change: Deletes Caution Note.
*Takeoff below 300-1 not authorized on Runways 4-22 and 16-34.
**400-1 authorized after passing R-005 BIL-VOR.
#Rapelje DME Int: Billings VOR R-284 and 25-mile DME fix.

City, Billings; State, Mont.; Airport Name, Logan Field; Elev., 3606′; Fac. Class., LOM; Ident., BI; Procedure No. 1, Amdt. 6; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 5; Dated, 9 Nov. 63

PROCEDURE CANCELLED, EFFECTIVE 25 APR. 1964, OR UPON DECOMMISSIONING OF FACILITY.

City, Fayetteville; State, Ark.; Airport Name, Drake Field; Elev., 1250′; Fac. Class., BMH; Ident., FYV; Procedure No. 1, Amdt. 1; Eff. Date, 25 Jan. 64; Sup. Amdt. No Orig.; Dated, 17 Jan. 59

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
OSH VOR	De Pere Int**	Direct	2500	T-dn	300-1	300-1	200-½
De Pere Int**	LOM (final)	Direct	2200	C-dn	400-1	500-1	500-1½
Wolf Int	LOM	Direct	2300	S-dn-6	400-1	400-1	400-1
Bear Creek Int	LOM	Direct	2300	A-dn	800-2	800-2	800-2
GRB VOR	LOM	Direct	2300				
Sherwood Int	LOM	Direct	2300				
Waffle Int	LOM	Direct	2300				
Nicollet Int	LOM	Direct	3000				
Stadium Int	LOM	Direct	2300				
Freedom Int*	LOM	Direct	2300				
Pine Grove Int	LOM	Direct	3000				

Procedure turn S side of crs, 239° Outbnd, 059° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 2200′.
Crs and distance, facility to airport, 059°—5.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing GR LOM, make left turn, climbing to 2300′ and return to LOM or, when directed by ATC, climb to 2300′ on 059° bearing from LOM within 20 miles.
Note: Due to 2049′ tower 7 miles SE of airport, aircraft departing on Runway 18 which are southeastbound, climb to 2500′ on runway heading before proceeding on crs. Aircraft departing Runway 12 which are southeastbound, turn left after takeoff, climb to above 2500′ on a 075° magnetic bearing from the GR LOM before proceeding on crs.
Note: Procedure not authorized when control tower not in operation.
Other change: Deletes Caution Note.
*Freedom Int: Int GRB VOR R-204 and 239° bearing from GR LOM.
**De Pere Int: Int OSH VOR R-012 and 239° bearing from GR LOM.

City, Green Bay; State, Wis.; Airport Name, Austin-Straubel; Elev., 694′; Fac. Class., LOM; Ident., GR; Procedure No. 1, Amdt. 6; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 5 Dated, 8 Feb. 64

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
Mt. Healthy Int	HAL RBn	Direct	2600	T-dn	300-1	300-1	NA
Cedar Grove Int	HAL RBn	Direct	2600	C-dn	700-1	700-1	NA
New Baltimore Int	HAL RBn	Direct	2600	A-dn	NA	NA	NA
Mason Int	HAL RBn	Direct	2600				
Middletown RBn	HAL RBn	Direct	2600				
Millville Int	HAL RBn	Direct	2600				
Hamilton Int	HAL RBn	Direct	2600				

Radar vectoring authorized in accordance with approved radar patterns.
Procedure turn S side of crs, 279° Outbnd, 099° Inbnd, 2600′ within 10 miles.
Minimum altitude over facility on final approach crs, 2000′.
Crs and distance, facility to airport, 099°—1.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.6 miles after passing HAL RBn, make right climbing turn to 2600′, return to HAL RBn. Hold W, 1-minute right turns, 099° Inbnd.
Notes: 1. Communications (UNICOM) 122.8 mc. 2. Facility owned and operated by city. 3. No weather service on field. 4. Contact Cincinnati approach control for clearance.
Caution: 1550′ tower 11 miles E of RBn. 968′ tower 1.7 miles N of airport.
Millville Int: Int CVG R-006 and 281° bearing from HAL RBn.

City, Hamilton; State, Ohio; Airport Name, Hamilton; Elev., 631′; Fac. Class., MH; Ident., HAL; Procedure No. 1, Amdt. Orig.; Eff. Date, 25 Apr. 64

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
CMX VOR	CMX RBn	Direct	2900	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 020° Outbnd, 200° Inbnd, 2900′ within 10 miles.
Minimum altitude over facility on final approach crs, 2000′.
Crs and distance, facility to airport, 200°—3.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing CMX RBn, climb to 2900′ on 200° bearing from CMX RBn within 20 miles.
Note: Final approach from holding pattern at CMX RBn not authorized, procedure turn required.
Caution: 1384′ and 1520′ towers between 2.4 and 3.5 miles SW of airport.
MSA: 000°-090°—2600′; 090°-180°—3100′; 180°-270°—2800′; 270°-360°—2300′.

City, Houghton; State, Mich.; Airport Name, Houghton-County; Elev., 1091′; Fac. Class., SABH; Ident., CMX; Procedure No. 1, Amdt. 1; Eff. Date, 25 Apr. 64; Sup. Amdt. No. Orig.; Dated, 21 July 62

ADF Standard Instrument Approach Procedure—Continued

Transition				Ceiling and visibility minimums			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
HOU VOR	AAP MH	Direct	1800	T-dn	300-1	NA	NA
Fairbanks Int	AAP MH	Direct	1800	C-dn	600-1	NA	NA
Arcola Int	AAP MH	Direct	2500	A-dn	NA	NA	NA
Rosenberg Int	AAP MH	Direct	1500				
Cypress Int	AAP MH	Direct	1500				
HOU RBn	AAP MH	Direct	1800				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 344° Outbnd, 164° Inbnd, 1500′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 800′.
Crs and distance, facility to airport, 165°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.4 mile after passing AAP RBn, turn right, climb to 2000′ on crs of 270° from the AAP RBn within 10 miles.
Notes: No weather service. Unicom 24 hours 122.8 and 122.1. Procedure not authorized for air carrier. Runways 50′ wide. Private facility approved for public use.
Other change: Deletes radar vectoring position transition.

City, Houston (formerly Alief); State, Tex.; Airport Name, Andrau Airpark; Elev., 80′; Fac. Class., MHW; Ident., AAP; Procedure No. 1, Amdt. 4; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 3; Dated, 7 July 62

LAN VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
St. Johns Int	LOM	Direct	2500	C-dn	400-1	500-1	500-1¼
Eagle Int	LOM	Direct	2500	S-dn-27	400-1	400-1	400-1
Fowler Int	LOM	Direct	2900	A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 093° Outbnd, 273° Inbnd, 2500′ within 10 miles.
Minimum altitude over LOM on final approach crs, 1900′.
Crs and distance, LOM to Runway 27, 273°—3.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing LOM, climb to 2500′ on crs of 273° from LOM and proceed direct to LAN-VOR or, when directed by ATC, make right turn, climb to 2500′ and proceed to St. Johns Int via LAN-VOR R-031.
Notes: 1. Final approach from holding pattern at LOM not authorized. Procedure turn required. 2. Tower operates part time. 3. Procedure authorized only when LAN tower is operating.
Other change: Deletes Caution Note regarding obstructions.

City, Lansing; State, Mich.; Airport Name, Capital City; Elev., 859′; Fac. Class., LOM; Ident., LA; Procedure No. 1, Amdt. 10; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 9; Dated, 21 Sept. 63

				T-d	300-1	300-1	200-½
				C-d	700-1	700-1	700-1¼
				S-d	NA	NA	NA
				A-d	NA	NA	NA

Procedure turn N side of crs, 010° Outbnd, 190° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 800′.
Crs and distance, facility to airport, 166°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.4 mile after passing MDO RBn, turn left and climb to 1500′ on 010° bearing from MDO RBn.
Caution: No control zone, weather available one hour prior notice (special observation) through Cordova radio. Local communications with Cordova radio. Night operations not authorized. Air carrier sliding scale not authorized. Altimeter setting not available.

City, Middleton Island; State, Alaska; Airport Name, Middleton Island; Elev., 87′; Fac. Class., SBHZ; Ident., MDO; Procedure No. 1, Amdt. 2; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 1; Dated, 7 Mar. 64

RID-VOR	RID RBn	Direct	2700	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1¼
				S-dn-6	400-1	400-1	400-1
				A-dn*	NA	NA	NA

Procedure turn S side of crs, 234° Outbnd, 054° Inbnd, 2700′ within 10 miles.
Minimum altitude over facility on final approach crs, 1700′.
Crs and distance, facility to airport, 054°—2.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing RID RBn, turn right, climb to 2700′ on crs of 234° and return to RBn.
Notes: Richmond "H" facility must be continuously monitored during approach. No voice on this facility. All aircraft except scheduled air carriers obtain altimeter setting from Dayton, Ohio, radio prior to IFR approach. Final approach from holding pattern not authorized, procedure turn required.
*Air Carrier Note: 800-2 authorized for those air carriers with weather reporting service.

City, Richmond; State, Ind.; Airport Name, Municipal; Elev., 1141′; Fac. Class., MHW; Ident., RID; Procedure No. 1, Amdt. 2; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 1; Dated, 29 Apr. 61

BFF VOR	BFF RBn	Direct	6200	T-dn#	300-1	300-1	*200-½
				C-dn	500-1	500-1	500-1¼
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 122° Outbnd, 302° Inbnd, 6200′ within 10 miles.
Minimum altitude over facility on final approach crs, 5100′.
Crs and distance, facility to airport, 302°—2.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 miles after passing BFF RBn, make right turn climbing to 6200′, return to BFF RBn.
Note: Final approach from holding pattern at BFF RBn not authorized. Procedure turn required.
Caution: 5144′ tower 7.6 miles NW of airport.
#IFR flight planned to SW, WSW or NW. After takeoff, climb on heading 260° until 5000′ before departing on crs.
*Air Carrier Note: 300-1 required for Runway 23.

City, Scottsbluff; State, Nebr.; Airport Name, Municipal; Elev., 3965; Fac. Class., SBH; Ident., BFF; Procedure No. 1, Amdt. Orig.; Eff. Date, 25 Apr. 64

ADF Standard Instrument Approach Procedure—Continued

Transition				Ceiling and visibility minimums			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
CAP-VOR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
Waverly Int	LOM	Direct	2200	C-dn	400-1	500-1	500-1½
Dawson Int	LOM	Direct	2600	S-dn-4	400-1	400-1	400-1
Tallula Int	LOM	Direct	2200	A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 218° Outbnd, 038° Inbnd, 2200′ within 10 miles.
Minimum altitude over facility on final approach crs, 1900′.
Crs and distance, facility to airport, 038°—5.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing LOM, make left turn, climb to 2200′ and proceed to SP LOM.
Other change: Deletes transition from SI LFR.
MSA: 045°-135°—2600′; 135°-225°—2000′; 225°-315°—2000′; 315°-045°—2000′
Tallula Int: CAP VOR R-265 and 310° bearing from SPI LOM.
Dawson Int: Int CAP VOR R-101 and 055° bearing from SPI LOM.

City, Springfield; State, Ill.; Airport Name, Capital; Elev., 593′; Fac. Class., LOM; Ident., SP; Procedure No. 1, Amdt. 8; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 7; Dated, 30 Mar. 63

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
Capital VOR	SPI RBn	Direct	2200	T-dn	300-1	300-1	200-½
Waverly Int	SPI RBn	Direct	2200	C-dn	400-1	500-1	500-1½
Tallula Int*	SPI RBn	Direct	2200	S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 206° Outbnd, 026° Inbnd, 2200′ within 10 miles.
Minimum altitude over facility on final approach crs, 1900′.
Crs and distance, facility to airport, 026°—4.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing SPI RBn, climb to 2200′ on 026° bearing from SPI RBn within 10 miles and return to RBn.
*Tallula Int: Int CAP VOR R-265 and 310° bearing from SPI LOM.
MSA: 045°-135°—2600′; 135°-225°—2000′; 225°-315°—2000′; 315°-045°—2000′.

City, Springfield; State, Ill.; Airport Name, Capital; Elev., 593′; Fac. Class., SBH; Ident., SPI; Procedure No. 2, Amdt. Orig.; Eff. Date, 25 Apr. 64

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
				T-dn	2000-2	2000-2	2000-2
				C-dn	2000-2	2000-2	2000-2
				A-dn	2000-2	2000-2	2000-2

Procedure turn SW side of crs, 198° Outbnd, 018° Inbnd, 6100′ within 10 miles. Beyond 10 miles not authorized. Nonstandard.
Minimum altitude on final approach crs, 4400′. Descent to 4400′ immediately after completion of procedure turn.
Crs and distance, facility to airport, 034°—1.6 miles.
If visual contact not established upon descent to 4400′, turn left, climb to 10,000′ on 198° bearing within 15 miles. All turns SE of 198° bearing.
Note: Sliding scale not authorized.
Caution: Mountainous terrain all quadrants.

City, Summit; State, Alaska; Airport Name, Summit; Elev., 2409′; Fac. Class., SBRAZ; Ident., UMM; Procedure No. 1, Amdt. 1; Eff. Date, 25 Apr. 64; Sup. Amdt. No. Orig.; Dated, 14 Mar. 64

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
HUF RBn	LOM	Direct	2100	T-dn	300-1	300-1	200-½
HUF VOR	LOM	Direct	2100	C-dn	400-1	500-1	500-1½
LEU VOR	LOM	Direct	2200	S-dn-5	400-1	400-1	400-1
Fairbanks Int	LOM (final)	Direct	2000	A-dn	800-2	800-2	800-2
Sanford Int	LOM	Direct	2200				
Clinton Int	LOM	Direct	2200				
Spencer Int	LOM	Direct	2200				

Procedure turn S side of crs, 225° Outbnd, 045° Inbnd, 2100′ within 10 miles.
Minimum altitude over facility on final approach crs, 1900′.
Crs and distance, facility to airport, 045°—4.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing LOM, proceed direct to HUF RBn, climbing to 2000′ or, when directed by ATC, make climbing right turn to 2200′ and proceed direct to LEU-VOR.
Notes: 1. Tower operates part time. 2. Procedure authorized only when HUF tower in operation.

City, Terre Haute; State, Ind.; Airport Name, Hulman Field; Elev., 585′; Fac. Class., LOM; Ident., HU; Procedure No. 2, Amdt. 2; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 1; Dated, 14 Sept. 63

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
ICT VOR	LOM	Direct	2700	T-dn	300-1	300-1	200-½
Conway Int	LOM	Direct	2900	C-dn	400-1	500-1	500-1½
Mayfield Int	Anson Int*	Direct	3000	S-dn-1	400-1	400-1	400-1
Anson Int*	LOM (final)	Direct	2600	A-dn	800-2	800-2	800-2

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn W side of crs, 190° Outbnd, 010° Inbnd, 2700′ within 10 miles. (Nonstandard to avoid McConnell AFB).
Minimum altitude over facility on final approach crs, 2600′.
Crs and distance, facility to airport, 010°—4.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing IC LOM, make left turn, climb to 3400′, proceeding Outbnd on R-216 ICT VOR within 20 miles or, when directed by ATC, climb to 3400′ on 010° bearing from IC LOM, intercept R-027 ICT VOR and proceed to White Water Int.
Note: Aircraft executing missed approach may be radar controlled after being reidentified.
Caution: Simultaneous approaches being conducted on McConnell AFB. 2444′ tower 8.4 miles NNW of airport.
Other change: Deletes transitions from Viola RBn and Oxford RBn.
*Anson Int: Int 190° bearing LOM and IAB VOR R-260. Radar identification of Anson Int authorized.

City, Wichita; State, Kans.; Airport Name, Municipal; Elev., 1332′; Fac. Class., LOM; Ident., IC; Procedure No. 1, Amdt. 6; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 5; Dated, 13 Apr. 63

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
AEX VOR	ESF VOR	Direct	1700	T-dn	300-1	300-1	200-½
AEX RBn	ESF VOR	Direct	1700	C-dn	400-1	500-1	500-1½
Boyce Int	ESF VOR	Direct	1700	S-dn-14	400-1	400-1	400-1
Clew Int	ESF VOR	Direct	2000	A-dn	800-2	800-2	800-2
Larto Int	ESF VOR	Direct	2000				
Bunkie Int	Marks Int	Direct	1700				

Radar vector authorized in accordance with approved patterns.
Procedure turn E side of crs, 331° Outbnd, 151° Inbnd, 1700′ within 10 miles.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, facility to airport, 151°—3.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing ESF VOR, climb to 1700′ on ESF VOR R-151, turn left and return to ESF VOR.
Other change: Deletes transition from ESF RBn.

City, Alexandria; State, La.; Airport Name, Esler Field; Elev., 108′; Fac. Class., VOR; Ident., ESF; Procedure No. 1, Amdt. 1; Eff. Date, 25 Apr. 64; Sup. Amdt. No. Orig.; Dated, 31 Aug. 63

PROCEDURE CANCELLED, EFFECTIVE 30 APR. 1964, OR UPON DECOMMISSIONING OF FACILITY.

City, Defiance; State, Ohio; Airport Name, Bryan-Defiance Memorial; Elev., 707′; Fac. Class., BVOR; Ident., DFI; Procedure No. 1, Amdt. 2; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 1; Dated, 7 Oct. 61

				T-dn	300-1	NA	NA
				C-dn	500-1	NA	NA
				S-dn-33	500-1	NA	NA
				A-dn	NA	NA	NA

Procedure turn E side of crs, 161° Outbnd, 341° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1100′.
Crs and distance, facility to airport, 341°—3.0 miles.
If visual contact not established upon descent to authorized landing minimums of if landing not accomplished within 3.0 miles after passing JKS-VOR, make left climbing turn to 2000′ and return to JKS-VOR.
MSA: 000°-090°—2000′; 090°-180°—1700′; 180°-270°—1900′; 270°-360°—2100′.

City, Lexington; State, Tenn.; Airport Name, Franklin-Wilkins; Elev., 516′; Fac. Class., VOR; Ident., JKS; Procedure No. 1, Amdt. Orig.; Eff. Date, 25 Apr. 64

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-22	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 036° Outbnd, 216° Inbnd, 2100′ within 10 miles.
Minimum altitude over facility on final approach crs, 1400′.
Crs and distance, facility to airport, 216°—3.2 miles.
If visual contact not established upon descent to authorized landing minimums of if landing not accomplished within 3.2 miles after passing CAP-VOR, make right turn, climb to 2100′ and proceed to CAP-VOR.
NOTE: Final approach from holding pattern at VOR not authorized. Procedure turn required.
Other change: Deletes transitions.
MSA: 060°-150°—2600′; 150°-240°—2000′; 240°-330°—2000′; 330°-060°—2000′.

City, Springfield; State, Ill.; Airport Name, Capital; Elev., 593′; Fac. Class., BVOR; Ident., CAP; Procedure No. 1, Amdt. 9; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 8; Dated 30 Mar. 63

PROCEDURE CANCELLED, EFFECTIVE 25 APR. 1964.

City, Tampa; State, Fla.; Airport Name, International; Elev., 27′; Fac. Class., BVORTAC; Ident., PIE; Procedure No. 1, Amdt. Orig.; Eff. Date, 17 Aug. 63

Cashmere VHF Int	EAT VOR	Direct	7300	T-dn	1000-1	1000-1	1000-1
Beehive Mt. VHF Int	EAT VOR	Direct	6000	C-dn*	1900-1	1900-1	1900-1½
				A-dn	2000-2	2000-2	2000-2
				If Malaga FM received the following minimums apply:			
				C-d*	1000-1	1000-1	1000-1½
				C-n*	1000-1½	1000-1½	1000-2

Procedure turn N side of crs, 102° Outbnd, 282° Inbnd, 4500′ within 10 miles.
Minimum altitude over Malaga FM on final approach crs, 3100′; over EAT VOR 2200′.
Crs and distance, Malaga FM to airport, 282°—3.5 miles, EAT VOR on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of EAT VOR, make an immediate left climbing turn, climb to 4500′ on R-102 within 15 miles of EAT VOR.
CAUTION: High terrain in all quadrants.
*Terrain to 1800′ 1.7 miles NW through NE of airport. All circling and maneuvering S of Runway 11/29.
MSA: 315°-045° —7300′; 045°-135°—4500′; 135°-225°—8000′; 225°-315°—10,000′.

City, Wenatchee; State, Wash.; Airport Name, Pangborn Field; Elev., 1245′; Fac. Class., L-BVOR; Ident., EAT; Procedure No. 1, Amdt. 2; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 1; Dated, 20 Oct. 62

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
PBI-RBn	PBI-VOR	Direct	1500	T-dn C-dn S-dn-9 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-½ 500-1½ 400-1 800-2

Procedure turn N side of crs, 275° Outbnd, 095° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, facility to airport, 095°—2.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 miles after passing VOR, climb to 1500′ on PBI-VOR R-095 within 20 miles of VOR
NOTE: When authorized by ATC DME orbits may be used within 15 miles from R-181 clockwise through R-275 at 2000′ and from R-275 clockwise through R-358 at 1500′ to position aircraft for a straight-in approach with the elimination of the procedure turn.
MSA: 000°-090°—1700′; 090°-180°—1400′; 180°-270°—2100′; 270°-360°—1400′.

City, West Palm Beach; State, Fla.; Airport Name Palm Beach International; Elev., 19′; Fac. Class., BVORTAC; Ident., PBI; Procedure No. 1, Amdt. 2; Eff. Date, 25 Apr, 64; Sup. Amdt. No. 1; Dated, 20 Oct. 62

ICT VOR	Beech Int*	Via ICT VOR R-093.	2900	T-d C-d A-dn	300-1 500-1½ NA	300-1 500-1½ NA	NA NA NA

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn N side of crs, 093° Outbnd, 273° Inbnd, 2900′ within 10 miles of Beech Int.*
Minimum altitude over Beech Int* on final approach crs, 2900′.
Crs and distance, Beech Int* to airport, 273°—3.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished upon reaching the IAB VOR R-009 or within 3.5 miles after passing Beech Int,* make right climbing turn to 3100′, heading 000° to intercept ICT VOR R-051, proceed to DeGraff Int.
NOTES: (1) Airport attended Monday through Friday, daylight hours only. (2) No runway lights. (3) Aircraft executing missed approach may be radar controlled after being reidentified. (4) When radar not available dual operating VOR equipment required to execute this procedure.
Beech Int: Int ICT-VOR R-093 and IAB-VOR R-020. Radar identification of Beech Int authorized.

City, Wichita; State, Kans.; Airport Name, Beech; Elev., 1387′; Fac. Class., BVOR; Ident., ICT; Procedure No. 1, Amdt. 1; Eff. Date, 30 Apr. 64; Sup. Amdt. No. Orig.; Dated, 9 Mar. 63

ICT VOR	IAB VOR	Direct	2900	T-d C-d S-d-35R A-dn	300-1 500-1 500-1 NA	300-1 500-1 500-1 NA	NA NA NA NA

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn E side of crs, 180° Outbnd, 360° Inbnd, 2900′ within 10 miles of IAB-VOR.
Minimum altitude over VOR Inbnd, 2900′.
Minimum altitude over Cessna Int* on final approach crs, 2400′.
Crs and distance, facility to airport, 360°—9.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing Cessna Int,* climb to 3100′ on IAB-VOR R-360 to ICT-VOR R-051, proceed to DeGraff Int.
NOTES: 1. No runway lights. 2. Aircraft executing missed approach may be radar controlled after being reidentified. 3. When radar not available operating dual VOR equipment is required to execute this procedure.
CAUTION: 1492′ water tower located 0.5 mile from approach end of Runway 35R.
Cessna Int: Int IAB-VOR R-360 and ICT-VOR R-127. Radar identification of Cessna Int authorized.

City, Wichita; State, Kans.; Airport Name, Cessna; Elev., 1384′; Fac. Class., VOR; Ident., IAB; Procedure No. 1, Amdt. 1; Eff. Date, 30 Apr. 64; Sup. Amdt. No. Orig.; Dated, 9 Mar. 63

				T-dn C-dn A-dn	300-1 400-1 800-2	300-1 500-1 800-2	200-½ 500-1½ 800-2

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn W side of N crs, 350 Outbnd, 170 Inbnd, 3400′ within 10 miles.
Minimum altitude over facility on final approach crs, 2900′.
Crs and distance, facility to airport, 161°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing ICT VOR, turn right, climb to 3400′ on R-216 within 20 miles, or when directed by ATC, turn right, climb to 3000′ on R-184 and proceed to Mayfield Int.
CAUTION: 2444′ TV tower 8.4 miles NNW.
NOTES: Approach from holding pattern not authorized. Procedure turn required. Aircraft executing missed approach may be radar controlled after being reidentified.
Other change: Deletes transition from Viola RBn.

City, Wichita; State, Kans.; Airport Name, Municipal; Elev., 1332′; Fac. Class., BVOR; Ident., ICT; Procedure No. 1, Amdt. 3; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 2; Dated, 13 Apr. 63

4. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-dn-13	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				If aircraft equipped with operating VOR and ADF and Boston Int* received, the following minimums apply:			
				C-d	400-1	500-1	500-1½
				C-n	400-2	500-2	500-2
				S-dn-13	400-1	400-1	400-1

Procedure turn N side of crs, 308° Outbnd, 128° Inbnd, 2600′ within 10 miles.
Facility on airport.
Minimum altitude over facility on final approach crs, 1600′.
Crs and distance, breakoff point to Runway 13, 131°—1.0 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of CMX VOR, climb to 2600′ on R-135 and return to VOR.
CAUTION: 1384′ and 1520′ towers between 2.4 and 3.5 miles SW of airport.
*Boston Int: Int R-308 CMX-VOR and 263° bearing from CMX RBn.

City, Houghton; State, Mich.; Airport Name, Houghton County Memorial; Elev., 1091′; Fac. Class., BVOR; Ident., CMX; Procedure No. TerVOR-13, Amdt. 3; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 2; Dated, 5 Jan. 63

				T-dn	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-dn-31	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 135° Outbnd, 315° Inbnd, 2600′ within 10 miles.
Minimum altitude over facility on final approach crs, 1600′.
Crs and distance, breakoff point to airport, 311°—1.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of CMX VOR, climb to 2600′ on R-308 and return to VOR.
CAUTION: 1384′ and 1520′ towers between 2.4 and 3.5 miles SW of airport.
MSA: 000°-090°—2600′; 090°-180°—3100′; 180°-270°—2800′; 270°-360°—2300′.

City, Houghton; State, Mich.; Airport Name, Houghton County Memorial; Elev., 1091′; Fac. Class., BVOR; Ident., CMX; Procedure No. TerVOR-31, Amdt. 2; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 1; Dated, 22 July 61

				T-d	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				S-dn-2	500-1	500-1	500-1
				A-d	800-2	800-2	800-2

Procedure turn E side of crs, 202° Outbnd, 022° Inbnd, 9000′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 7400′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of LVS VOR, climb to 9000′ on R-022 within 15 miles. Return to LVS VOR and hold NE on R-022 (202° Inbnd), left turns.
NOTE: Not authorized for air carrier use.
Other change: Deletes transition from Las Vegas LFR.
MSA: 000°-090°—9500′; 090°-180°—9100′; 180°-270°—11,500′; 270°-360°—13,500′.

City, Las Vegas; State, N. Mex.; Airport Name, Las Vegas Municipal; Elev., 6866′; Fac. Class., BVORTAC; Ident., LVS; Procedure No. TerVOR-2, Amdt. 3; Eff. Date, 25 Apr. 64; Sup. Amdt. No. TerVOR R-022, 2; Dated, 3 Jan. 59

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-4	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved radar patterns.
Procedure turn S side of crs, 228° Outbnd, 048° Inbnd, 1600′ within 10 miles of LOM.
Minimum altitude over facility on final approach crs, 500′. Maintain at least 1000′ until abeam Norfolk LOM.
Crs and distance, breakoff point to approach end of runway, 044°—0.9 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of ORF VOR, turn right and climb to 1600′ on R-228 ORF VOR. Hold SW, 1-minute right turns.
MSA: 000°-090°—1300′; 090°-180°—1200′; 180°-270°—2100′; 270°-360°—1500′.

City, Norfolk; State, Va.; Airport Name, Norfolk Municipal; Elev., 26′; Fac. Class., BVORTAC; Ident., ORF; Procedure No. TerVOR-4, Amdt. 5; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 4; Dated, 11 Aug. 62

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
Camden Int	RID-VOR	Direct	2700	T-dn	300-1	300-1	200-½
Arba VHF Int	RID-VOR	Direct	2700	C-dn	500-1	500-1	500-1½
				S-dn-6	500-1	500-1	500-1
				A-dn#	NA	NA	NA
				If Int* received, landing minimums are:			
				C-dn	400-1	500-1	500-1½
				S-dn-6	400-1	400-1	400-1

Procedure turn S side of crs, 243° Outbnd, 063° Inbnd, 2700′ within 10 miles.
Minimum altitude over facility on final approach crs, 1600′.
Crs and distance, breakoff point to approach end of runway, 054°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of RID VOR, climb to 2700′ on R-063 and return to RID VOR.
NOTE: All aircraft except scheduled air carrier obtain altimeter setting from Dayton, Ohio, radio prior to IFR approach.
*Int RID-VOR R-243 and 330° bearing from RID "H" facility.
#AIR CARRIER NOTE: 800-2 authorized for those air carriers with weather reporting service.

City, Richmond; State, Ind.; Airport Name, Municipal; Elev., 1141′; Fac. Class., BVOR; Ident., RID; Procedure No. TerVOR-6, Amdt. 2; Eff. Date, 25 Apr. 64; Sup. Amdt, No. 1; Dated, 3 June 61

Camden Int	RID-VOR	Direct	2700	T-dn	300-1	300-1	200-½
Arba VHF Int	RID-VOR	Direct	2700	C-dn	500-1	500-1	500-1½
				S-dn-24	500-1	500-1	500-1
				A-dn*	NA	NA	NA

Procedure turn N side of crs, 045° Outbnd, 225° Inbnd, 2700′ within 10 miles.
Minimum altitude over facility on final approach crs, 1600′.
Crs and distance, breakoff point to approach end of runway, 235°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of RID VOR, climb to 2700′ on RID VOR R-245 and return to RID VOR.
NOTE: All aircraft except scheduled air carrier obtain altimeter setting from Dayton, Ohio, radio prior to IFR approach.
*AIR CARRIER NOTE: 800-2 authorized for those air carriers with weather reporting service.

City, Richmond; State, Ind.; Airport Name, Municipal; Elev., 1141′; Fac. Class., BVOR; Ident., RID; Procedure No. TerVOR-24, Amdt. 2; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 1; Dated, 29 Apr. 61

Forest Int*	Oxon Int**	Direct	1300	T-dn	300-1	300-1	200-½
Oxon Int**	Eagle Int# (final)	Direct	600	C-dn	700-1	700 1	700-1½
				S-dn-33	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn not authorized.
Radar vectors to final approach crs authorized, approach radial DCA 160°.
Minimum altitude over facility on final approach crs, 500′.
Crs and distance breakoff point to Runway 33, 330°—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of DCA VOR, make climbing left turn to 2000′ altitude on 320° DCA VOR, proceed to Potomac Int, hold NW on DCA R-320, 140° Inbnd, 1-minute right turns.
NOTE: Functioning dual receivers required.
CAUTION: Terrain and buildings 240′ 1.3 miles SE of airport. Washington Monument 596′ 1.6 miles N of airport. 193′ stack 1.3 miles SW of airport.
*Forest Int: Int R-160 DCA VOR and R-278 OTT VOR.
**Oxon Int: Int R-160 DCA VOR and R-265 ADW VOR.
#Eagle Int: Int R-160 DCA VOR and R-285 ADW VOR.
MSA: 000°-270°—1600′; 270°-360°—2000′.

City, Washington, D.C.; Airport Name, National; Elev., 15′; Fac. Class., BVOR; Ident., DCA; Procedure No. TerVOR-33, Amdt. Orig.; Eff. Date, 25 Apr. 64

Oakwood Int*	Groveton Int** (final)	Direct	1400	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				S-dn	NA	NA	NA
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 203° Outbnd, 023° Inbnd, 1500′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 700′. Maintain 1400′ altitude until passing Groveton Int.**
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of DCA VOR, make immediate left climbing turn to 2000′ on R-320 DCA VOR and proceed to Potomac Int, hold NW on DCA R-320, 140° Inbnd, 1-minute right turns.
CAUTION: 442′ temple 2.5 miles SW of airport. 590′ monument 1.6 miles N of airport.
*Oakwood Int: Int R-203 DCA VOR and R-278 OTT VOR.
**Groveton Int: Int R-203 DCA VOR and R-288 OTT VOR.

City, Washington, D.C.; Airport Name, National; Elev., 15′; Fac. Class., BVOR; Ident., DCA; Procedure No. TerVOR R-206, Amdt. Orig.; Eff. Date, 25 Apr. 64

5. By amending the following very high frequency omnirange-distance measuring equipment (VOR–DME) procedures prescribed in § 97.15 to read:

VOR–DME STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
North Plains Int/11-mile DME fix R-334	UBG VOR	Direct	3000	T-dn	500-1	500-1	500-1
Oswego Int/11-mile DME fix R-048	UBG VOR	Direct	3000	C-d	1000-1	1000-1	1000-1½
Aurora Int/10-mile DME fix R-111	UBG VOR	Direct	3000	C-n	1000-2	1000-2	1000-2
10-mile DME fix R-183	5-mile DME fix R-183	Direct	2700	A-dn*	NA	NA	NA
5-mile DME fix R-183	UBG VOR (final)	Direct	2400				
Gladstone Int/17-mile DME fix R-085	UBG VOR	Direct	3500				

Procedure turn W side of crs, 166° Outbnd, 346° Inbnd, 2700′ within 10 miles.
Final approach from holding pattern at UBG VOR not authorized, procedure turn required.
Minimum altitude over facility on final approach crs, 2400′.
Crs and distance, facility to airport, 346°—11.1 miles.
CAUTION: VOR reception not available over airport below 700′.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing UBG VOR, or at the 6.0-mile DME fix R-346, turn right to crs 110° to intercept UBG VOR R-014 thence direct to UBG VOR climbing to 2700′. Operations from 6.0 miles to airport must be conducted in accordance with visual flight rules.
*No public weather service. Air Carrier use not authorized.
MSA: 045°-135°—3500′; 135°-225°—2900′; 225°-315°—4600′; 315°-045°—3300′.

City, Hillsboro; State, Oreg.; Airport Name, Hillsboro Municipal; Elev., 204′; Fac. Class., M-BVORTAC; Ident., UBG; Procedure No. VOR/DME No. 1, Amdt. Orig; Eff. Date, 25 Apr. 64

From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
TPA Rbn	PIE VOR	Direct	1600	T-dn	300-1	300-1	*200-½
Culpepper Int#or 9-mile DME fix on R-274	PIE VOR (final)	Direct	1600	C-d	700-1	700-1	700-1½
				C-n	700-2	700-2	700-2
				S-d-9	700-1	700-1	700-1½
				S-n-9	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2
				If 5-mile DME or radar fix on R-063 received, the following minimums are authorized:			
				C-dn	500-1	500-1	500-1½
				S-dn-9	500-1	500-1	500-1

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 243° Outbnd, 063° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, 1600′; at 5-mile DME or radar fix on R-063 700′.
Crs and distance, facility to airport, 063°—8.7 miles; 5-mile DME or radar fix on R-063 to airport, 063°—3.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing 5-mile DME or radar fix or 8.7 miles after passing PIE VOR, turn left, climb to 1600′ and return direct to PIE VOR or when directed by ATC, turn left, climb to 1500′ and proceed direct to TP LOM.
NOTE: When authorized by ATC, DME orbits may be used from R-132 clockwise through R-334 within 15 miles at 1500′ to position aircraft for a straight-in approach with the elimination of the procedure turn.
AIR CARRIER NOTES: 200-½ absolute minimum for takeoff Runway 27. Runway 14-32 closed to all air carrier operations.
CAUTION: 210′ radio tower 1 mile WSW of airport.
*1 mile visibility required all operations runway 14-32.
#Culpepper Int: Int PIE VOR R-274 and 344° bearing from Egmont RBn.
MSA: 000°-090°—1500′; 090°-180°—2100′; 180°-270°—1500′; 270°-360°—1300′.

City, Tampa; State, Fla.; Airport Name, International; Elev., 27′; Fac. Class., BVORTAC; Ident., PIE; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. Date, 25 Apr. 64

6. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
BIL VOR	LOM	Direct	5300	T-dn*	300-1	300-1	200-½
BIL RBn	LOM	Direct	5300	C-dn	400-1	500-1	500-1½
Park City FM	LOM	Direct	5300	S-dn-9#¢	200-½	200-½	200-½
Musselshell Int	LOM	Direct	6000	A-dn$	600-2	600-2	600-2
Rapelje DME Int**	LOM	Direct	5300				
Ryegate Int	LOM	Direct	5300				
12-mile DME fix R-284 BIL VOR	W crs ILS (final)	Via R-284 BIL-VOR.	5000				

Procedure turn S side of crs, 275° Outbnd, 095° Inbnd, 5300′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 5000′.
Altitude of glide slope and distance to approach end of runway at OM 4894′—4.0 miles; at MM 3815′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 5200′ on SE crs of the ILS within 15 miles or, when directed by ATC, climb to 5300′ on R-055 BIL-VOR within 20 miles, or climb to 5300′ on R-114 BIL-VOR within 20 miles.
*Takeoff below 300-1 not authorized on Runways 4-22 and 16-34.
**Rapelje DME Int: Int BIL-VOR R-284 and 25-mile DME fix.
#400-1 required when glide slope not utilized.
¢300-¾ required when control tower not in operation.
$Alternate minimums not authorized when control tower not in operation.

City, Billings; State, Mont.; Airport Name, Logan Field; Elev., 3606′; Fac. Class., ILS; Ident., I-BIL; Procedure No. ILS-9, Amdt. 8; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 7; Dated, 4 Jan. 64

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Transition				Ceiling and visibility minimums			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
De Pere Int*	LOM (final)	Direct	2200	T-dn	300-1	300-1	200-½
OSH VOR	De Pere Int*	Direct	2500	C-dn	400-1	500-1	500-1½
Pine Grove Int	LOM	Direct	3000	S-dn-6¢$	200-½	200-½	200-½
Wolf Int	LOM	Direct	2300	A-dn#	600-2	600-2	600-2
Bear Creek Int	LOM	Direct	2300				
GRB VOR	LOM	Direct	2300				
Sherwood Int	LOM	Direct	2300				
Stadium Int	LOM	Direct	2300				
Waffle Int	LOM	Direct	2300				
Nicollet Int	LOM	Direct	3000				
Freedom Int**	LOM	Direct	2300				

Procedure turn S side of crs, 239° Outbnd, 059° Inbnd, 2300′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2200′.
Altitude of glide slope and distance to approach end of runway at OM, 2138′—5.0 miles; at MM, 882′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left climbing turn to 2300′, proceed direct to LOM or, when directed by ATC, (1) make left climbing turn to 2300′, proceed direct to GRB-VOR or (2) climb to 2300′ on NE crs GRB ILS within 20 miles.
NOTE: Due to 2049′ tower 7 miles SE of airport, aircraft departing on Runway 18 which are SE bound climb to 2500′ on runway heading before proceeding on crs. Aircraft departing Runway 12 which are southeastbound, turn left after takeoff, climb to above 2500′ on a 075° magnetic bearing from the GR LOM before proceeding on crs.
Other change: Deletes Caution Note.
*DePere Int: Int OSH VOR R-012 and SW crs ILS.
**Freedom Int: Int GRB VOR R-204 and SW crs ILS.
¢400-¾ required when glide slope not utilized.
#Alternate minimums not authorized when control tower not in operation.
$300-¾ required when control tower not in operation.

City, Green Bay; State, Wis.; Airport Name, Austin-Straubel; Elev., 694′; Fac. Class., ILS; Ident., I-GRB; Procedure No. ILS-6, Amdt. 5; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 4; Dated, 14 Mar. 64

GRB-VOR	Stadium Int	Direct	2300	T-dn	300-1	300-1	200-½
Little Rapids Int¢	Stadium Int	Direct	2300	C-dn	400-1	500-1	500-1½
Clare Int$	Stadium Int	Direct	2300	S-dn-24	400-1	400-1	400-1
Freedom Int*	Stadium Int	Direct	2300	A-dn***	800-2	800-2	800-2
Oneida Int**	Stadium Int	Direct	2300				
Green Bay LOM	Stadium Int	Direct	2300				

Procedure turn N side of crs, 059° Outbnd, 239° Inbnd, 2300′ within 10 miles of Stadium Int.
No glide slope.
Minimum altitude over Stadium Int on final approach crs, 2000′.
Crs and distance, Stadium Int to airport, 239°—5.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing Stadium Int, climb to 2300′ on SW crs GRB ILS, proceed to LOM or, when directed by ATC, make right climbing turn to 2300′, proceed direct to GRB-VOR.
NOTE: Due to 2049′ tower 7 miles SE of airport, aircraft departing on Runway 18 which are southeastbound, climb to 2500′ on runway heading before proceeding on crs. Aircraft departing Runway 12 which are southeastbound, turn left after takeoff, climb to above 2500′ on a 075° bearing from the GR LOM before proceeding on crs.
*Freedom Int: Int GRB VOR R-204 and SW crs ILS.
**Oneida Int: Int GRB VOR R-181 and SW crs ILS.
¢Little Rapids Int: Int GRB VOR R-164 and SW crs ILS.
$Clare Int: Int GRB VOR R-130 and NE crs ILS.
***Alternate minimums not authorized during hours control tower not in operation.
Stadium Int: Int R-099 GRB VOR and NE crs ILS.
MSA: 000°-360°—3000′.

City, Green Bay; State, Wis.; Airport Name, Austin-Straubel; Elev., 694′; Fac. Class., ILS; Ident., I-GRB; Procedure No. ILS-24 (back course), Amdt. 3; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 2; Dated 11 Apr. 64

Bryceville Int	LOM	Direct	2000	T-dn	300-1	300-1	200-½
JAX RBn	LOM	Direct	2000	C-dn	400-1	500-1	500-1½
JAX VOR	LOM	Direct	2000	S-dn-5*	200-½	200-½	200-½
Blue Jacket Int	LOM	Direct	2000	A-dn	600-2	600-2	600-2
Sunbeam Int	LOM	Direct	2000				
Callahan Int	LOM	Direct	2000				
Shiloh Int	LOM	Direct	2000				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N** side of crs, 225° Outbnd, 045° Inbnd, 2000′ within 10 miles. Procedure turn not authorized unless approved by ATC.
Minimum altitude at glide slope interception Inbnd, 1200′.
Altitude of glide slope and distance to approach end of runway at OM 1170′—4.0 miles, at MM 220′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1600′ on a crs from the LOM of 045° within 15 miles or, when directed by ATC, climb to 1600′ on R-089 JAX VOR within 20 miles.
CAUTION: Restricted area 2903A and 2903B located 14 miles SW of airport.
*400-¾ required when glide slope not utilized.
**Procedure turn N side due to traffic at Jacksonville NAS.
MSA: 000°-090°—1200′; 090°-180°—2100′; 180°-270°—1700′; 270°-360°—1400′.

City, Jacksonville; State, Fla.; Airport Name, Imeson; Elev., 52′; Fac. Class., ILS; Ident., I-JAX; Procedure No. ILS-5, Amdt. 20; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 19; Dated, 28 Dec. 63

LAN VOR	Grand Ledge Int#	Direct	2500	T-dn	300-1	300-1	200-½
Int W crs LAN ILS and LAN R-297	Eagle Int	Direct	2500	C-dn	400-1	500-1	500-1½
LAN LOM	Grand Ledge Int#	Direct	2500	S-dn-9	400-1	400-1	400-1
St. Johns Int	Grand Ledge Int#	LAN R-031 and W crs ILS.	2500	A-dn*	800-2	800-2	800-2
Eagle Int	Grand Ledge Int# (final)	Direct	2200				

Procedure turn S side W crs, 273° Outbnd, 093° Inbnd, 2500′ within 10 miles.
No glide slope. Altitude over Grand Ledge Int,# 2200′.
No outer marker or middle marker. Crs and distance to approach end of runway, 093°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing Grand Ledge Int,# climb to 2500′ on E crs ILS, proceed to LOM or, when directed by ATC, make left turn climbing to 2500′ and proceed to St Johns Int via LAN VOR R-031.
NOTES: 1. Procedure not authorized unless aircraft equipped to receive ILS and VOR simultaneously. 2. Tower operates part time.
*Alternate minimums authorized only when LAN tower is operational.
#Grand Ledge Int: Int W crs LAN ILS and R-360 LAN.

City, Lansing; State, Mich.; Airport Name, Capital City; Elev., 859′; Fac. Class., ILS; Ident., I-LAN; Procedure No. ILS-9 (back course), Amdt. 6; Eff. Date, 30 Apr. 64 Sup. Amdt. No. 5; Dated, 21 Sept. 63

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
Lansing VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
St. Johns Int	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Fowler Int	LOM#	Direct	2900	S-dn-27$	200-½	200-½	200-½
Eagle Int*	LOM	Direct	2500	A-dn**	600-2	600-2	600-2

Procedure turn N side crs, 093° Outbnd, 273° Inbnd, 2500′ within 10 miles.
Minimum altitude at glide slope int Inbnd, 2000′.
Altitude of glide slope and distance to approach end of runway at OM, 1924′—3.5 miles; at MM, 1062′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500′ of W crs ILS to Grand Lodge Int## or, when directed by ATC, make right turn, climb to 2500′ and proceed to St. Johns Int via LAN VOR R-031.
NOTES: 1. Final approach from holding pattern at LOM not authorized, procedure turn required. 2. Tower operates part time.
Other change: Deletes Caution Note regarding obstructions.
*Eagle Int: Int R-321 LAN-VOR and W crs ILS or the 273° bearing from LOM.
#Authorized as final transition when interception of E crs ILS made via R-311 of SVM. Minimum altitude 2100′ after interception of E crs ILS.
$400-1 required with glide slope inoperative. 300-¾ required when tower not operating.
##Grand Ledge Int: Int W crs LAN ILS and LAN R-360.
**Alternate minimums authorized only when LAN tower is operating.

City, Lansing; State, Mich.; Airport Name, Capital City; Elev., 859′; Fac. Class., ILS; Ident., I-LAN; Procedure No. ILS-27, Amdt. 10; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 9; Dated, 22 June 63

Wheeling VOR	Hookstown Int	Direct	3000	T-dn	300-1	300-1	200-½
Hookstown Int#	LOM (final)	Direct	2700	C-dn	500-1	500-1	500-1½
				S-dn-10L*	300-¾	300-¾	300-¾
				A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn not authorized. Radar vectoring required.
Minimum altitude at glide slope interception Inbnd, 2700′.
Altitude of glide slope and distance to approach end of runway at OM 2665′—4.3 miles; at MM 1442′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000′ on 102° crs to GP LOM, hold E, 1-minute right turns, 277° Inbnd.
*400-¾ required with glide slope inoperative.
#Hookstown Int: Int of HLG R-016 and LXB ILS W crs.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203′; Fac. Class., ILS; Ident., I-LXB; Procedure No. ILS-10L, Amdt. 1; Eff. Date, 25 Apr. 64; Sup. Amdt. No. Orig.; Dated, 22 Feb. 64

Woodland FM	SVY RBn	Direct	3200	T-dn* **	300-1	300-1	200-½
Scappoose VHF Int	SVY RBn (final)	Direct	3000	C-dn%	700-1	700-1	700-1½
UBG VOR	SVY RBn	Direct	3200	S-dn-10 R# ##	300-¾	300-¾	300-¾
Willamette FM	SVY RBn	Direct	3200	A-dn	700-2	700-2	700-2
PDX VOR	SVY RBn	Direct	3200				
PO-LFR	SVY RBn	Direct	3200				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 278° Outbnd, 098° Inbnd, 3200′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude at glide slope int Inbnd, 3000′.
Altitude of glide slope and distance to approach end of runway at SVY RBn, 3000′—9.4 miles; at OM, 1357′—4.0 miles; at MM, 280′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3700′ direct to IA LOM, continue climb in a 1-minute left-turn holding pattern E of IA LOM or, when directed by ATC, proceed direct to PDX VOR, climbing to 4000′.
*200-½ authorized Runways 10R/L and 28R/L only. 700-2 required on Runways 2 and 20.
#500-¾ required when glide slope not utilized.
%CAUTION: 600′ terrain 1.8 miles SE of airport.
**Runway visual range 2600′, also authorized for takeoff on Runway 10R in lieu of 200-½ when 200-½ authorized; provided high-intensity runway lights are operational.
##Runway visual range 4000′, also authorized for landing on Runway 10R provided all components of the ILS, high-intensity runway lights, approach lights, condenser-discharge flashers, outer compass locator, and all related airborne equipment are operating satisfactorily. Descent below 323′ shall not be made unless visual contact with approach lights has been established or the aircraft is clear of the clouds.

City, Portland; State, Oreg.; Airport Name, Portland International; Elev., 23′; Fac. Class., ILS; Ident., I-PDX; Procedure No. ILS-10R, Amdt. 13; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 12; Dated, 24 Aug. 63

CAP-VOR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
Waverly Int	LOM	Direct	2200	C-dn	400-1	500-1	500-1½
Dawson Int	LOM	Direct	2600	S-dn-4	200-½	200-½	200-½
Tallula Int	LOM	Direct	2200	A-dn	600-2	600-2	600-

Procedure turn S side of crs, 218° Outbnd, 038° Inbnd, 2200′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2100′.
Altitude of glide slope and distance to approach end of runway at OM 2077′—5.1 miles, at MM 797′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2100′ and proceed to CAP-VOR.
Other change: Deletes transition from SI LFR.
Tallula Int: Int CAP VOR R-265 and 310° bearing from SPI LOM.
Dawson Int: Int CAP VOR R-101 and 055° bearing from SPI LOM.

City, Springfield; State, Ill.; Airport Name, Capital; Elev., 593′; Fac. Class., ILS; Ident., I-SPI; Procedure No. ILS-4, Amdt. 10; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 9; Dated, 30 Mar. 63

SP-LOM	Sherman Int*	Direct	2100	T-dn	300-1	300-1	200-½
CAP VOR	Sherman Int*	Direct	2100	C-dn	400-1	500-1	500-1½
				S-dn-22	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 038° Outbnd, 218° Inbnd, 2100′ within 10 miles of Sherman Int.*
Minimum altitude over facility on final approach crs, 1400′.
Crs and distance, facility to airport, 218°—3.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles after passing Sherman Int,* climb to 2200′ and proceed to SP LOM.
NOTE: ILS procedure not authorized unless aircraft equipped to receive ILS/VOR simultaneously. Approach from VOR holding pattern not authorized. Procedure turn required.
Other change: Deletes transition from SPI LFR.
*Sherman Int: Int NE crs SPI ILS and R-128 CAP VOR.

City, Springfield; State, Ill.; Airport Name, Capital; Elev., 593′; Fac. Class., ILS; Ident., I-SPI; Procedure No. ILS-22 (back course), Amdt. 2; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 1; Dated, 18 Aug. 62

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
HUF RBn	LOM	Direct	2100	T-dn	300-1	300-1	200-½
HUF VOR	LOM	Direct	2100	C-dn	400-1	500-1	500-1½
LEU VOR	LOM	Direct	2100	S-dn-5#	300-¾	300-¾	300-¾
Fairbanks Int	LOM	Direct	2100	A-dn*	600-2	600-2	600-2
Sanford Int	LOM	Direct	2200				
Int R-248 LEU-VOR and HUF ILS SW crs.	Prairie Creek Int	Direct	2400				
Prairie Creek Int	LOM (final)	Direct	1900				
Spencer Int	LOM	Direct	2200				
Clinton Int	LOM	Direct	2200				

Procedure turn S side crs, 225° Outbnd, 045° Inbnd, 2100' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1900'.
Altitude of glide slope and distance to approach end of runway at LOM, 1848'—4.7 miles, at LMM 761'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2100' on NE crs HUF ILS and proceed direct to Carbon Int or, when directed by ATC, make climbing right turn to 2200' and proceed direct to LEU-VOR.
NOTES: 1. No approach lights. 2. Tower operates part time.
#400-1 required when glide slope not utilized.
*Alternate minimums authorized only when HUF tower is operational.

City, Terre Haute; State, Ind.; Airport Name, Hulman Field; Elev., 585'; Fac. Class., ILS; Ident., I-HUF; Procedure No. ILS-5, Amdt. 3; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 2; Dated, 21 Mar. 64

Int HUF R-009 and SCJ R-339	Carbon Int#	Via SCJ R-339	2000	T-dn	300-1	300-1	200-½
Carbon Int#	HUF RBn (final)	Direct	1500	C-dn	400-1	500-1	500-1½
Carbon Int#	HUF VOR (final)	Direct	1500	S-dn-23	400-1	400-1	400-1
Clinton Int	HUF VOR or HUF RBn	Direct	2200	A-dn*	800-2	800-2	800-2
Spencer Int	HUF VOR or HUF RBn	Direct	2200				
Sandford Int	HUF VOR or HUF RBn	Direct	2200				
Fairbanks Int	HUF VOR or HUF RBn	Direct	2200				
Manhattan Int	HUF VOR or HUF RBn	Direct	2200				
LEU VOR	HUF VOR or HUF RBn	Direct	2200				
HUF LOM	HUF VOR or HUF RBn	Direct	2000				

Procedure turn N side localizer crs, 045° Outbnd, 225° Inbnd, 2000' within 10 miles of HUF RBn* or HUF VOR.**
Minimum altitude over HUF RBn, 1500'; over HUF VOR, 1500'.
Crs and distance, HUF RBn ro airport, 225°—4 miles, HUF VOR to airport, 229°—3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing HUF RBn or 3 miles after passing HUF VOR, climb to 2200' southwestbound on SW crs HUF ILS to Prairie Creek Int## or, when directed by ATC, make climbing left turn to 2200' and proceed direct to LEU VOR.
NOTES: 1. No glide slope. 2. No approach lights. 3. This procedure not authorized unless aircraft equipped to receive ILS and ADF or ILS and VOR simultaneously. 4. Tower operates part time.
Other change: Deletes transition from Bainbridge Int.
*Alternate minimums authorized only when HUF tower is operational.
#Carbon Int: Int NE crs HUF ILS and LEU R-013.
##Prairie Creek Int: Int HUF ILS SW crs and LEU R-280.

City, Terre Haute; State, Ind.; Airport Name, Hulman Field; Elev., 585'; Fac. Class., ILS; Ident., I-HUF; Procedure No. ILS-23 (back course), Amdt. 3; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 2; Dated, 14 Sept. 63

ICT VOR	LOM	Direct	2700	T-dn	300-1	300-1	200-½
Conway Int	LOM	Direct	2900	C-dn	400-1	500-1	500-1½
Mayfield Int	Anson Int*	Direct	3000	S-dn-1	200-½	200-½	200-½
Anson Int*	LOM (final)	Direct	2600	A-dn	600-2	600-2	600-2

Radar vectoring to final approach crs authorized in accordance with approved pattern.
Procedure turn W side of crs, 190° Outbnd, 010° Inbnd, 2700' within 10 miles. (Procedure turn nonstandard to avoid McConnell AFB.)
Minimum altitude at glide slope interception Inbnd, 2600'.
Altitude of glide slope and distance to approach end of runway at OM, 2528'—4.1 miles, at MM 1523'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left turn, climb to 3400' proceeding Outbnd on R-216 ICT-VOR within 20 miles or, when directed by ATC, climb to 3400' on N crs ICT ILS, intercept R-027 ICT-VOR, proceed to Whitewater Int.
CAUTION: Simultaneous approaches being conducted on McConnell AFB. 2444' tower 8.4 miles NNW of airport.
NOTE: Aircraft executing missed approach may be radar vectored after being reidentified.
Other changes: Deletes transitions from Viola RBn and Oxford RBn.
*Anson Int: SW crs ICT ILS and IAB VOR R-260. Radar identification of Anson Int authorized.

City, Wichita; State, Kans.; Airport Name, Municipal; Elev., 1332'; Fac. Class., ILS; Ident., I-ICT; Procedure No. ILS-1, Amdt. 6; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 5; Dated, 13 Apr. 63

ICT-VOR	Kechi Int*	Direct	3000	T-dn	300-1	300-1	200-½
White Water Int	Kechi Int* (final)	Via R-027 ICT VOR (V-77) and N crs ICT ILS.	3000	C-dn	400-1	500-1	500-1½
				S-dn-19	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
DeGraff Int	Kechi Int* (final)	Via R-051 ICT VOR (V-12) and N crs ICT ILS.	3000				

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn E side of crs, 010° Outbnd, 190° Inbnd, 3000' within 10 miles of Kechi Int.* Procedure turn nonstandard account of 2444' tower W.
Minimum altitude over Goddard Int** on final approach crs, 2200'; over Kechi Int,* 3000'.
Crs and distance, Goddard Int** to airport, 190°—3.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.7 miles after passing Kechi Int*, make right turn climbing to 3400' and proceed Outbnd on R-216 ICT-VOR within 20 miles of ICT-VOR or, when directed by ATC, climb to 3000' on S crs ICT ILS and proceed to Mayfield Int.
NOTES: 1. Aircraft executing missed approach may be radar vectored after being reidentified. 2. When radar not available procedure authorized only for aircraft equipped to receive ILS and VOR simultaneously. 3. No glide slope.
CAUTION: 2444' tower 8.4 miles NW of airport.
*Kechi Int: Int of ICT VOR R-051 (V-12) and N crs ICT ILS—radar identification authorized.
**Goddard Int: Int of ICT VOR R-108 and N crs ILS—radar identification authorized.

City, Wichita; State, Kans.; Airport Name, Municipal; Elev., 1332'; Fac. Class., ILS; Ident., I-ICT; Procedure No. ILS-19 (back course), Amdt. 4; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 3; Dated, 13 Apr. 63

7. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. 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				Ceiling and visibility minimums			
From—	To—	Distance	Altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
				Precision approach/ASR approach			
				T-dn	800-1	800-1	800-1
				C-d	800-1½	800-1½	800-1½
				C-n	1000-2	1000-2	1000-2
				S-dn-6L	400-1	400-1	400-1
				A-dn	1000-2	1000-2	1000-2

This instrument approach to be conducted in accordance with U.S. Navy GCA standard instrument approach and applies to civil aircraft only.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished Runway 6L, climb on 062° to 2000′ and contact GCA.

NOTES: 1. 3.15° glide slope. 2. Radar handoffs by Guam radar (FAA) authorized in accordance with approved patterns.

City, Agana, Guam, M.I.; Airport Name, NAS, Agana; Elev., 298′; Fac. Class., NAS Agana; Ident., GSA; Procedure No. 1, Amdt. Orig.; Eff. Date, 25 Apr. 64

Radar terminal area maneuvering sectors and altitudes													
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.
030	150	10	4000	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------
150	030	20	2600	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

Ceiling and visibility minimums			
Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
Precision approach			
T-dn	300-1	300-1	200-½
C-d	1000-1	1000-1	1000-1½
C-n	1000-2	1000-2	1000-2
S-dn-17	200-½	200-½	200-½
S-dn-35	300-¾	300-¾	300-¾
A-dn	1000-2	1000-2	1000-2
Surveillance approach			
S-d-17	800-1	800-1	800-1
S-n-17	800-2	800-2	800-2
S-d-35	700-1	700-1	700-1
S-n-35	700-2	700-2	700-2

Radar terminal transition altitudes: All bearings are from radar site within sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished for Runway 17, climb to 2500′, proceed direct to Whitesburg RBn and enter holding pattern or, when directed by ATC, turn right and climb to 2600′ on R-349 of HUA VOR within 20 miles. Runway 35, climb to 2600′ on R-349 of HUA VOR within 20 miles.

NOTES: Authorized for military use only, except by prior arrangement.

CAUTION: High terrain 1.7 miles E of airport with tower, elevation 1371′. Due to terrain and towers in maneuvering areas, radar guidance will not be discontinued until the aircraft has either landed or climbed to designated altitude and crs on missed approach.

City, Huntsville; State, Ala.; Airport Name, Redstone AAF; Elev., 682′; Fac. Class and Ident., Redstone Radar; Procedure No. 1, Amdt. 2; Eff. Date, 25 Apr. 64; Sup. Amdt. No. 1; Dated, 1 Feb. 64

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
000°	360°	0-25 miles*	3000	Surveillance approach			
				T-d#	300-1	300-1	NA
				C-d#	700-1	700-1	NA
				S-D-18#	700-1	700-1	NA
				A-d#	NA	NA	NA

All bearings and distances are from radar site.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climbing to 3100′ on R-002 IAB VOR, intercept R-051 ICT VOR, proceed to DeGraff Intersection.

NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.

Other changes: Deletes vector area 030° to 300°, 300° to 030°, 0 to 10 miles.

*3400′ within 0-3 miles of 2444′ tower located 15 miles WNW of Beech Airport.

#Airport attended Monday through Friday, daylight hours only. No runway lights.

City, Wichita; State, Kans.; Airport Name, Beech; Elev., 1387′; Fac. Class and Ident., Wichita Radar; Procedure No. 1, Amdt. 1; Eff. Date, 30 Apr. 64; Sup. Amdt. No. Orig.; Dated, 2 Mar. 63

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
					2-engine or less		
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
000°	360°	0-5 miles	2700	Surveillance approach			
000°	360°	5-25 miles#	3000				
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-1-19	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar transition altitudes: All bearings and distances are from Wichita Municipal Airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished for Runway 01, climb to 3000′ on heading 010°, intercept and proceed Outbnd on 010° bearing from IC LOM within 20 miles or, when directed by ATC, make left turn climbing to 3400′, intercept ICT VOR R-216, proceed Outbnd on R-216 within 20 miles. Runway 19, make right turn climbing to 3400′, intercept and proceed Outbnd on ICT VOR R-216 within 20 miles of VOR or, when directed by ATC, climb to 2700′ and proceed directly to IC LOM.

NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.

#3400′ within 0-3 miles and 2900′ within 3-5 miles of 2444′ TV tower located 8.4 miles NNW of airport.

City, Wichita; State, Kans.; Airport Name, Municipal; Elev., 1332′; Fac. Class and Ident., Wichita Radar; Procedure No. 1, Amdt. 3; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 2; Dated, 2 Mar. 63

These procedures shall become effective on the dates specified therein.

These amendments are made under the authority of sections 307(c), 313(a), and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775).

Issued in Washington, D.C., on March 19, 1964.

G. S. MOORE,
Director, Flight Standards Service.

[F.R. Doc. 64-2865; Filed, Apr. 22, 1964; 8:45 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. C-734]

PART 13—PROHIBITED TRADE PRACTICES

Advanced Quilting and Batting Corp., et al.

Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely:* 13.-1108-40 Federal Trade Commission Act. Subpart—Misbranding or mislabeling: § 13.1185 *Composition:* 13.1185-90 Wool Products Labeling Act; § 13.1212 *Formal regulatory and statutory requirements:* 13.1212-90 Wool Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, secs. 2-5, 54 Stat. 1128-1130; 15 U.S.C. 45, 68) [Cease and desist order, Advanced Quilting and Batting Corp., et al., Brooklyn, N.Y., Docket C-734, April 9, 1964]

In the Matter of Advanced Quilting and Batting Corp., a Corporation, and Rubin Partel, Mark Zelkowitz, and Joe Rosenthal, Individually and as Officers of Said Corporation

Consent order requiring Brooklyn, N.Y., manufacturers of wool products to cease violating the Wool Products Labeling Act by such practices as labeling and invoicing as "90% Reprocessed Wool, 10% Other Fibers" and "60% Reprocessed Wool, 40% Other Fibers", quilting materials which contained substantially different fibers and amounts than thus represented, and by failing to label certain of such materials with the wool and other fiber content and to comply with other labeling requirements.

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

It is ordered, That respondents Advanced Quilting and Batting Corp., a corporation, and its officers, and Rubin Partel, Mark Zelkowitz, and Joe Rosenthal, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction or manufacture for introduction into commerce, or the offering for sale, sale, transportation, distribution or delivery for shipment in commerce, of wool interlining material or other wool products, as "commerce" and "wool product" are defined in the Wool Products Labeling Act of 1939, do forthwith cease and desist from:

Misbranding such products by:

1. Falsely and deceptively stamping, tagging, labeling or otherwise identifying such products as to the character or amount of the constituent fibers contained therein.

2. Failing to securely affix to, or place on, each such product a stamp, tag, label, or other means of identification showing in a clear and conspicuous manner each element of information required to be disclosed by section 4(a)(2) of the Wool Products Labeling Act of 1939.

3. Setting forth information required under section 4(a)(2) of the Wool Products Labeling Act of 1939 and the rules and regulations promulgated thereunder in abbreviated form on labels affixed to wool products.

It is further ordered, That respondents Advanced Quilting and Batting Corp., a corporation, and its officers, and Rubin Partel, Mark Zelkowitz, and Joe Rosenthal, individually and as officers of said corporation, and respondents' representatives, agents and employees directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of interlining material or any other textile products in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from misrepresenting the character or amount of constituent fibers contained in quilted interlining material or any other textile products on invoices or shipping memoranda applicable thereto or in any other manner.

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

Issued: April 9, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-3995; Filed, Apr. 22, 1964; 8:46 a.m.]

[Docket No. C-732]

PART 13—PROHIBITED TRADE PRACTICES

Feldman Wholesale Furs Inc., et al.

Subpart—Concealing, obliterating or removing law required and informative marking: § 13.512 *Fur products tags or identification.* Subpart—Misbranding or mislabeling: § 13.1212 *Formal regulatory and statutory requirements:* 13.1212-30 Fur Products Labeling Act; § 13.1255 *Manufacture or preparation:* 13.1255-30 Fur Products Labeling Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure:

§ 13.1852 *Formal regulatory and statutory requirements:* 13.1852–35 Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Feldman Wholesale Furs Inc., et al., Chicago, Ill., Docket C–732, April 2, 1962]

In the Matter of Feldman Wholesale Furs Inc., a Corporation, and Harry Witt, Individually and as an Officer of Said Corporation

Consent order requiring wholesale furriers in Chicago to cease violating the Fur Products Labeling Act by labeling artificially colored fur as natural, failing to comply with labeling requirements, substituting non-conforming labels for those originally attached to fur products, and failing to keep required records.

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

It is ordered, That respondents Feldman Wholesale Furs Inc., a corporation, and its officers and Harry Witt, individually and as an officer of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising or offering for sale in commerce, or the transportation or distribution in commerce, of any fur product; or in connection with the sale, advertising, offering for sale, transportation or distribution, of any fur product which is made in whole or in part of fur which has been shipped and received in commerce; as "commerce", "fur" and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

1. Failing to affix labels to fur products showing in words and in figures plainly legible all of the information required to be disclosed by each of the Subsections of section 4(2) of the Fur Products Labeling Act.

2. Representing directly or by implication on labels that the fur contained in any fur product is natural when the fur contained therein is pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.

It is further ordered, That Feldman Wholesale Furs Inc., a corporation and its officers, and Harry Witt, individually and as an officer of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction, sale, advertising or offering for sale, in commerce, or the processing for commerce, of fur products; or in connection with the selling, advertising, offering for sale, or processing of fur products which have been shipped and received in commerce, do forthwith cease and desist from:

1. Misbranding fur products by substituting for the labels affixed to such fur products pursuant to section 4 of the Fur Products Labeling Act labels which do not conform to the requirements of the aforesaid Act and the rules and regulations promulgated thereunder.

2. Failing to keep and preserve the records required by the Fur Products Labeling Act and the rules and regulations promulgated thereunder in substituting labels as permitted by section 3(e) of the said Act.

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

Issued: April 2, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary*.

[F.R. Doc. 64–3996; Filed, Apr. 22, 1964; 8:46 a.m.]

[Docket No. C–733]

PART 13—PROHIBITED TRADE PRACTICES

James Paris Furs, Inc., et al.

Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely:* 13.1108–45 Fur Products Labeling Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition:* 13.1845–30 Fur Products Labeling Act; § 13.1852 *Formal regulatory and statutory requirements:* 13.1852–35 Fur Products Labeling Act; § 13.1865 *Manufacture or preparation:* 13.1865–40 Fur Products Labeling Act; § 13.1900 *Source or origin:* 13.1900–40 Fur Products Labeling Act: 13.1900–40 (b) Place.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, James Paris Furs, Inc., et al., New York, N.Y., Docket C–733, April 2, 1964]

In the Matter of James Paris Furs, Inc., a Corporation, and James Paris, Individually and as an Officer of Said Corporation

Consent order requiring manufacturing furriers in New York City to cease violating the Fur Products Labeling Act by failing, on invoices, to show the true animal name of fur and the country of origin of imported furs, to disclose when fur was artificially colored, to use the terms "Persian Lamb" and "natural" where required, and to comply in other respects with invoicing requirements.

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

It is ordered, That respondents, James Paris Furs, Inc., a corporation, and its officers, and James Paris, individually and as an officer of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction, manufacture for introduction, or the sale, advertising or offering for sale, in commerce, or the transportation or distribution, in commerce, of any fur product; or in connection with the manufacture for sale, sale, advertising, offering for sale, transportation or distribution of any fur product which is made in whole or in part of fur which has been shipped and received in commerce as "commerce", "fur" and "fur product" are defined in the Fur Products Labeling Act do forthwith cease and desist from falsely or deceptively invoicing fur products by:

1. Failing to furnish invoices to purchasers of fur products showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 5(b)(1) of the Fur Products Labeling Act.

2. Failing to set forth the term "Persian Lamb" in the manner required where an election is made to use that term instead of the word "Lamb".

3. Failing to set forth the term "Natural" as part of the information required to be disclosed on invoices under the Fur Products Labeling Act and rules and regulations promulgated thereunder to describe fur products which are not pointed, bleached, dyed, tip-dyed or otherwise artificially colored.

4. Failing to set forth on invoices the item number or mark assigned to fur products.

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

Issued: April 2, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary*.

[F.R. Doc. 64–3997; Filed, Apr. 22, 1964; 8:46 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 56157]

PART 10—ARTICLES CONDITIONALLY FREE, SUBJECT TO A REDUCED RATE, ETC.

Wools and Camel Hair

Wools and hair of the camel entered under bond for uses enumerated in item 306.00, Tariff Schedules of the United States—Customs Regulations, amended.

Form prescribed for reporting use or transfer for use in violation of bond relating to wools and hair of the camel entered under item 306.00, Tariff Schedules of the United States. Section 10.96, Customs Regulations, amended.

Section 10.96, Customs Regulations, requires that a report be filed with the collector of customs when bonded wool or hair is used or transferred for use otherwise than in the manufacture of the articles enumerated in item 306.00, Tariff Schedules of the United States, but no form is prescribed for this purpose. The number of instances in which a report is required is too small to warrant the publication and stocking of a salable customs form. However, in the interests of uniformity and to insure that all necessary information will be furnished, section 10.96 is amended to set forth the information to be supplied in the report.

Section 10.96 is amended by adding a paragraph (d) reading as follows:

§ 10.96 Reports of use or transfer for use in violation of bond.

* * * * *

(d) The report required by this section shall be in the following form and shall be filed in triplicate:

Date ....

REPORT OF WOOL OR HAIR TRANSFERRED OR USED OUT OF BOND UNDER SECTION 10.96, CUSTOMS REGULATION

Name of dealer or manufacturer ....

Date of transfer or use	If transferred, transferee and address	Quantity	Exact description under which wool or hair was transferred or used	If known, state specific use to which put
....	....	....	....	....
....	....	....	....	....
....	....	....	....	....
....	....	....	....	....

I, ..., of the firm of ...., do hereby state that wool or hair reported herein was transferred or used by me as indicated; that a representative sample (not less than one pound) of such wool or hair has been retained for our records; that such wool or hair (did / did not)* result in the usual course of manufacture of articles enumerated in item 306.00, TSUS, and it (could / could not)* have been used in the manufacture of such articles.

Term bond No. ....

Manufacturer or dealer ....
Per ....
Title ....

Transferred from .... on .... under {Consumption No. .... / Warehouse No. .... / Withdrawal No. ....

For cashier's use only	Wool in its imported form sample submitted herewith	For collector's use only	For comptroller's use only	Remarks
	Net weight .... lbs. Yield .... % Clean yield .... lbs. Item No. ...... Rate ...... Estimated duty			

* Cross out inapplicable words.

(Sec. 101, 76 Stat. 72; Sch. 3, pt. 1C, hdnote 6, Tariff Schedules of the United States)

[SEAL]

PHILIP NICHOLS, Jr.,
Commissioner of Customs.

Approved: April 15, 1964.

JAMES A. REED,
Assistant Secretary of the Treasury.

[F.R. Doc. 64-3970; Filed, Apr. 22, 1964; 8:45 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Bureau of Customs

[19 CFR Part 14]

APPRAISEMENT

Procedure Under Antidumping Act, 1921, As Amended

There was published in the FEDERAL REGISTER of December 24, 1963 (28 F.R. 14245), a notice that the Treasury Department was reviewing its regulations relating to procedures under the Antidumping Act, 1921 (19 CFR 14.6-14.13), and announcing that all interested parties would be afforded an opportunity to file written statements and be heard on January 23, 1964, with regard to these regulations.

After consideration of all the written submissions and oral statements it has been concluded that certain amendments of the regulations should be proposed. Accordingly, notice is hereby given pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. 1003) that it is proposed to amend certain sections of Part 14 of the Customs Regulations (19 CFR Part 14) as indicated in tentative form below:

1. Section 14.6 presently provides that any person outside the Customs Service who has reason to believe or suspect that merchandise is being, or is likely to be, imported under circumstances which bring it within the purview of the Antidumping Act may communicate such beliefs or suspicions to an appraiser of merchandise. It is proposed to amend this section to provide that (1) information furnished pursuant to this section should be based on belief and not merely grounded on suspicion, (2) communications setting forth such information should be addressed to the Commissioner of Customs, (3) certain additional information will be requested, (4) notice of the receipt of information pursuant to this section and other data relating thereto will be published in the FEDERAL REGISTER, and (5) the Commissioner's notice that there are reasonable grounds to believe or suspect sales at less than foreign market value (or constructed value) will specify whether the proper basis of comparison for fair value purposes is purchase price or exporter's sales price.

Accordingly, it is proposed to amend § 14.6 as follows:

Amend the first sentence of paragraph (b), (b) (1) and (2), add (4) and amend (c), (d)(1) and (e) to read as follows:

(b) Any person outside the Customs Service who has information that merchandise is being, or is likely to be, imported into the United States under such circumstances as to bring it within the purview of the Antidumping Act, 1921, as amended,[14] may communicate such information in writing to the Commissioner of Customs. * * *

(1) A detailed description or sample of the merchandise; the name of the country from which it is being, or is likely to be, imported; the name of the exporter or exporters if known; and the ports or probable ports of importation into the United States. If no sample is furnished, the Bureau of Customs may call upon the person who furnished the information to furnish samples of the imported and competitive domestic articles, or either.

(2) Such detailed data as are available with respect to values and prices indicating that such merchandise is being or is likely to be, sold in the United States at less than its fair value, within the meaning of the Antidumping Act, 1921, as amended, including information as to any differences between the foreign market value or constructed value and the purchase price or exporter's sales price which may be accounted for by any difference in taxes, discounts, incidental costs such as those for packing or freight, or other items.

* * * * *

(4) Such suggestions as the person furnishing the information may have as to specific avenues of investigation to be pursued or questions to be asked in seeking pertinent information.

* * * * *

(c) If any information filed pursuant to paragraph (b) of this section, does not conform with the requirements of that paragraph, the Commissioner shall return the communication to the person who submitted it with detailed written advice as to the respects in which it does not conform.

(d)(1) Upon receipt pursuant to paragraph (a), (b), or (c) of this section of information in proper form:

(i) the Commissioner shall publish notice of that fact in the FEDERAL REGISTER, which notice may be referred to as the "Antidumping Proceeding Notice." The date of such receipt shall be the date on which the question of dumping was raised or presented for purposes of sections 201(b) and 202(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(b) and 161(a)) and that date shall be included in the notice. The notice shall also contain a summary of the information received. If a person outside the Customs Service raised or presented the question of dumping, his name shall be included in the notice unless a determination under section 14.6a of these regulations requires that his name not be disclosed.

(ii) the Commissioner shall thereupon proceed promptly to decide whether or not reasonable grounds exist to believe or suspect that the merchandise is being, or is likely to be, sold at less than its foreign market value (or, in the absence of such value, than its constructed value). To assist him in making such decision the Commissioner, in his discretion, may conduct a brief preliminary investigation into such matters, in addition to the invoice or other papers or information presented to him, as he may deem necessary.

* * * * *

(e) If the Commissioner determines pursuant to paragraph (d)(1)(ii) of this section, or in the course of an investigation under paragraph (d)(3)(i) of this section, that there are reasonable grounds to believe or suspect that any merchandise is being, or is likely to be, sold at less than its foreign market value (or, in the absence of such value, than its constructed value) under the Antidumping Act, he shall publish notice of that fact in the FEDERAL REGISTER, furnishing an adequate description of the merchandise, the name of each country of exportation, and the date of the receipt of the information in proper form, and shall advise all appraisers of his action. This notice may be referred to as the "Withholding of Appraisement Notice." If the belief or suspicion relates only to certain shippers, the notice shall also include the names of such shippers. The notice shall also specify whether the appropriate basis of comparison for fair value purposes is purchase price or exporter's sales price if sufficient information is available to so state; otherwise a supplementary notice will be published in the FEDERAL REGISTER as soon as possible which will specify which of such prices is the appropriate basis of comparison for fair value purposes. Upon receipt of such advice, the appraisers shall proceed to withhold appraisement in accordance with the pertinent provisions of section 14.9.

It is proposed to amend Part 14 to change the designation of footnote "14a" to footnote "14."

2. To make available to the fullest extent possible all information received in connection with antidumping proceedings it is proposed to add a new § 14.6a reading as follows:

§ 14.6a Disclosure of information in antidumping proceedings.

(a) *Information generally available.* In general, all information, but not necessarily all documents, obtained by the Treasury Department, including the Bureau of Customs, in connection with any antidumping proceeding will be available for inspection or copying by any interested person, including any importer, exporter or domestic producer of merchandise similar to that which is the subject of the proceeding. With respect to documents prepared by an officer or employee of the United States factual material, as distinguished from recommendations and evaluations, contained in any such document will be made available by summary or otherwise on the same basis as information contained in other documents. Attention is directed to § 24.12 of this chapter relating to fees charged for providing copies of documents.

(b) *Requests for confidential treatment of information.* Any person who submits information in connection with an antidumping proceeding may request that such information, or any specified part thereof, be held confidential. Information covered by such a request shall be set forth on separate pages from other information; and all such pages shall be clearly marked "Confidential Treatment Requested." The Commissioner of Customs or the Secretary of the Treasury or the delegate of either will determine, pursuant to paragraph (c) of this section, whether such information, or any part thereof, shall be treated as confidential. If it is so determined, the information covered by the determination will not be made available for inspection or copying by any person not an officer or employee of the United States Government other than a person who has been specifically authorized to receive it by the person requesting confidential treatment. If it is determined that information submitted with such a request, or any part thereof, should not be treated as confidential, or that summarized or approximated presentations thereof should be made available for disclosure, the person who has requested confidential treatment thereof shall be promptly so advised and, unless he thereafter agrees that the information, or any specified part or summary or approximated presentations thereof, may be disclosed to all interested parties, the information will be disregarded for the purpose of the antidumping proceeding, and no reliance shall be placed thereon in connection with the proceeding.

(c) *Standards for determining whether information will be regarded as confidential.* (1) Information will ordinarily be considered to be confidential only if its disclosure would have a significantly adverse effect upon a person supplying the information or upon a person from whom he acquired the information. Further, if disclosure of information in specific terms or with identifying details would have a significantly adverse effect upon the person supplying the information or upon any person from whom he acquired the information, the information will ordinarily be considered appropriate for disclosure in generalized, summary or approximated form, without identifying details, if it is determined that this course can be followed without its having the significantly adverse effect which direct disclosure of the information would entail.

(2) Information will ordinarily be regarded as appropriate for disclosure if it:

(i) Relates to price information;

(ii) Relates to claimed freely available price allowances for quantity purchases; or

(iii) Relates to claimed differences in circumstances of sale.

(3) Information will ordinarily be regarded as confidential if its disclosure would:

(i) Disclose business or trade secrets;

(ii) Disclose production costs;

(iii) Disclose distribution costs, except to the extent that such costs are relied on to justify allowances for quantity or differences of circumstances of sale;

(iv) Disclose the names of particular customers or the price or prices at which particular sales were made;

(v) Disclose information which would be of significant competitive advantage to a competitor; or

(vi) Affect in a significantly adverse way any person who supplied information, including any informer, or any person from whom the supplier of the information acquired it.

3. To provide more definitive standards for determining when and in what manner it is appropriate to make allowances for price differences based on differences in quantities of merchandise sold it is proposed to amend § 14.7(b) (1) to read as follows:

(1) *Quantities.* In comparing the purchase price or exporter's sales price, as the case may be, with such applicable criteria as sales or offers, on which a determination of fair value is to be based, reasonable allowances will be made for differences in quantities if it is established to the satisfaction of the Secretary that the amount of any price differential is wholly or partly due to such differences. In determining the question of allowances for differences in quantity, consideration will be given, among other things, to the practice of the industry in the country of exportation with respect to affording in the home market (or third country markets, where sales to third countries are the basis for comparison) discounts for quantity sales which are freely available to those who purchase in the ordinary course of trade. Allowances for price discounts based on sales in large quantities ordinarily will not be made unless (i) the exporter during the year prior to the date when the question of dumping was raised or presented had been granting quantity discounts of at least the same magnitude with respect to 20 percent or more of such or similar merchandise which he sold in the home market (or in third country markets when sales to third countries are the basis for comparison) and that such discounts had been freely available to all purchasers, or (ii) the exporter can demonstrate that the discounts are warranted on the basis of savings specifically attributable to the quantities involved.

4. It is proposed to amend § 14.7(b) (3) to provide that in making fair value comparisons between merchandise sold in the United States and similar merchandise sold in either the home market or third country markets differences in the merchandise will ordinarily be considered only to the extent that such differences affect market value. This will make § 14.7(b) (3) more closely parallel to § 14.7(b) (2). As amended, § 14.7(b) (3) would read as follows:

(3) *Similar merchandise.* In comparing the purchase price or exporter's sales price, as the case may be, with the selling price in the home market, or for exportation to countries other than the United States, in the case of similar merchandise described in subdivisions (C), (D), (E), or (F) of section 212(3), Antidumping Act, 1921, as amended (19 U.S.C. 170a(3)), due allowance shall be made for differences in the merchandise. In this regard the Secretary will be guided primarily by the effect of such differences upon the market value of the merchandise but, when appropriate, he may also consider differences in cost of manufacture if it is established to his satisfaction that the amount of any price differential is wholly or partly due to such differences.

5. To define offering price to exclude non bona fide offers, it is proposed to amend § 14.7(b) (4) to read as follows:

(4) *Offering price.* In the determination of fair value, offers will be considered in the absence of sales but an offer made in circumstances in which acceptance is not reasonably to be expected will not be deemed to be an offer.

6. To provide a simple procedure for terminating antidumping procedures when changed circumstances indicate that there is no likelihood of sales below fair value it is proposed to amend § 14.7(b) by adding a new subparagraph (9) to read as follows:

(9) *Likelihood of sales at less than fair value*—(i) *Revision of prices.* Whenever the Secretary of the Treasury is satisfied that an exporter, promptly after learning of an antidumping investigation with respect to his shipments, has revised his prices so as to eliminate the likelihood of his sales in the United States being at prices below his comparable sales in the home market (or in third country markets, when sales to third countries are the basis for comparison) or has, without intention to resume them, terminated his sales to the United States, the Secretary shall publish a notice to this effect in the FEDERAL REGISTER. The notice shall also state that the exporter's action is considered to be evidence that he is not selling and is not likely to sell below fair value and that the Secretary will so determine unless evidence or argument to the contrary is presented within thirty days.

(ii) *Other changed circumstances.* Whenever a person who has filed information pursuant to § 14.6(b), prior to the determination referred to in § 14.8(a), advises the Secretary of the Treasury that he no longer believes it is appropriate to determine that there are, or that there are likely to be, sales below fair value with respect to the merchandise to which his information related, the Secretary may publish a notice of this fact in the FEDERAL REGISTER, together with an invitation to all interested parties to express their views thereon. If, within thirty days after the publication of such notice, comment shall be received indicating that any segment of an industry interested in the antidumping proceeding believes that it is desirable that the determination provided for in § 14.8(a) be made, the Commissioner of Customs and the Secretary of the Treasury shall proceed in accordance with the provisions of that section. Otherwise, the antidumping proceeding may be closed with a determination that this action has been taken pursuant to the procedures herein described.

7. To provide for publication of notice of a tentative determination of whether merchandise is being or is likely to be sold at less than its fair value, and to provide for the receipt of oral views and argument thereon, it is proposed to amend § 14.8(a) to read as follows:

(a) Upon receipt from the Commissioner of Customs of the information referred to in § 14.6(d), the Secretary of the Treasury will proceed as promptly as possible to determine tentatively whether the merchandise in question is in fact being, or is likely to be, sold in the United States or elsewhere at less than its fair value. Notice of the tentative determination, which may be referred to as "Notice of Tentative Determination," will be published in the FEDERAL REGISTER. Interested persons will be given an opportunity to make such written submissions as they desire, within a period which will be specified in the notice, with respect to the contemplated action. Appropriate consideration will be given to any such new or additional information submitted. If any person believes that any information obtained by the Bureau of Customs in the course of an antidumping proceeding is inaccurate he may request in writing that the Secretary of the Treasury afford him an opportunity to present his views in this regard. Upon receipt of such a request the Secretary will notify the person who supplied the information, the accuracy of which is questioned. If the Secretary is satisfied that the circumstances so warrant an opportunity will be afforded by the Secretary or his delegate for both persons to appear, through their counsel or in person, accompanied by counsel if they so desire, to make known their respective points of view and to supply such further information as may be of assistance in leading to a conclusion as to the accuracy of the information in question. The Secretary or his delegate may at any time, upon appropriate notice, request that information or argument be supplied orally to him by any such person or persons as he in his discretion may deem to be appropriate. As soon as possible thereafter, the Secretary will make a final determination. If the determination is affirmative, the Secretary will advise the United States Tariff Commission accordingly.

8. To avoid the retroactive application of dumping duties to merchandise imported by persons whose relationship to the exporter is not such as to justify the use of exporter's sales price as the basis for making the fair value comparison, it is proposed to amend § 14.9(a) to read as follows:

§ 14.9 Action by the appraiser.

(a) Upon receipt of advice from the Commissioner of Customs pursuant to § 14.6(e), if the Commissioner's "Withholding of Appraisement Notice" shall specify that the proper basis of comparison for fair value purposes is exporter's sales price or if that notice does not specify the appropriate basis of comparison for fair value purposes, each appraiser shall withhold appraisement as to such merchandise entered, or withdrawn from warehouse, for consumption, on any date after the 120th day before the question of dumping was raised by or presented to the Secretary of the Treasury or his delegate. If the Commissioner's "Withholding of Appraisement Notice," including any supplementary notice, shall specify that the proper basis of comparison for fair value purposes is purchase price, the appraiser shall withhold appraisement as to such merchandise entered or withdrawn from warehouse for consumption after the date of publication of the "Withholding of Appraisement Notice." Each appraiser shall notify the collector and importer immediately of each lot of merchandise with respect to which appraisement is so withheld. Upon advice of a finding made in accordance with section 14.8(b), the appraiser shall give immediate notice thereof to the collector and the importer when any shipment subject thereto is imported after the date of the finding and information is not on hand for completion of appraisement of such shipment. Customs Form 6459 shall be used to notify the collector and importer whenever appraisement is withheld under this paragraph.

* * * * *

9. To provide that certain warranties will not be regarded as affecting purchase price, it is proposed to amend § 14.9(f) to read as follows:

(f) In calculating purchase price or exporter's sales price, as the case may be, there shall be deducted the amount of any special dumping duties which are, or will be, paid by the manufacturer, producer, seller, or exporter, or which are, or will be, refunded to the importer by the manufacturer, producer, seller, or exporter, either directly or indirectly, but a warranty of nonapplicability of dumping duties granted to an importer with respect to merchandise which is purchased, or agreed to be purchased, before publication of a "Withholding of Appraisement Notice" with respect to such merchandise will not be regarded as affecting purchase price or exporter's sales price.

It is contemplated that if the proposed amendments are adopted they will become effective, but not retroactively, on the date of their adoption. Section 14.6a and the amendments of §§ 14.7(b) (1), (3), and 14.9(a) will not be effective with respect to antidumping proceedings in connection with which the question of dumping was raised or presented for the purposes of section 201(b) and 202(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(b) and 161(a)) before the date of the adoption of the amendments.

Prior to the final adoption of any amendments based on the foregoing, consideration will be given to any relevant data, views, or arguments pertaining thereto which are submitted in writing in duplicate to the Commissioner of Customs, Washington, D.C., 20226, within sixty days from the date of the publication of this notice in the FEDERAL REGISTER. The proposed amendments are to be issued under the authority of R.S. 161, as amended, 251, sec. 407, 42 Stat. 18; 5 U.S.C. 22, 19 U.S.C. 66, 173.

[SEAL] PHILIP NICHOLS, Jr.,
Commissioner of Customs.

Approved: April 15, 1964.

JAMES A. REED,
Assistant Secretary of the Treasury.

[F.R. Doc. 64-3971; Filed, Apr. 22, 1964; 8:45 a.m.]

POST OFFICE DEPARTMENT

[39 CFR Parts 113, 114]

INTERNATIONAL MAIL

Forwarding Postal Union Mail; Notice of Proposed Rule Making

The Department proposes to amend the procedures for forwarding and disposing of incoming and outgoing postal union mail in § 113.4(b) and § 114.3 (a) and (b) of Title 39, Code of Federal Regulations.

The proposed amendment of § 113.4(b) provides regulations to be followed for forwarding domestic mail when the addressee has moved to another country and for handling mail bearing a foreign return address.

The proposed amendments of § 114.3 (a) and (b) limit the redirection and forwarding of periodical publications which cannot be delivered because the addressee has moved to another address to a period of three months after the change of address occurs.

Although the proposed changes relate to the proprietary functions of the Government, it is the desire of the Postmaster General voluntarily to observe the rule making requirements of the Administrative Procedure Act (5 U.S.C. 1003) in order that the patrons of the Postal Service may have an opportunity to present written views concerning the proposed changes. Accordingly, such written views may be submitted to the Director, International Service Division, Bureau of Transportation and International Services, Post Office Department, Washington, D.C., 20260, at any time prior to the expiration of thirty days from the date of publication of this document.

The proposed amendments are as follows:

In part 113—Treatment of Outgoing Postal Union Mail:

In § 113.4, amend paragraph (b) to read as follows:

§ 113.4 Forwarding.

* * * * *

(b) *Domestic*—(1) *Addressee moved to another country*. Domestic post or postal cards and ordinary letters (except those that appear to contain merchandise) addressed to persons who have filed a change of address to another country are redirected and forwarded to the foreign address unless they bear a notice forbidding forwarding. They are forwarded by surface if surface mail is involved and by air if air mail is involved, without prepayment of additional postage. Credit is allowed for the postage already on the articles, and only the deficiency will be collected on delivery. Domestic mail, other than post or postal cards and ordinary letters which appear to contain no merchandise, shall be treated as undeliverable. (See Part 48 of this chapter.)

(2) *Bearing foreign return address.* Any domestic letters (except those that appear to contain merchandise) or domestic post or postal cards bearing the sender's request for return are returned to the foreign return address. Return is by surface mail only, and without prepayment of additional postage. Indication of a foreign return address on registered or certified letter mail will be deemed to constitute a request on the part of the sender that the letter is to be forwarded to the foreign return address if it is not deliverable at the United States address, and, further, that the sender thereby agrees, in case of loss of a registered letter after dispatch from the United States, to adjustment of indemnity in accordance with the provisions of § 162.2 of this chapter, irrespective of the amount of registry fee paid. Articles or packages containing merchandise are held by the post office of address and a report sent to the Department as provided in § 131.8(b) of this chapter. Treat other undeliverable domestic articles with foreign return addresses as dead mail. (See § 48.7(b)(1) of this chapter.)

* * * * *

NOTE: The corresponding Postal Manual section is 223.42.

In Part 114—Treatment of Incoming Postal Union Mail:

In § 114.3, amend paragraphs (a) and (b) to read as follows:

§ 114.3 Forwarding.

(a) *Within the United States.* (1) Articles received by surface may be forwarded by surface and articles received by air may be forwarded by air, without an additional postage charge or fee, unless the envelope or wrapper bears a notation forbidding its being forwarded.

(2) Second-class publications from Canada are treated in accordance with § 48.2(b) (1) through (3) of this chapter. A periodical publication from any other country whose delivery requires that it be forwarded to another local address or to another post office shall be forwarded and the addressee shall be requested to notify the publisher of his new address. If the publication is still being received three months after the change of address occurs, the post office of original address will send a complete copy, with a notation of the new address of the addressee, to the International Service Division, Bureau of Transportation and International Services, Post Office Department, Washington, D.C., 20260, for attention of the sender through the postal authorities of the country of mailing. Thereafter, any copies received with the old address shall be disposed of as waste, except that publications bearing the request of sender for return shall be endorsed "Moved", "Not Forwardable" and returned to origin.

(b) *To another country.* (1) Articles can be forwarded on condition that the country of destination accepts mail of the classification involved. Articles received by either surface or air, which do not bear instructions forbidding their being forwarded, are forwarded by surface without an additional postage charge or fee. United States postage at the airmail rate to the country concerned must be paid on any article that is forwarded by air. Cross out the Par Avion label or endorsement on an airmail article that is forwarded by surface. See § 113.4 (b) and (c), and § 121.8(b) concerning forwarding of domestic mail.

(2) The provisions of paragraph (a) (2) of this section apply in the case of periodical publications addressed to persons who have filed change of address to another country.

* * * * *

NOTE: The corresponding Postal Manual sections are 224.31 and 224.32.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 505)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 64-4024; Filed, Apr. 22, 1964; 8:50 a.m.]

ATOMIC ENERGY COMMISSION

[10 CFR Part 30]

LICENSING OF BYPRODUCT MATERIAL

Proposed General License To Own Byproduct Material

The Commission has received a petition for rule making (PRM 30-15) filed by the Industrial Nucleonics Corporation, Columbus, Ohio, requesting that the Commission's regulation "Licensing of Byproduct Material," 10 CFR Part 30, be amended to issue a general license for ownership of byproduct material.

The Commission has given careful consideration to this petition and considers it desirable to issue such a general license. Ownership alone of byproduct material does not present any radiation safety problems.

The proposed amendment of 10 CFR Part 30 set forth below would amend § 30.21 by the addition of a new paragraph (f). The Commission would, in the new paragraph (f), issue a general license for the ownership of byproduct material in any quantity. The general license would include the right both to receive and transfer such ownership. It would not change or otherwise affect the Commission's existing rules applicable to the transfer, receipt, possession, use, import or export of byproduct material.

Pursuant to the Atomic Energy Act of 1954, as amended, and the Administrative Procedure Act of 1946, notice is hereby given that adoption of the following amendment of 10 CFR Part 30 is contemplated. All interested persons who desire to submit written comments or suggestions in connection with the proposed amendment should send them to the Secretary, United States Atomic Energy Commission, Washington, D.C., 20545, within 60 days after publication of this notice in the FEDERAL REGISTER. Comments received after that period will be considered if it is practicable to do so, but assurance of consideration cannot be given except as to comments filed within the period specified.

A new paragraph (f) is added to § 30.21 to read as follows:

§ 30.21 General licenses.

* * * * *

(f) A general license is hereby issued to own byproduct material without regard to quantity. Notwithstanding any other provision of this part, a general licensee under this paragraph is not authorized to manufacture, produce, transfer, receive, possess, use, import or export byproduct material, except as authorized in a specific license.

(Sec. 81, 68 Stat. 935; 42 U.S.C. 2111; sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Washington, D.C., this 2d day of April 1964.

For the Atomic Energy Commission.

WOODFORD B. MCCOOL,
Secretary.

[F.R. Doc. 64-4001; Filed, Apr. 22, 1964; 8:47 a.m.]

FEDERAL TRADE COMMISSION

[16 CFR Part 105]

TOBACCO DISTRIBUTING INDUSTRY

Notice of Proposed Rule Making

Notice is hereby given that pursuant to the Federal Trade Commission Act, as amended, 15 U.S.C. 41, et seq., and provisions of Part 1, Subpart F, of the Commission's procedures and rules of practice (July 11, 1963), the Federal Trade Commission proposes to revise § 105.10 *Prohibited discrimination,* of the Trade Practice Rules for the Tobacco Distributing Industry promulgated June 30, 1962, to read as follows:

§ 105.10 Prohibited discrimination.

(a) *Prohibited discriminatory prices, rebates, discounts, etc.* No member of the industry engaged in commerce, in the course of such commerce, shall grant or allow, secretly or openly, directly or indirectly, any rebate, refund, discount, credit, or other form of price differential, where such rebate, refund, discount, credit, or other form of price differential effects a discrimination in price between different purchasers of goods of like grade and quality, where either or any of the purchases involved therein are in commerce, and where the effect thereof may be substantially to lessen competition or tend to create a monopoly in any line of commerce, or to injure, destroy, or prevent competition with any person who either grants or knowingly receives the benefit of such discrimination, or with customers of either of them: *Provided, however,* (1) That the goods involved in any such transaction are sold for use, consumption, or resale within any place under the jurisdiction of the

United States, and are not purchased by schools, colleges, universities, public libraries, churches, hospitals, and charitable institutions not operated for profit, as supplies for their own use;

(2) That nothing contained in this paragraph shall prevent differentials which make only due allowance for differences in the cost of manufacture, sale, or delivery resulting from the differing methods or quantities in which such commodities are to such purchasers sold or delivered;

NOTE: Cost justification under the above proviso depends upon net savings in cost based on all facts relevant to the transactions under the terms of subparagraph (2) of this paragraph. For example, if a seller regularly grants a discount based upon the purchase of a specified quantity by a single order for a single delivery, and this discount is justified by cost differences, it does not follow that the same discount can be cost justified if granted to a purchaser of the same quantity by multiple orders or for multiple deliveries.

(3) That nothing contained in this section shall prevent persons engaged in selling goods, wares, or merchandise in commerce from selecting their own customers in bona fide transactions and not in restraint of trade;

(4) That nothing contained in this paragraph shall prevent price changes from time to time where made in response to changing conditions affecting the market for or the marketability of the goods concerned, such as but not limited to obsolescence of seasonal goods, distress sales under court process, or sales in good faith in discontinuance of business in the goods concerned;

(5) That nothing contained in this section shall prevent the meeting in good faith of an equally low price of a competitor.

NOTE 1: Subsection (b) of section 2 of the Clayton Act, as amended, reads as follows: "Upon proof being made, at any hearing on a complaint under this section, that there has been discrimination in price or services or facilities furnished, the burden of rebutting the prima facie case thus made by showing justification shall be upon the person charged with a violation of this section, and unless justification shall be affirmatively shown, the Commission is authorized to issue an order terminating the discrimination: *Provided, however,* That nothing herein contained shall prevent a seller rebutting the prima facie case thus made by showing that his lower price or the furnishing of services or facilities to any purchaser or purchasers was made in good faith to meet an equally low price of a competitor, or the services or facilities furnished by a competitor."

NOTE 2: Nothing in this section should be construed as prohibiting the granting of different prices which are not otherwise violative of the foregoing provisions of this section, to customers in different functional categories. For example, a seller may grant a lower price to wholesalers than to retailers to the extent that such wholesalers resell to retailers. If such wholesalers also sell at retail in competition with their customers they may not properly be granted a price lower than the prices granted to competing retailers on that portion of the goods they sell at retail.

(b) *Prohibited brokerage and commissions.* No member of the industry engaged in commerce, in the course of such commerce, shall pay or grant, or receive or accept, anything of value as a commission, brokerage, or other compensation, or any allowance or discount in lieu thereof, except for services rendered in connection with the sale or purchase of goods, wares, or merchandise, either to the other party to such transaction or to an agent, representative, or other intermediary therein where such intermediary is acting in fact for or in behalf, or is subject to the direct or indirect control, of any party to such transaction other than the person by whom such compensation is so granted or paid.

(c) *Prohibited advertising or promotional allowances, etc.* No member of the industry engaged in commerce shall pay or contract for the payment of advertising or promotional allowances or any other thing of value to or for the benefit of a customer of such member in the course of such commerce as compensation or in consideration for any services or facilities furnished by or through such customer in connection with the processing, handling, sale, or offering for sale of any products or commodities manufactured, sold, or offered for sale by such member, unless such payment or consideration is made known to and is available on proportionally equal terms to all other customers competing in the distribution of such products or commodities.

(d) *Prohibited discriminatory services or facilities.* No member of the industry engaged in commerce shall discriminate in favor of one purchaser against another purchaser or purchasers of a commodity bought for resale, with or without processing, by contracting to furnish or furnishing, or by contributing to the furnishing of, any services or facilities including, but not limited to, displays, exhibits, and promotional material connected with the processing, handling, sale, or offering for sale of such commodity so purchased upon terms not accorded to all competing purchasers on proportionally equal terms.

NOTE: Subsection (b) of section 2 of the Clayton Act, as amended, which is set forth in the note concluding paragraph (a) of this section is applicable to paragraph (d) of this section.

(e) *Inducing or receiving an illegal discrimination in price, advertising or promotional allowances, or services or facilities.* No member of the industry engaged in commerce, in the course of such commerce, shall knowingly induce or receive a discrimination in price, advertising or promotional allowances, or services or facilities, which is prohibited by the foregoing provisions of this section [Rule 10].

Interested or affected parties may submit their views, suggestions, objections or other information concerning the proposed revision to the Federal Trade Commission, Sixth Street and Pennsylvania Avenue NW., Washington, D.C., 20580, in writing not later than May 27, 1964. Due consideration will be given by the Commission to all comments received before final action is taken in this matter.

Approved: April 3, 1964.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 64-3998; Filed, Apr. 22, 1964; 8:47 a.m.]

[16 CFR Part 202]

SUN GLASS INDUSTRY

Notice of Proposed Rule Making

Notice is hereby given that pursuant to the Federal Trade Commission Act, as amended, 15 U.S.C. 41, et seq., and provisions of Part 1, Subpart F, of the Commission's procedures and rules of practice (July 11, 1963), the Federal Trade Commission proposes to revise § 202.5 *Deceptive price representations,* of the Trade Practice Rules for the Sun Glass Industry promulgated April 17, 1959, to read as follows:

§ 202.5 Deceptive price representations.

Members of the industry shall not represent directly or indirectly in advertising or otherwise that an industry product may be purchased for a specified price, or at a saving, or at a reduced price, when such is not the fact; or otherwise deceive purchasers or prospective purchasers with respect to the price of any product offered for sale; or furnish any means or instrumentality by which others engaged in the sale of industry products may make any such representation.

NOTE: On December 20, 1963 the Commission adopted Guides Against Deceptive Pricing which became effective on January 8, 1964 and which supersede the Guides on this subject as adopted October 2, 1958. The 1964 Guides appear in the FEDERAL REGISTER of January 8, 1964 (29 F.R. 178) and constitute an appendix to these rules.

Interested or affected parties may submit their views, suggestions, objections or other information concerning the proposed revision to the Chief, Division of Trade Practice Conferences and Guides, Bureau of Industry Guidance, Federal Trade Commission, Sixth Street and Pennsylvania Avenue NW., Washington, D.C., 20580, in writing not later than May 27, 1964. Due consideration will be given by the Commission to all comments received before final action is taken in this matter.

Approved: April 3, 1964.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 64-3999; Filed, Apr. 22, 1964; 8:47 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[AA 643.3-p]

COLD-ROLLED STEEL SHEETS FROM ENGLAND

Purchase Price Less Than Foreign Market Value

APRIL 17, 1964.

Pursuant to section 201(b) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)), notice is hereby given that there is reason to believe or suspect, from information presented to me, that the purchase price of cold-rolled steel sheets, oiled or unoiled, in various sizes and thicknesses, imported from England, manufactured by John Summers & Sons Ltd., Shotton, Chester, England, is less, or likely to be less, than the foreign market value, as defined by sections 203 and 205, respectively, of the Antidumping Act, 1921, as amended (19 U.S.C. 162 and 164).

Customs officers are being authorized to withhold appraisement of entries of cold-rolled steel sheets, oiled or unoiled, in various sizes and thicknesses, from England, manufactured by John Summers & Sons Ltd., Shotton, Chester, England, pursuant to § 14.9 of the Customs Regulations (19 CFR 14.9).

The allegation in this case was received on January 24, 1964.

[SEAL] PHILIP NICHOLS, Jr.,
Commissioner of Customs.

[F.R. Doc. 64-4023; Filed, Apr. 22, 1964; 8:50 a.m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

GENERAL ANILINE & FILM CORPORATION

Notice of Intention to Sell Certain Vested Shares of Common Stock

Certain shares of common stock of General Aniline & Film Corporation, vested by the Alien Property Custodian and held by me under the provisions of the Trading With the Enemy Act, as amended (50 U.S.C. App. 1 et seq.), are the subject of a suit for return filed under section 9(a) of that Act and presently pending in the United States District Court for the District of Columbia under the title Societe Internationale Pour Participations Industrielle et Commerciales, S.A. etc. (I.G. Chemie) v. Robert F. Kennedy, Attorney General of the United States, et al., No. 4360-48.

The President on January 8, 1963, acting under the authority granted to him by section 203 of Public Law 87-846, approved October 22, 1962 (76 Stat. 1113), made a determination that the interest and welfare of the United States require the sale of the above-described shares of stock of General Aniline & Film Corporation.

I hereby give notice under the provisions of section 203 of Public Law 87-846 that I intend to sell the shares of stock of General Aniline & Film Corporation in conformity with the law applicable to the sales of property under the provisions of the Trading With the Enemy Act, as amended: *Provided*, That I shall not sell any shares of stock reserved pursuant to section VII of the Stipulation of Settlement filed in the above-entitled action on December 20, 1963, except after application for and receipt of approval of sale thereof from the United States District Court for the District of Columbia.

My notice of March 12, 1963 (28 F.R. 2507), concerning the above-described stock is hereby superseded.

Dated: April 21, 1964.

ROBERT F. KENNEDY,
Attorney General.

[F.R. Doc. 64-4080; Filed, Apr. 22, 1964; 9:43 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[23-ALD]

ALASKA

Cancellation of Small Tract Public Sale Number

APRIL 15, 1964.

1. Pursuant to the authority redelegated to me by Bureau Order 684, dated August 28, 1961 (26 F.R. 6215) as amended by the Alaska State Director in section 1, Delegation of Authority (29 F.R. 3015) dated February 27, 1964, it is hereby ordered that the Small Tract Classification, Opening Order, and Public Sale No. 23-ALD appearing in F.R. Doc. 64-2826 dated March 17, 1964 be modified as follows:

Paragraphs 4-11: Public Sale No. 23-ALD is hereby cancelled until further notice pending an assessment of possible earthquake damage.

JAMES W. SCOTT,
District Manager.

[F.R. Doc. 64-4005; Filed, Apr. 22, 1964; 8:47 a.m.]

[No. 125]

ALASKA

SMALL TRACT CLASSIFICATION

APRIL 17, 1964.

1. Pursuant to authority redelegated to me by Bureau Order 684, dated August 28, 1961 (26 F.R. 6215), as amended by the Alaska State Director in section 1, Delegation of Authority (29 F.R. 3015) dated March 5, 1964, I hereby classify the following described public lands, totaling 1,584.11 acres near Birchwood, Alaska as suitable for lease and for sale under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U.S.C. 682a) as amended:

SEWARD MERIDIAN

T. 15 N., R. 1 W.,
Sec. 5, lots 110 to 113, inclusive, and 115 to 117, inclusive;
Sec. 6, lot 3;
Sec. 7, lots 1 to 5, inclusive, 8 to 19, inclusive, 22, 24 to 35, inclusive, 37, 41 to 63, inclusive, and 71 to 92, inclusive;
Sec. 8, lots 104, 105, 142 to 144, inclusive, 161 to 163, inclusive, 173 to 176, inclusive, 193 to 196, inclusive, and 205 to 208, inclusive;
Sec. 9, lots 11, 103, 104, 117, 118, 120, 133, 135, and 148 to 150, inclusive;
Sec. 17, NW¼NW¼, NE¼SE¼SW¼, NE¼NW¼SE¼, and lots 4 to 6, inclusive, and 11 to 14, inclusive;
Sec. 18, NE¼SW¼SE¼, and lots 11 to 27, inclusive, 42 to 57, inclusive, 76 to 88, inclusive, 108 to 118, inclusive, 138, to 144, inclusive, 162 to 164, inclusive, 185, and 200;
Sec. 19, N½SE¼SE¼, W½SW¼SE¼SE¼;
Sec. 20, E½NW¼NW¼, lots 3 to 5, inclusive, 8, 9, 15, 17, and 21.

T. 15 N., R. 2 W.,
Sec. 13;
Sec. 25, lots 15 to 22, inclusive, 39 to 46 inclusive, 63 to 78, inclusive, and 95 to 110, inclusive.

2. Classification of the above described lands by this order segregates them from all appropriations, including locations under the mining laws, except to applications under the mineral leasing laws and to selections by the State of Alaska in accordance with and subject to the limitations and requirements of the Act of July 28, 1956 (70 Stat. 709; 48 U.S.C. 46-3b), and section 6(g) of the Alaska Statehood Act of July 7, 1958 (72 Stat. 339).

3. The lands described in paragraph 1 of this order were restored from withdrawal by Public Land Orders Nos. 689 of November 20, 1950, 802 of February 5, 1952 and 891 of April 15, 1953. They were retained in a reserved status pending an order of classification to be issued by an authorized officer opening the lands to application under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U.S.C. 682a).

4. The lands classified by this order shall not become subject to application under the Act of June 1, 1938 (52 Stat. 609; 43 U.S.C. 682a) as amended, until it is so provided by an order to be issued by an authorized officer opening the lands to application or bid.

JAMES W. SCOTT,
District Manager.

[F.R. Doc. 64-4006; Filed, Apr. 22, 1964; 8:47 a.m.]

MINIDOKA TOWNSITE, IDAHO

Notice of Sale; Correction

APRIL 17, 1964.

In F.R. Doc. 64-3486, appearing on page 4975 of the issue for April 9, 1964, the land description in paragraph 2 is corrected to read as follows:

Block	Lot
1 through 10, 12, 13, 15, 16, 17, 20, and 22 through 29.	All lots.
11	Lots 1 to 11, inclusive.
14	Lots 1 to 11, inclusive.
18	Lots 1 to 11, inclusive.
19	Lots 1 to 7, inclusive, and lot 10.
21	Lots 2 to 9, inclusive, and lot 12.

EUGENE E. BABIN,
Acting Land Office Manager.

[F.R. Doc. 64-4007; Filed, Apr. 22, 1964; 8:47 a.m.]

[Serial No. Idaho 015120]

IDAHO

Order Providing for Opening of Public Lands

APRIL 16, 1964.

1. In exchanges of lands made under the provisions of section 8 of the Act of June 28, 1934 (48 Stat. 1272, 43 U.S.C. 315g) as amended, the following described lands have been conveyed to the United States:

BOISE MERIDIAN, IDAHO

PARCEL 1

T. 7 N., R. 1 E.,
Sec. 28, W½SW¼;
Sec. 32, NE¼NE¼;
Sec. 33, N½NW¼, SE¼NW¼ and N½SW¼.

PARCEL 2

T. 1 N., R. 32 E.,
Sec. 18, SE¼SW¼ and S½SE¼;
Sec. 19, lots 1, 2, N½NE¼, E½W½ and SE¼;
Sec. 20, N½NW¼.

PARCEL 3

T. 14 S., R. 27 E.,
Sec. 12, SE¼;
Sec. 13, NE¼NE¼.

PARCEL 4

T. 16 S., R. 25 E.,
Sec. 23, NW¼NE¼.

The areas described aggregate 1,238.49 acres.

2. Parcel 1 is located in Gem County near Montour, Idaho, south of the Payette River at an elevation ranging from 2780 feet to 3240 feet. Soils are sands and silts supporting cheat and bunch grasses with some sagebrush. The land is of a rough and mountainous character.

3. Parcel 2 is located in Bingham County approximately 22 miles northwest of Blackfoot, Idaho. The land is undulating to rolling with a light colored silt loam soil which supports a sagebrush-grass cover. Approximately 200 acres have some suitability for farming under irrigation.

4. Parcel 3 is located in Cassia County approximately 6½ miles south and 6 miles east of Malta, Idaho. The land varies from flat to rolling foothills with a silt loam soil which supports a seeding of crested wheatgrass and a small regrowth of sagebrush.

5. Parcel 4 is also located in Cassia County approximately 13 miles northeast of Almo, Idaho, and 12 miles west of Naf, Idaho. The land is flat to rolling with a gravelly loam soil which supports a stand of sagebrush. Approximately 75 percent of the land has agricultural potential under irrigation.

6. No application for these lands will be allowed under the Homestead, desert land, or any other nonmineral public land law, unless the lands have already been classified as valuable, or suitable for such type of application or shall be so classified upon consideration of a petition-application. Any petition-application that is filed will be considered on its merits. The lands will not be subject to occupancy or disposition until they have been classified.

7. Subject to any existing valid rights and the requirements of applicable law, the lands described in paragraph 1 hereof, are hereby opened to the filing of petition-applications, selections, and locations in accordance with the following:

a. Petition-applications and selections under the nonmineral public land laws, except applications under the Small Tract Act, may be presented to the Manager mentioned below, beginning on the date of this order. Such petition-applications and selections will be considered as filed on the hour and respective dates shown for the various classes enumerated in the following paragraphs:

(1) Applications by persons having prior existing valid settlement rights, preference rights conferred by existing laws, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented in support of each claim or right. All applications presented by persons other than those referred to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

(2) All valid petition-applications and selections under the nonmineral public land laws presented prior to 10:00 a.m., May 21, 1964, will be considered as simultaneously filed at that hour. Rights under such petition-applications and selections filed after that hour will be governed by the time of filing.

b. The lands in parcels 2, 3, and 4 will be open to mineral leasing and to location under the United States mining laws, beginning at 10:00 a.m. on May 21, 1964.

c. The mineral rights to the lands in parcel 1 were retained by the exchange claimant.

8. Persons claiming preference rights based upon valid settlement, statutory preference, or equitable claims must enclose properly corroborated statements in support of their applications, setting forth all facts relevant to their claims. Detailed rules and regulations governing petition-applications which may be filed pursuant to this notice can be found in Title 43 of the Code of Federal Regulations.

9. Inquiries concerning the lands should be addressed to the Idaho State Office, P.O. Box 2237, Boise, Idaho.

ORVAL G. HADLEY,
Acting Land Office Manager.

[F.R. Doc. 64-4008; Filed, Apr. 22, 1964; 8:47 a.m.]

[Classification Order No. Nevada 063675]

NEVADA

Small Tract Classification

1. Pursuant to authority delegated by Bureau Order No. 684 dated August 28, 1961 (26 F.R. 8216) and the State Director June 29, 1962 (F.R. Doc. 62-6376), I hereby classify the following described public lands in White Pine County, Nevada, as suitable for disposition under the Small Tract Act of June 1, 1938 (52 Stat. 609, 43 U.S.C. 682a), as amended.

MOUNT DIABLO MERIDIAN

T. 19 N., R. 55 E.,
Sec. 16, E½SE¼NE¼, E½E½SE¼.

The area described aggregates 60 acres.

2. Classification of the above described lands by this order segregates them from all appropriations, including locations under the mining laws, except as to applications under the mineral leasing laws.

3. The lands classified by this order shall not be subject to application under the Small Tract Act of June 1, 1938 (52 Stat. 609, U.S.C. 682 a-e), as amended, until it is so provided by an order to be issued by an authorized officer, opening the lands to sale.

ROY W. BEAN,
District Manager.

[F.R. Doc. 64-4009; Filed, Apr. 22, 1964; 8:48 a.m.]

[W-0304138]

WYOMING

Notice of Proposed Withdrawal and Reservation of Lands

APRIL 16, 1964.

The Bureau of Reclamation, United States Department of the Interior, has filed an application, serial number Wyoming 0304138, for the withdrawal of lands described below, from all forms of appropriation under the public land laws, including the mining laws, as provided by section 3 of the Act of June 17, 1902 (32 Stat. 388), subject to valid existing rights.

The applicant desires the lands for additional water storage in connection with the Seminoe Reservoir, Kendrick Project. Grazing administration will remain with the Bureau of Land Management until such time as the lands are actually needed for reclamation purposes.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land

Management, Department of the Interior, 2002 Capitol Avenue, Cheyenne, Wyoming.

The authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Bureau of Reclamation.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The lands involved in the application are:

SIXTH PRINCIPAL MERIDIAN, WYOMING

T. 23 N., R. 84 W.
Sec. 24, SW¼NE¼ and NW¼SE¼.

The area described aggregates 80 acres.

ED PIERSON,
State Director.

[F.R. Doc. 64-4010; Filed, Apr. 22, 1964; 8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation

COTTON EQUALIZATION PAYMENT-IN-KIND PROGRAM

Notice of Hearings

The United States Department of Agriculture announced on April 11, 1964, that an interim Cotton Equalization Payment-in-Kind Program applicable to upland cotton grown in the United States would be in effect from April 11, 1964, the date of enactment of the Agricultural Act of 1964 (P.L. 88-297), through July 31, 1964, the end of the current cotton marketing year.

Under this program, payments will be made through the issuance of payment-in-kind certificates to domestic users of eligible raw upland cotton grown in the United States. The purpose of these payments is to maintain and expand domestic consumption of United States grown upland cotton and to eliminate inequities in the cost of raw cotton between domestic and foreign users of U.S. cotton.

The Department also announced on April 11, 1964 that hearings would be held to obtain the views of the cotton industry on a program to follow the interim program for the period August 1, 1964 through July 31, 1966.

Notice is hereby given that a series of hearings will be conducted by an Examiner from the Office of Hearing Examiners, U.S. Department of Agriculture, as follows:

April 30 and May 1, 1964, Holiday Inn, No. 2, 900 North Tryon Street, Highway 29, corner of Tryon and 12th Street, Charlotte, North Carolina, commencing at 9:00 a.m., e.s.t.

May 4 and 5, 1964, Chisca Plaza Motor Hotel, 272 South Main Street, Memphis, Tennessee, commencing at 9:00 a.m., e.s.t.

All members of the cotton industry interested in the cotton equalization payment program are invited to attend the hearings and present their views and recommendations. Perhaps the most important matter to be considered at the hearings is at what point in cotton trade channels should the payment-in-kind certificates be issued—that is, should the recipient be one of the various handlers of cotton or the mill and other end-user of raw cotton. The law prohibits the issuance of these payment-in-kind certificates to cotton producers.

The record of the hearings will be furnished to the appropriate administrative officials who will make the decisions in this matter. Written views and recommendations, as well as statements supplementing evidence presented at the hearings, may be submitted not later than midnight May 11, 1964 to the Secretary, Commodity Credit Corporation, Room 203-W, Administration Building, 14th and Independence Avenue SW., Washington, D.C., 20250.

(Secs. 4, 5, 62 Stat. 1070, as amended, sec. 101, Public Law 88-297; 15 U.S.C. 714 (b) and (c))

Done at Washington, D.C., this 21st day of April 1964.

H. D. GODFREY,
*Executive Vice President,
Commodity Credit Corporation.*

[F.R. Doc. 64-4052; Filed, Apr. 22, 1964; 8:51 a.m.]

DEPARTMENT OF COMMERCE

Office of the Secretary

[Dept. Order No. 91 (Rev.)]

WEATHER BUREAU

General Functions

The following order was issued by the Secretary of Commerce effective April 15, 1964. This material supersedes the material appearing at 28 F.R. 5689 of June 11, 1963.

SECTION 1. *Purpose.* The purpose of this order is to delegate authority to the Chief of the Weather Bureau and to describe the general functions of the Weather Bureau.

SEC. 2. *General.*

.01 The Weather Bureau, established by the Act of October 1, 1890 (26 Stat. 653; 15 U.S.C. 311), is hereby continued as a primary organization unit of the Department of Commerce. The Bureau shall be headed by a Chief of the Weather Bureau appointed by the President with the advice and consent of the Senate. The Chief shall report and be responsible to the Assistant Secretary of Commerce for Science and Technology.

.02 The Director, Office of National Meteorological Services shall perform the functions of the Chief of Bureau in the latter's absence.

SEC. 3. *Delegation of authority.*

.01 Pursuant to the authority vested in the Secretary of Commerce by law and subject to such policies and directives as the Secretary of Commerce or the Assistant Secretary for Science and Technology may prescribe, the Chief of the Weather Bureau is hereby authorized to perform the functions vested in the Secretary of Commerce under:

1. Title 15, Chapter 9, U.S. Code (The Weather Bureau);
2. 49 U.S.C. 1463 (Weather Service for Civil Aviation);
3. Provisions relating to Weather in Title 49, Chapter 15, U.S. Code (International Aviation Facilities); and
4. Any other existing or subsequent legislation with respect to meteorology, climatology, hydrology, or related activities within the special competence of the Weather Bureau.

.02 The Chief of the Weather Bureau may redelegate his authority to any employee of the Weather Bureau subject to such conditions in the exercise of such authority as he may prescribe.

SEC. 4. *General functions.*

.01 The Weather Bureau shall provide meteorological service to the Nation, including:

1. Preparation and distribution of forecasts and warnings of general weather conditions and of severe storms and floods for agriculture, aviation, commerce, and other elements of the economy;
2. Collection and dissemination of weather information;
3. Development of improved applications of meteorological data; and
4. The conduct of research directed toward a better understanding of the atmosphere.

.02 In providing the foregoing services the Bureau shall:

1. Make observations and measurements of atmospheric phenomena as required for meteorological services and research;
2. Develop and distribute forecasts of weather conditions and warnings of severe storms and other adverse weather conditions for protection of life and property;
3. Collect, tabulate, analyze, and publish records of temperature, rainfall, and other climatic elements for the United States, the oceans, and certain foreign areas;
4. Maintain continuous watch over river stages and those weather conditions which produce floods; provide warnings of impending floods; furnish regular forecasts of river stages for navigation and of seasonal water supply; and participate with other Federal agen-

cies in hydrometeorological investigations for overall planning and development of water resources;

5. Participate in international meteorological activities including: development and operation of a basic reporting network; maintenance of observational standards; coordination of exchanges of meteorological data; and promotion and development of meteorological science; and

6. Conduct research on the physical processes in the atmosphere, circulation patterns, interaction of the oceans and atmosphere, improved techniques in weather forecasting, and other aspects of the meteorological science.

SEC. 5. *Saving provision.* All rules, regulations, orders, certificates, and delegations of authority issued by or relating to the Weather Bureau or any official thereof shall remain in effect until specifically revoked or amended by proper authority.

Effective date. April 15, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-3955; Filed, Apr. 22, 1964; 8:45 a.m.]

[Dept. Order No. 91 (Rev.); Organization and Function Supplement (Rev.)]

WEATHER BUREAU

Organization and Assignment of Functions

This material supersedes the material appearing at 28 F.R. 5689-5692 of June 11, 1963.

SECTION 1. *Purpose.* The purpose of this Organization and Function Supplement is to prescribe the organization and to assign functions within the Weather Bureau.

SEC. 2. *Organization.*

.01 The Weather Bureau shall consist of the following organization units:

1. Office of Chief of Bureau
   - Chief of Bureau
   - Chief Scientist
   - Office of Aviation Weather Affairs
   - Office of International Affairs
   - Office of Policy Planning
   - Office of Public Information
2. Office of National Meteorological Services
   - Director, Office of National Meteorological Services
   - Systems Development Office
   - National Meteorological Center
   - Data Acquisition Division
   - Communications Division
   - Weather Analysis and Prediction Division
   - Systems Control Division
3. Office of Meteorological Research
4. Office of Hydrology
5. Office of Climatology
6. National Weather Satellite Center
7. Office of Administration and Technical Services
   - Director, Administration and Technical Services
   - Administrative Operations Division
   - Budget and Accounting Division
   - Facilities and Maintenance Division
   - Management and Organization Division
   - Personnel Division
   - Scientific Documentation Division
8. Field Organization
   - Regions
     - Regional Offices
     - Field Offices
   - Specialized Offices in the Field.

SEC. 3. *Office of Chief of Bureau.*

.01 The Chief of Bureau develops the objectives of the Bureau, formulates policies and programs for achieving those objectives, and directs execution of these programs.

.02 The Chief Scientist reviews the content and adequacy of the Weather Bureau's scientific programs for meeting objectives and advises the Chief of Bureau thereon.

.03 The Office of Aviation Weather Affairs provides staff assistance to the Chief of Bureau on all aviation weather service matters; coordinates all Bureau activities in aviation meteorology; and represents the Bureau on matters affecting aviation user groups.

.04 The Office of International Affairs advises the Chief of Bureau on international meteorological matters; develops plans for furthering U.S. objectives in atmospheric sciences internationally; coordinates the program activities of the Bureau to insure that U.S. commitments under international arrangements are properly discharged; and coordinates development of U.S. technical position on international meteorological proposals; and provides Bureau representation before international meteorological organizations.

.05 The Office of Policy Planning establishes program requirements; prepares, maintains, and keeps current the annual and long range technical and operating plans of the Bureau; conducts special analyses and studies of Weather Bureau operations to provide bases for management decisions relating to cost effectiveness; coordinates Bureau-wide management of computer facilities and provides leadership in planning optimum utilization of computer equipment; and provides staff support to the Chief of Bureau in the development of program policy and in long range organizational planning and resource allocation.

.06 The Office of Public Information provides information on Weather Bureau activities to news media; coordinates matters pertaining to public and press relations; and handles special material and other data for purposes of publication or release to the public.

SEC. 4. *Office of National Meteorological Services.*

.01 The Office of National Meteorological Services includes all services related to the fields of meteorology, hydrology and climatology. This Office directs these services and develops policy and procedures necessary to meet user requirements in these disciplines.

.02 The Director directs the Office of National Meteorological Services and exercises supervision over the regional structure of the Weather Bureau which consists of Regional Offices and Field Offices thereunder. The Director is assisted by a Deputy Director for Operations and a Deputy Director for Service Programs. The Deputy Director for Operations oversees and manages the furnishing of weather services by the Bureau. The Deputy Director for Service Programs, through continuous liaison with user groups, receives requests from any user group for change in Weather Bureau services; recommends action on such requests in light of related programs and probable effect on all services; and evaluates effectiveness for the user, of weather services.

.03 The Systems Development Office manages and directs all activities involved in the planning, design and development of a system to meet all meteorological service requirements; undertakes all development activities in the fields of weather analysis and forecasting, observing equipment, communications and display facilities; and conducts tests and evaluation of techniques and equipment. The Office is responsible for the integration of all sub-components and sub-systems developed for the improvement of the national system; and is responsible for translating research results into operational practices.

.04 The National Meteorological Center provides analyses of current weather conditions over the Northern Hemisphere and furnishes maps and charts depicting the current and anticipated state of the atmosphere for general national and international uses; conducts development programs in numerical weather prediction; and provides leadership in the gradual and orderly extension of objective techniques to all phases of the Bureau's hemispheric synoptic analysis, prognostic guidance and long-range forecast programs.

.05 The Data Acquisition Division develops plans and policies and establishes procedures for the measurement, observation and reporting of weather conditions by field offices; coordinates the observational programs of the several regions; and prepares the necessary instructions and manuals for field offices.

.06 The Communications Division establishes plans and policies as they affect the communication of raw and processed weather data; establishes communication procedures and schedules as required for the collection and dissemination of weather intelligence necessary for the proper operation of the field service; develops plans and procedures for the display, presentation, and interpretation of weather data and forecasts for all users; and coordinates the communications, display, and presentation activities of the several regions.

.07 The Weather Analysis and Prediction Division develops plans and policies for the analysis and prediction of weather conditions by the field offices; establishes analysis and forecast procedures and coordinates the scheduling and issuance of forecasts of storm and flood warnings in the several regions to meet user requirements.

.08 The Systems Control Division inspects and maintains quality control of the National Meteorological Service System to insure adherence to standards.

SEC. 5. *Office of Meteorological Research.* The Office of Meteorological Research conducts those studies and investigations of atmospheric processes as may be required to gain a sufficient understanding of phenomena necessary for the improvement of Bureau forecast services and coordinates the total research program of the Weather Bureau.

SEC. 6. *Office of Hydrology.* The Office of Hydrology establishes plans, policies and procedures for observing, collecting and processing hydrologic data for river and flood forecasts and warnings and water supply forecasts; establishes and conducts research and development programs for improving field services; and provides staff assistance to the Director, National Meteorological Services for coordinating activities of the river and flood forecasting field services.

SEC. 7. *Office of Climatology.* The Office of Climatology establishes plans, policies and procedures for the collection of climatological data from field offices of the Weather Bureau and foreign countries; provides for the analysis, storage, summarization and utilization of these data; formulates and conducts climatological research and development programs to improve climatological service; and provides staff assistance to the Director, National Meteorological Services in the direction of the field climatological services.

SEC. 8. *National Weather Satellite Center.* The National Weather Satellite Center directs the establishment and operation of a meteorological satellite system for the continuous observation of worldwide meteorological conditions; conducts research and development in the field of meteorological satellites; coordinates the overall Bureau effort in the satellite field; coordinates user requirements for meteorological satellite data; and represents the Bureau in negotiations concerning satellite and space programs.

SEC. 9. *Office of Administration and Technical Services.* .01 The Office of Administration and Technical Services establishes policies, standards, and basic procedures for administrative and technical services which include budget, fiscal, personnel, procurement and supply, management and organization, administrative services, safety, scientific documentation, library, and installation and maintenance of field instruments and equipment; exercises technical supervision over these services in the field; and provides all of the foregoing services (other than installation and maintenance of field instruments and equipment) to the headquarters organization. The Office of the Director, Office of Administration and Technical Services, includes an Internal Audit Staff which conducts independent appraisal of the effectiveness and efficiency of the Bureau's operations.

.02 The functions of each of the divisions reporting to the Director, Office of Administration and Technical Services are:

1. The Administrative Operations Division administers and controls procurement and supply activities supporting Bureau-wide operations, and is responsible for the management and administration of printing, distribution of printed and reproduced material, drafting, safety, security, records management, and general administrative services; directs the development, application, and revision of standard administrative service policies throughout the Bureau; and serves as the focal point for all civil defense activities of the Bureau except those of a technical service program nature.

2. The Budget and Accounting Division administers the budget and accounting functions including budget preparation; allocates funds for authorized activities; establishes and maintains budgetary controls; and provides fiscal and accounting services.

3. The Facilities and Maintenance Division provides facilities support and installs and maintains equipment required for Bureau activities.

4. The Management and Organization Division is responsible for coordinating manpower utilization activities, management improvement practices, organizational planning, preparation of required administrative reports and internal reports control.

5. The Personnel Division administers the personnel functions, including personnel management with specific emphasis on position classification, wage administration, recruitment, placement, health services, employee awards, grievances, disciplinary actions, employer-employee relationships, and executive, administrative, and technical training programs.

6. The Scientific Documentation Division edits all technical and scientific publications; documents the total research effort in the field of meteorology; and operates the National Meteorological Library.

SEC. 10. *Field organization.*

.01 *Regions.* The main structure of the field organization of the Weather Bureau consists of six regions, each headed by a regional office, as specified below:

Region	Location of regional office	Regional area
Region I	New York City, N.Y.	Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia.
Region II	Fort Worth, Tex.	Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, New Mexico, Oklahoma, Tennessee, Texas.
Region III	Kansas City, Mo.	Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin, Wyoming.
Region IV	Salt Lake City, Utah	Arizona, California, Idaho, Montana, Nevada, Oregon, Utah, Washington.
Region V	Anchorage, Alaska	Alaska.
Region VI	Honolulu, Hawaii	Hawaii.

.02 *Regional Office.* In each region a Regional Director, who is under the direction of the Director, Office of National Meteorological Services, directs all activities of the region. Under the direction of the Regional Director, the Regional Office:

1. Supervises and directs all activities of field offices of the region;

2. Manages resources in the fields of meteorology, climatology, and hydrology to assure optimum fulfillment of user needs;

3. Coordinates interaction among field office activities; and

4. Conducts liaison with Federal, State, and local officials;

.03 Field offices, performing a variety of functions, are established by the Chief of Bureau. The number, types, and location of field offices in each region are determined by the weather characteristics and needs of the region. Functions vary among field offices in light of size, location, or specific missions of a particular office. The principal functions of the field offices are:

1. Take, record, and transmit on a daily, six-hourly, or hourly basis observations of surface and upper-air meteorological elements;

2. On a regular basis, prepare and disseminate weather forecasts of a general and specialized nature;

3. Issue advice or special warnings of expected severe weather conditions, when indicated; and

4. Prepare and disseminate river forecasts and regional weather forecasts.

.04 The National Weather Records Center, Asheville, North Carolina, is continued as a specialized office of the Weather Bureau. That Office, which is directly responsible to the Director, Office of Climatology, processes, analyzes, publishes, and stores climatic data and serves as the central repository for weather records.

.05 Additional specialized offices in the field may be established by the Chief of Bureau. Each such office shall be under the direction of an Office Director at the headquarters of the Weather Bureau or the Director of a Regional Office as assigned by the Chief of Bureau.

Effective date. April 15, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

WEATHER BUREAU—FIELD ORGANIZATION

SPECIALIZED OFFICES IN THE FIELD

1. The following Offices report directly to the Director, Office of Meteorological Research:

National Hurricane Research Project, Miami, Fla.
Research Flight Facility, Miami, Fla.
Weather Radar Laboratory, Norman, Okla.

2. The National Weather Records Center, Asheville, N.C., reports directly to the Director, Office of Climatology.

REGIONAL AND FIELD OFFICES

The following list, arranged alphabetically by city name, shows the location of the Regional Offices and Field Offices of the Weather Bureau: (Six Regional Office locations are identified by an asterisk.)

Aberdeen, S. Dak.
Abilene, Tex.
Agana, Guam, Mariana Islands.
Akron, Ohio.
Alamosa, Colo.
Albany, N.Y.
Albuquerque, N. Mex.
Alexandria, La.
Allentown, Pa.
Alpena, Mich.
Amarillo, Tex.
Anchorage, Alaska.*
Annette, Alaska.
Apalachicola, Fla.
Asheville, N.C.
Astoria, Oreg.
Athens, Ga.
Atlanta, Ga.
Atlantic City, N.J.
Auburn, Ala.
Augusta, Ga.
Austin, Tex.
Bakersfield, Calif.
Baltimore, Md.
Barrow, Alaska.
Barter Island, Alaska.
Baton Rouge, La.
Beckley, W. Va.
Bethel, Alaska.
Bilings, Mont.
Binghamton, N.Y.
Birmingham, Ala.
Bishop, Calif.
Bismarck, N. Dak.
Block Island, R.I.
Blue Canyon, Calif.
Boise, Idaho.
Boston, Mass.
Bridgeport, Conn.
Bristol, Tenn.
Brookings, S. Dak.
Brownsville, Tex.
Buffalo, N.Y.
Burbank, Calif.
Burlington, Iowa
Burlington, Vt.
Burns, Oreg.
Burrwood, La.
Cairo, Ill.
Canton Island, Pacific.
Cape Hatteras, N.C.
Cape Henry, Va.
Caribou, Maine.
Casper, Wyo.
Champaign, Ill.
Charleston, S.C.
Charleston, W. Va.
Charlotte, N.C.
Chattanooga, Tenn.
Cheyenne, Wyo.
Chicago, Ill.
Cincinnati, Ohio.
Clayton, N. Mex.
Clemson, S.C.
Cleveland, Ohio.
Cold Bay, Alaska.
Colorado Springs, Colo.
Columbia, Mo.
Columbia, S.C.
Columbus, Ga.
Columbus, Ohio.
Concord, N.H.
Concordia, Kans.
Cordova, Alaska.
Corpus Christi, Tex.
Corvallis, Oreg.
Dallas, Tex.
Dayton, Ohio.
Daytona Beach, Fla.
Del Rio, Tex.
Denver, Colo.
Des Moines, Iowa.
Detroit, Mich.
Dodge City, Kans.
Dubuque, Iowa.
Dulles International Airport, Va.
Duluth, Minn.
Elkins, W. Va.
Elko, Nev.
El Paso, Tex.
Ely, Nev.
Erie, Pa.
Eugene, Oreg.
Eureka, Calif.
Evansville, Ind.
Fairbanks, Alaska.
Fargo, N. Dak.
Flagstaff, Ariz.
Flint, Mich.
Florence, S.C.
Fort Myers, Fla.
Fort Smith, Ark.
Fort Wayne, Ind.
Fort Worth, Tex.
Fresno, Calif.
Gainesville, Fla.
Galveston, Tex.
Glasgow, Mont.
Goodland, Kans.
Grand Island, Nebr.
Grand Junction, Colo.
Grand Rapids, Mich.
Great Falls, Mont.
Green Bay, Wis.
Greensboro, N.C.
Greenville, Spartanburg, S.C.
Griffin, Ga.
Harrisburg, Pa.
Hartford, Conn.
Havre, Mont.
Helena, Mont.
Hilo, Hawaii.
Honolulu, Hawaii.*
Houghton Lake, Mich.
Houston, Tex.
Huntington, W. Va.
Huntsville, Ala.
Huron, S. Dak.
Indianapolis, Ind.
International Falls, Minn.
Ithaca, N.Y.
Jackson, Miss.
Jackson, Tenn.
Jacksonville, Fla.
Johnston Island, Pacific.
Juneau, Alaska.
Kahului, Hawaii.
Kalispell, Mont.
Kansas City, Mo.*
Kearneysville, W. Va.
Keiser, Ark.
Key West, Fla.
King Salmon, Alaska.
Klamath Falls, Oreg.
Knoxville, Tenn.
Koror, Pacific.
Kotzebue, Alaska.
LaCrosse, Wis.
Lafayette, Ind.
Lake Charles, La.
Lakeland, Fla.
Lander, Wyo.
Lansing, Mich.
Laredo, Tex.
Las Vegas, Nev.
Lewiston, Idaho.
Lexington, Ky.
Lihue, Hawaii.
Lincoln, Nebr.
Little Rock, Ark.
Long Beach, Calif.
Los Angeles, Calif.
Louisville, Ky.
Lubbock, Tex.
Lynchburg, Va.
McGrath, Alaska.
Macon, Ga.
Madison, Wis.
Majuro, Pacific.
Mansfield, Ohio.
Marquette, Mich.
Meacham, Oreg.
Medford, Oreg.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
Midland, Tex.
Milford, Utah.
Milwaukee, Wis.
Minneapolis, Minn.
Missoula, Mont.
Mobile, Ala.
Moline, Ill.
Montgomery, Ala.
Morgantown, W. Va.
Mount Shasta, Calif.
Muskegon, Mich.
Nantucket, Mass.
Nashville, Tenn.
New Brunswick, N.J.
New Haven, Conn.
New Orleans, La.
New York, N.Y.*
Newark, N.J.
Nome, Alaska.
Norfolk, Nebr.
Norfolk, Va.
North Platte, Nebr.
Oakland, Calif.
Oklahoma City, Okla.
Olympia, Wash.
Omaha, Nebr.
Orlando, Fla.
Parkersburg, W. Va.
Pendleton, Oreg.
Pensacola, Fla.
Peoria, Ill.
Philadelphia, Pa.
Phoenix, Ariz.
Pittsburgh, Pa.
Pittsfield, Mass.
Pocatello, Idaho.
Pomana, Calif.
Ponape, Pacific.
Portageville, Mo.
Port Arthur, Tex.
Portland, Maine.
Portland, Oreg.
Prescott, Ariz.
Providence, R.I.
Pueblo, Colo.
Quincy, Fla.
Raleigh, N.C.
Rapid City, S. Dak.
Raton, N. Mex.
Reading, Pa.
Red Bluff, Calif.
Redding, Calif.
Reno, Nev.
Richmond, Va.
Roanoke, Va.
Rochester, Minn.
Rochester, N.Y.
Rockford, Ill.
Rome, Ga.
Roseburg, Oreg.
Roswell, N. Mex.
Sacramento, Calif.
St. Cloud, Minn.
St. Joseph, Mo.
St. Louis, Mo.
St. Paul Island, Alaska.
Salem, Oreg.
Salt Lake City, Utah.
San Angelo, Tex.
San Antonio, Tex.
Sandberg, Calif.
San Diego, Calif.
San Francisco, Calif.
San Juan, Puerto Rico.
Santa Catalina Island, Calif.
Santa Maria, Calif.
Sault Ste. Marie, Mich.
Savannah, Ga.
Scottsbluff, Nebr.
Scranton, Pa.
Seattle, Wash.
Sexton Summit, Oreg.
Shemya, Alaska.
Sheridan, Wyo.
Shreveport, La.
Silver City, N. Mex.
Sioux City, Iowa.
Sioux Falls, S. Dak.
South Bend, Ind.
Spokane, Wash.
Springfield, Ill.
Springfield, Mo.
Stampede Pass, Wash.
Stockton, Calif.
Stoneville, Miss.
Swan Island, West Indies.
Syracuse, N.Y.
Tallahassee, Fla.
Tampa, Fla.
Tatoosh Island, Wash.
Texarkana, Ark.
Thomasville, Ga.
Tifton, Ga.
Toledo, Ohio.
Topeka, Kans.
Trenton, N.J.
Truk, Pacific.
Tucson, Ariz.
Tulsa, Okla.
Twin Falls, Idaho.
Valentine, Nebr.
Vicksburg, Miss.
Victoria, Tex.
Waco, Tex.
Wake Island, Pacific.
Walla Walla, Wash.
Washington, D.C.
Waterloo, Iowa.
Wenatchee, Wash.
Wendover, Utah.
Weslaco, Tex.
West Palm Beach, Fla.
Wichita, Kans.
Wichita Falls, Tex.
Williamsport, Pa.
Williston, N. Dak.
Wilmington, Del.
Wilmington, N.C.
Winnemucca, Nev.
Winslow, Ariz.
Winston Salem, N.C.
Worcester, Mass.
Yakima, Wash.
Yakutat, Alaska.
Yap, Pacific.
Youngstown, Ohio.
Yuma, Ariz.

[F.R. Doc. 64-3956; Filed, Apr. 22, 1964; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket Nos. 14515, 14799]

SHULMAN, INC., ET AL.

Notice of Proposed Approval of Applications

Applications of Shulman, Inc., et al. for approval of control and interlocking relationships under sections 408 and 409 of the Federal Aviation Act of 1958, as amended, Dockets 14515 and 14799.

Notice is hereby given, pursuaht to the statutory requirements of section 408(b), that the undersigned intends to issue the attached order under delegated authority. Interested persons are afforded a period of fifteen days from date of service within which to file comments or request a hearing with respect to the action proposed in the order.

Dated at Washington, D.C., April 16, 1964.

[SEAL] J. W. ROSENTHAL,
Chief, Routes and Agreements Division, Bureau of Economic Regulation.

ORDER APPROVING CONTROL AND INTERLOCKING RELATIONSHIPS

Issued under delegated authority.

Application of Shulman, Inc., Docket 14515; for approval of control relationships under section 408 of the Federal Aviation Act of 1958, as amended.

Application of Drake Motor Lines, Inc., et al., Docket 14799; for approval of control and interlocking relationships under sections 408 and 409 of the Federal Aviation Act of 1958, as amended.

Shulman, Inc. (Shulman-Del.), a Delaware corporation, seeks approval under section 408 of the Federal Aviation Act of 1958, as amended (the Act), of its acquisition of the outstanding stock of Quaker City Delivery Company (Quaker), a New Jesery corporation, and of the proposed merger of Quaker into Shulman-Del. by dissolution of Quaker and distribution of its assets to Shulman-Del.[1] Quaker is an intrastate motor carrier holding a Pennsylvania certificate of public convenience and necessity authorizing operations within Philadelphia; Shulman-Del. is a domestic and international air freight forwarder.

Drake Motor Lines, Inc. (Drake), a Delaware corporation, Harry Shulman, Martin Shulman, Matthew Metrick, Carlyle Swope, Samuel Elkins and Stella Lotierzo seek (a) approval under section 408 of the Act, of the acquisition by Drake of all of the outstanding stock of Orient American Forwarding Company (Orient-American), a Japanese corporation forwarding shipments inbound to the United States, (b) approval under section 409 of the Act of the interlocking relationships resulting from the simultaneous holding by the named individuals of designated positions in Drake, Shulman-Del., Quaker and Shulman, Inc. (Shulman-Mass.), a Massachusetts corporation, and (c) general approval under § 251.4 of the Board's economic regulations for the named individuals to hold other positions in the so-called "Shulman" companies to which they may be ap-

[1] Application filed May 22, 1963. Docket 14515. The application is construed to include a request for approval of the proposed merger.

pointed or elected hereafter without further approval by the Board.[2]

Quaker is a small, intrastate motor carrier which operates a pick-up and delivery service in Philadelphia. Its acquisition by Shulman-Del. is designed to provide more efficient service in the air freight forwarder operations conducted by Shulman-Del. and is not adverse to the public interest. The dissolution of Quaker and distribution of its assets to Shulman-Del., as proposed in the application, will not be adverse to the public interest.

Prior to the transfer by Harry and Martin Shulman of all of the outstanding stock of Orient-American to Drake and prior to the acquisition of Quaker by Shulman-Del., the various control and interlocking relationships involving Shulman-Del., Shulman-Mass., Orient-American, Drake and the Shulmans had been reviewed and approved by the Board.[3] The changes in control resulting from the transfer of Orient-American, the acquisition of Quaker, and the death of Benjamin Shulman do not appear significant.[4] Consequently, it is concluded that the acquisition of control of Orient-American by Drake and of Quaker by Shulman-Del. (including the proposed dissolution of Quaker and the distribution of its assets to Shulman-Del.) are subject to section 408 of the Act, that such relationships do not affect the control of an air carrier directly engaged in the operation of aircraft in air transportation, do not result in creating a monopoly, do not tend to restrain competition and do not jeopardize another air carrier not a party to the relationship. Further, no party disclosing a substantial interest in the proceeding is currently requesting a hearing and the public interest does not require a hearing. Therefore, approval of the control relationships is not inconsistent with the public interest.

The interlocking relationships for which approval is sought appear in the following tabulation:[5]

	Drake	Orient-American	Shulman-Mass.	Shulman-Del.	Quaker
Martin Shulman	President; Director.	President; Director.	Secretary; Treasurer; Director.	President; Director.	Secretary; Treasurer; Director.
Harry Shulman	Secretary; Treasurer; Director.	Secretary; Treasurer; Director.	President; Director.	Secretary; Treasurer; Director.	President; Director.
Matthew Metrick	Director		Vice-President; Director.	Vice-President; Director.	
Carlyle Swope	Vice-President				Vice-President; Director.
Samuel Elkins				Vice-President.	
Stella Lotierzo	Ass't Secretary		Clerk[6]	Ass't Secretary	Ass't Secretary.
Alonzo Pickett		Exec. Vice-President; Director.			

The positions held by Carlyle Swope, Samuel Elkins, and Alonzo Pickett do not result in interlocking relationships involving an air carrier. To the extent that the application in Docket 14799 seeks approval of the interlocking relationships involving these three individuals, the application will be dismissed.[7]

[2] Application filed October 9, 1963, amended Dcember 16, 1963. Docket 14799. It has been decided not to enforce the doctrine expressed in the Sherman Control and Interlocking Relationships Case 15 CAB 876 (1952) and to consider the applications filed in Dockets 14515 and 14799 on their merits.

[3] Shulman, Inc., Interlocking and Control Relationships, 25 CAB 723 (1957); Harry and Martin Shulman, et al., Control and Interlocking Relationships, 31 CAB 300 (1960); Shulman, Inc., et al., International Airfreight Forwarder Investigation Order E-18317, dated May 9, 1962, Docket 11238, et al.

[4] Benjamin Shulman died August 22, 1963; Martin Shulman and Harry Shulman, as executors of the Estate of Benjamin Shulman, appear to have power to vote the Drake stock held by such estate.

[5] Martin and Harry Shulman are also officers and stockholders of Ar-Ess Realty Corporation, a family real estate holding company, and Ardmore Leasing Corporation which engages in the business of leasing surface vehicles. Shulman-Del. controls Shulco Consolidators, Inc., a non-regulated (by ICC) consolidator of surface freight in the Massachusetts, Pennsylvania, New Jersey and Delaware areas. The present nature and extent of the activities of these companies appear essentially the same as described in Docket 11238 where they were not found subject to Board jurisdiction under sections 408 and 409 of the Act.

[6] Under Massachusetts law, a clerk is an officer of a Massachusetts corporation.

[7] Consequently, the finding in earlier proceedings (31 CAB 300) that Pickett is a nominee of Martin Shulman remains undisturbed.

As appears in the previous proceedings noted above, interlocking relationships involving the Shulman companies and members of the Shulman family have been approved as not adverse to the public interest. The instant applications present no substantial deviation from the previous pattern of interlocking relationships between the companies. It is concluded that interlocking relationships within the scope of section 409(a) of the Act will result from the holding by Martin Shulman, Harry Shulman, Matthew Metrick and Stella Lotierzo of the positions shown in the above tabulation, that such interlocking relationships will not adversely affect the public interest, and that accordingly they will be approved.

It is further concluded that it is consistent with the public interest, subject to the terms, conditions and limitations of § 251.4 of the Board's economic regulations, to approve the holding by Martin Shulman, Harry Shulman, Matthew Metrick and Stella Lotierzo, in addition to the positions hereinabove designated, of the other positions in the companies listed herein.

Notice of intent to dispose of the application without a hearing has been published in the FEDERAL REGISTER and a copy of such action has been furnished by the Board to the Attorney General not later than the day following the date of such publication, both in accordance with the requirements of section 408(b) of the Act.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.13, it is found that the foregoing control relationships should be approved under section 408(b) of the Act without a hearing, that the interlocking relationships should be approved under section 409 of the Act, and that pursuant to authority granted in 14 CFR 385.3 the application to the extent not granted above should be dismissed.

Accordingly, it is ordered:

1. That (a) the control by Shulman, Inc., a Delaware corporation, of Quaker City Delivery Company, a New Jersey corporation (including the proposed dissolution of Quaker and distribution of Quaker's assets to Shulman-Del.), (b) the control by Drake Motor Lines, Inc., of (1) Orient-American Forwarding Company, a Japanese corporation, (2) Shulman, Inc., a Massachusetts corporation, (3) Shulman, Inc., a Delaware corporation, and (4) Quaker City Delivery Company, and (c) the common control by Harry Shulman, Martin Shulman, the Estate of Benjamin Shulman and Anna Shulman of Drake and through Drake of Orient-American, Shulman-Mass, Shulman-Del, and Quaker, be and they are hereby approved pursuant to section 408 of the Act.

2. That subject to the provisions of Part 251 of the Board's economic regulations, as now in effect or as hereafter amended, the interlocking relationships among Drake, Orient-American, Shulman-Mass., Shulman-Del., and Quaker arising from the simultaneous holding by Martin Shulman, Harry Shulman, Matthew Metrick and Stella Lotierzo of the positions designated in the tabulation hereinabove set forth, be and they are hereby approved under section 409 of the Act.

3. That, subject to § 251.4 of the Board's economic regulations, Harry Shulman, Martin Shulman, Matthew Metrick and Stella Lotierzo are authorized to hold in addition to the positions set forth above, such other positions within the Shulman companies as designated hereinabove to which they or any one or more of them may hereafter be elected or appointed.

4. That the application in Docket 14799, insofar as it involves Carlyle Swope, Samuel Elkins and Alonzo Pickett, be and the same is hereby dismissed.

Persons entitled to petition the Board for review of this order pursuant to the Board's regulations, 14 CFR 385.50, may file such petitions within five days after the date of service of this order.

This order shall be effective and become the action of the Civil Aeronautics Board upon expiration of the above period unless within such period a petition for review thereof is filed, or the Board gives notice that it will review this order on its own motion.

By J. W. ROSENTHAL,
Chief, Routes and Agreements Division, Bureau of Economic Regulation.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-4029; Filed, Apr. 22, 1964; 8:50 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

MERCK & CO., INC.

Notice of Filing of Petition Regarding Food Additive Thiabendazole

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1372) has been filed by Merck & Co., Inc., Rahway, New Jersey, proposing the issuance of a regulation to provide for the safe use of thiabendazole (2-(4'-thiazolyl)-benzimidazole) for cattle, as follows:

Principal ingredient	Dose	Combined with—	Dose	Limitations	Indications for use
1. Thiabendazole...	3 gm. per 100 lb. body weight.	----------	------	For cattle; one application as a drench; may repeat once in 2 to 3 weeks; not for dairy animals in production; do not treat within 30 days of slaughter.	Treatment of infestations with gastrointestinal roundworms (gnera *Trichostrongylus, Haemonchus, Ostertagia*).
2. Thiabendazole...	5 gm. per 100 lb. body weight.	----------	------	For cattle; one application as a drench; may repeat once in 2 to 3 weeks; not for dairy animals in production; do not treat within 30 days of slaughter.	Treatment of severe infestations with gastrointestinal roundworms (genera *Trichostrongylus, Haemochus, Ostertagia*); treatment of infestations with *Cooperia* species.

Dated: April 16, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 64-4004; Filed, Apr. 22, 1964; 8:47 a.m.]

PENICK & FORD, LTD., INC.

Notice of Filing of Petition Regarding Food Additive

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1238) has been filed by Penick & Ford, Ltd., Incorporated, 750 Third Avenue, New York 17, New York, proposing an amendment to § 121.1031 to provide for the safe use of food starch, modified by treatment with not more than 0.075 percent ammonium persulfate and not more than 0.05 percent sulfur dioxide.

Dated: April 17, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 64-4021; Filed, Apr. 22, 1964 8:49 a.m.]

UNION CARBIDE CORP.

Notice of Filing of Petition Regarding Food Additives; Resinous and Polymeric Coatings

Correction

In F.R. Doc. 64-3832, appearing at page 5324 of the issue for Saturday, April 18, 1964, the authority reading "(sec. (b)(5)" should be changed to read "(sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5))".

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15122; FCC 64-305]

OVERSEAS LEASED CIRCUITS

Notice of Termination of Inquiry

1. We instituted this inquiry by notice adopted July 17, 1963,[1] to assist us in our formulation of recommendations, to be submitted to the Department of State, as to the position to be taken by the United States on certain questions,[2] relating to the international leased circuit service, to be considered by the International Telegraph and Telephone Consultative Committee (CCITT) of the International Telecommunication Union at its forthcoming Third Plenary Assembly, May 25–June 27, 1964.

2. The questions with which we were concerned had been assigned, with others for preliminary study by CCITT Study Group III. At a meeting of the Study Group held in October 1962 a majority of delegations present had taken positions on them which were either contrary to existing United States practice or contrary to views we had stated with respect to the domestic leased channel service. Because it appeared that such positions, if adopted by the CCITT at its forthcoming Plenary Assembly, could seriously affect the United States, we believed that we should formulate and advise the Department of State of our own views, so that appropriate instructions could be given for the guidance of the United States delegation at further CCITT consideration of these matters.

3. At a further meeting of Study Group III during February 1964, however, it was decided that, insofar as these questions related to intercontinental (as distinguished from intra-continental) leased circuits, they would be left for determination by the administrations operating such circuits.[3] In view of this, we see no useful purpose in continuing the present inquiry, looking toward a formulation of our views on the particular matters set out in the notice of inquiry for transmission to the Department of State. Insofar as any of the matters herein require resolution by us for purposes other than consideration by the CCITT, such can be more effectively resolved within a more appropriate context, such as a licensing or other proceeding within the framework of the Communications Act.

4. *Accordingly, it is ordered,* This 15th day of April 1964, that the proceeding herein is terminated.

Released: April 20, 1964.

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

[F.R. Doc. 64-4031; Filed, Apr. 22, 1964; 8:50 a.m.]

[1] Released July 19, FCC 63-652.

[2] These questions are set out in the notice of inquiry.

[3] Report of Chairman, United States Delegation, Meeting of Study Group III, CCITT, Geneva, Switzerland, February 3-7, 1964, Department of State, TD Serial No. 951 (1964).

[Docket No. 15395; FCC 64M-325]

BLACKHAWK BROADCASTING CO. (WSDR)

Order Continuing Hearing

In re application of Blackhawk Broadcasting Company (WSDR), Sterling, Illinois, Docket No. 15395, File No. BMP-10504; for construction permit.

The Hearing Examiner having under consideration a motion for continuance filed April 16, 1964 by Blackhawk Broadcasting Company (WSDR) in the above-entitled matter, and

It appearing, that the movant desires a continuance without date for both the prehearing conference (now scheduled to commence April 24, 1964) and the hearing (now scheduled to commence May 28, 1964), and

It further appearing, that counsel for all parties herein, including the Broadcast Bureau, agree that the circumstances in the matter are such as to warrant granting the aforesaid motion,

It is ordered, This 17th day of April 1964, that the motion for continuance is granted and that, accordingly, the prehearing conference and the hearing in this proceeding are continued without date.

Released: April 20, 1964.

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

[F.R. Doc. 64-4032; Filed, Apr. 22, 1964; 8:50 a.m.]

[Docket No. 15247; FCC 64M-326]

FRANKLIN BROADCASTING CO., ET AL.

Order Continuing Hearing

In re application of Franklin Broadcasting Company (transferor), William F. Johns, Sr. and William F. Johns, Jr. (transferees), Docket No. 15247; File No. BTC-4303; for transfer of control of WLOD, Inc., Pompano Beach, Florida.

The Examiner has before him a motion for continuance filed on April 16, 1964, by both transferor and transferee; and

It appearing that a 30-day continuance is requested of both the dates for exchange of exhibits and of hearing; and

It further appearing that the Broadcast Bureau, the only other party to the proceeding, has no objection to grant of the motion and that in view of the Examiner's present docket, grant of the motion need not unduly postpone final disposition of the matter here involved;

Accordingly, it is ordered, This 17th day of April 1964, that the motion described above is granted; and the date for exchange of exhibits is continued from April 20, 1964, to May 20, 1964, and that the date for hearing is continued from May 4, 1964, to June 3, 1964.

Released: April 20, 1964.

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

[F.R. Doc. 64-4033; Filed, Apr. 22, 1964; 8:51 a.m.]

[Docket No. 15321; FCC 64M-327]

PEPINO BROADCASTERS, INC.

Order Continuing Hearing

In re application of Pepino Broadcasters, Inc., San Sebastian, Puerto Rico; Docket No. 15321, File No. BP-14253; for construction permit.

Upon the Hearing Examiner's own motion: *It is ordered,* This 17th day of April 1964, that the hearing in the above-entitled proceeding is scheduled for May 6, 1964, 10:00 a.m., in the Commission's Offices, Washington, D.C.

Released: April 20, 1964.

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

[F.R. Doc. 64-4034; Filed, Apr. 22, 1964; 8:51 a.m.]

[Docket No. 14611; FCC 64M-328]

PROGRESS BROADCASTING CORP. (WHOM)

Order Continuing Hearing

In re application of Progress Broadcasting Corporation (WHOM), New York, New York; Docket No. 14611, File No. BP-13915; for construction permit.

The Hearing Examiner having under consideration petition filed April 16, 1964, in behalf of the applicant requesting that the date for the exchange of exhibits heretofore established and the date for the commencement of the hearing be rescheduled;

It appearing, that good cause exists why said petition should be granted and there is no opposition thereto;

Accordingly, it is ordered, This 20th day of April 1964, that the exchange of exhibits shall be accomplished on or before May 6, 1964; *And, it is further ordered,* That the hearing herein shall commence on June 8, 1964, 10:00 a.m., in the Commission's Offices, Washington, D.C.

Released: April 20, 1964.

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

[F.R. Doc. 64-4035; Filed, Apr. 22, 1964; 8:51 a.m.]

[Docket Nos. 15204-15207; FCC 64M-324]

WHDH, INC. (WHDH-TV) ET AL.

Order Continuing Hearing

In re applications of WHDH, Inc. (WHDH-TV), Boston, Massachusetts, Docket No. 15204, File No. BRCT-530; for renewal of license; Charles River Civic Television, Inc., Boston, Massachusetts, Docket No. 15205, File No. BPCT-3164; Boston Broadcasters, Inc., Boston, Massachusetts, Docket No. 15206, File No. BPCT-3170; Greater Boston TV Co., Inc., Boston, Massachusetts, Docket No. 15207, File No. BPCT-3171; for construction permits for new VHF Television Broadcast Stations.

On April 16, 1964, the United States Court of Appeals for the District of Columbia Circuit issued a Memorandum in its Nos. 17785 and 17788. Because of possible action by the Commission as a result of the Memorandum which may affect the proceedings in this case: *It is ordered,* This 17th day of April 1964, that the hearing of April 20, 1964 is rescheduled to May 11, 1964.

Released: April 17, 1964.

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

[F.R. Doc. 64-4036; Filed, Apr. 22, 1964; 8:51 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-6256, RI61-28]

CENARD OIL & GAS CO. ET AL.

Order Amending Order Issuing Certificate of Public Convenience and Necessity et al.

APRIL 16, 1964.

Cenard Oil & Gas Company (formerly Chicago Stock Yards Research Company (Operator), et al.), Docket No. G-6256; Cenard Oil & Gas Company, Docket No. RI61-28.[1]

On August 2, 1963, Cenard Oil & Gas Company (Applicant) filed a motion for redesignation of FPC Gas Rate Schedule and Amendment of Certificate to reflect a change of corporate name from Chicago Stock Yards Research Company, all as more fully set forth in the motion.

On August 26, 1963, Public Service Electric and Gas Company filed a petition to intervene and on August 30, 1963, withdrew the petition. The withdrawal has become effective by operation of § 1.11(d) of the Commission's rules of practice and procedure. On August 29, 1963, Long Island Lighting Company filed a petition to intervene and on March 31, 1964, withdrew the petition.

The Commission orders:

(A) The order issuing a certificate of public convenience and necessity in Docket No. G-6256 be and the same is hereby amended to change the name of the certificate holder from Chicago Stock Yards Research Company (Operator), et al., to Cenard Oil & Gas Company, and in all other respects said order shall remain in full force and effect.

(B) The Notice of Change in Name is accepted for filing, and Chicago Stock Yards Research Company (Operator), et al., FPC Gas Rate Schedule No. 2, as supplemented, is redesignated as Cenard Oil & Gas Company FPC Gas Rate Schedule No. 1, as supplemented.

(C) The pending rate proceeding in Docket No. RI61-28, designated as Chicago Stock Yards Research Company (Operator), be and the same is hereby redesignated as Cenard Oil & Gas Company.

(D) Long Island Lighting Company be and is hereby permitted to withdraw the petition to intervene filed on August 29, 1963, in Docket No. G-6256.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-4002; Filed, Apr. 22, 1964; 8:47 a.m.]

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[1] Consolidated with Docket No. AR61-2, et al.

[Project No. 487]

PENNSYLVANIA POWER & LIGHT CO.

Notice of Application for Amendment of License

APRIL 16, 1964.

Public notice is hereby given that application has been given under the Federal Power Act (16 U.S.C. 791a-825r) by Pennsylvania Power & Light Company (correspondence to: F. H. Markley, Vice President, Financial, Pennsylvania Power & Light Company, 901 Hamilton Street, Allentown, Pennsylvania, and Austin Gavin, Vice President & General Counsel, Pennsylvania Power & Light Company, 901 Hamilton Street, Allentown, Pennsylvania) for amendment of the license for Project No. 487, located on Wallenpaupack Creek in Wayne and Pike Counties, Pennsylvania.

The purpose of the application is to seek amendment of the license to make it subject to the current regulations of the Commission with respect to the establishment and maintenance of a reserve for amortization.

Protests 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 of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is June 24, 1964. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-4008; Filed, Apr. 22, 1964; 8:47 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-4205]

AMERICAN ELECTRIC POWER CO., INC., AND WHEELING ELECTRIC CO.

Notice of Proposed Capital Contributions and Issues, Sales and Renewals of Short-Term Promissory Notes to Banks

APRIL 17, 1964.

Notice is hereby given that American Electric Power Company, Inc. ("American"), 2 Broadway, New York, New York, 10008, a registered holding company, and its public-utility subsidiary company, Wheeling Electric Company ("Wheeling"), 51 16th Street, Wheeling, West Virginia, have filed a joint declaration with this Commission, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a), 7 and 12 of the Act and Rules 45 and 50(a)(2) thereunder as applicable to the proposed transactions. All interested persons are referred to the declaration, on file at the office of the Commission, for a statement of the transactions therein proposed which are summarized below:

American proposes, from time to time prior to December 1, 1965, to make cash capital contributions to Wheeling in an aggregate amount not to exceed $1,100,000. Such capital contributions will be credited by Wheeling to its Other Paid-In Capital account.

Wheeling presently has outstanding with banks an aggregate of $4,250,000 principal amount of short-term notes, which had been issued for renewal purposes pursuant to authorization of the Commission by Order dated March 1, 1963 (Holding Company Act Release No. 14814). Wheeling proposes to issue and sell to the same banks an additional $750,000 aggregate principal amount of short-term notes and to renew, from time to time prior to December 1, 1965, such notes as well as the $4,250,000 presently-outstanding notes. Each new note proposed to be issued and each new renewal note will be dated as of the date of the issuance or renewal as the case may be; will be due not more than 270 days after the date of issuance or renewal; will bear interest at the prime rate (currently 4½ percent) in effect on the respective dates of issuance or renewal; and will be prepayable, in whole or in part, without premium. No such new note will be issued or renewed after December 1, 1965, without the further order of this Commission.

Wheeling also has outstanding with the same banks $7,000,000 principal amount of long-term notes due December 1, 1965. Upon completion of the proposed bank borrowings, Wheeling will have outstanding with the following named banks long-term and short-term promissory notes in the amounts designated:

	Long-term notes	Short-term notes
Mellon National Bank and Trust Company, Pittsburgh, Pa.	$3,000,000	$2,300,000
The First National City Bank of New York, N.Y.	1,000,000	675,000
Bankers Trust Company, New York, N.Y.	1,000,000	675,000
Morgan Guaranty Trust Company of New York, N.Y.	1,000,000	675,000
Manufacturers Hanover Trust Company, New York, N.Y.	1,000,000	675,000
Totals	7,000,000	5,000,000

The filing states that on or prior to December 1, 1965, Wheeling contemplates issuing long-term securities in an amount sufficient to refund all of its then outstanding short-term and long-term promissory notes aggregating $12,000,000. Any such financing program will be the subject of a future filing with this Commission and Wheeling agrees that in the event of any permanent financing the authorization requested in the instant filing, if granted, shall terminate and cease to be in effect.

Wheeling further states that its construction program for 1964 and 1965 is estimated to cost approximately $3,700,000, of which about one-half will be derived from internal sources and the other half from the proposed $1,100,000 cash contributions of American and the $750,000 of additional short-term bank borrowings.

Declarants state that the proposed capital contributions are subject to the jurisdiction of the Public Service Commission of West Virginia; that a copy of that Commission's order will be filed by amendment; and that no commission, other than this Commission, has jurisdiction over the proposed note issues and renewals. Declarants further state that, other than a fee for legal services not in excess of $500, no fees or expenses are expected to be paid or incurred in connection with the proposed transactions.

Notice is further given that any interested person may, not later than May 7, 1964, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said joint declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the declarants at the above-stated addresses, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed contemporaneously with the request. At any time after said date, the joint declaration, as it may be amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 64-4011; Filed, Apr. 22, 1964; 8:48 a.m.]

[File No. 812-1673]

E. I. DU PONT DE NEMOURS AND CO.

Notice of Filing of Application for Order Exempting Transactions Between Affiliated Persons

APRIL 17, 1964.

Notice is hereby given that E. I. du Pont de Nemours and Company ("applicant"), Wilmington 98, Delaware, a Delaware corporation, 29 percent of the common stock of which is owned by Christiana Securities Company ("Christiana"), a registered closed-end investment company, has filed an application pursuant to section 17(b) of the Investment Company Act of 1940 ("Act") for an order exempting from section 17(a) of the Act the transactions described below whereby Nitto Fluorochemicals Company, Ltd. ("NFC") and Nitto Chemical Industry Company, Ltd. ("NCC") would sell each other certain property in Japan. All persons are referred to said application on file with the Commission for a full statement of the representations therein which are summarized below.

NFC and NCC are Japanese corporations having their principal offices in Tokyo, Japan. Applicant and NCC each own 50 percent of the outstanding shares of NFC. Under sections 2(a)(3) and 2(a)(9) of the Act, NCC is an affiliated person of NFC, NFC is an affiliated person of Christiana and applicant and NFC are presumed to be controlled by Christiana. Section 17(a) of the Act prohibits an affiliated person of a registered investment company, or an affiliated person of such a person, from selling to or purchasing from such registered investment company or any company controlled by such company, any security or other property, subject to certain exceptions, unless the Commission upon application pursuant to section 17(b) grants an exemption from the provisions of section 17(a), after finding that the terms of the proposed transaction, including the consideration to be paid, are reasonable and fair and do not involve overreaching on the part of any person concerned, that the proposed transaction is consistent with the policy of each registered investment company concerned, as recited in its registration statement and reports filed under the Act, and is consistent with the general purposes of the Act.

NFC was organized by applicant and NCC on April 10, 1963 for the purpose of manufacturing and selling fluorochemicals in Japan. Prior to such organization, applicant and NCC confirmed an "NFC Plant Site" agreement which provided for the acquisition of certain properties by NFC from NCC and, by formal agreement dated May 20, 1963, NFC purchased from NCC for 216,055,200 yen (approximately $600,000) about six acres of land on which the existing fluorinated hydrocarbons manufacturing facilities of NCC were located and which were a part of NCC's Tsurumi plant (Yokohama works). Pursuant to the agreement dated May 20, 1963, NFC also agreed to purchase NCC's fluorinated hydrocarbons manufacturing facilities located on the six acres of land for 360,000,000 yen (approximately $1,000,000), the principal amount to be paid over a period of five years at the annual rate of 72,000,000 yen (approximately $200,000) plus 6 percent interest on the unpaid balance. The price of the land and the manufacturing facilities was negotiated between applicant and NCC and was confirmed in the formal "NFC Plant Site" agreement.

It has now been determined by applicant, NFC and NCC that the facilities at the Yokohama works are not satisfactory for NFC's purposes and the parties have agreed that NFC should construct a new plant at a different location and transfer its operations thereto. They have therefore renegotiated the purchase of land and facilities at the Yokohama works by NFC from NCC. NFC has negotiated for the purchase from a seller not affiliated with any of the parties of about 14 acres of land in Shimizu, Japan, as the site for the construction of its new plant.

Applicant requests that the following transactions be exempted by the Commission's order:

1. NCC will repurchase the Tsurumi land for 216,055,200 yen (approximately $600,000), the same price paid to NCC for the land by NFC.

2. NFC will purchase NCC's fluorinated hydrocarbons facilities at its Yokohama works for 360,000,000 yen (approximately $1,000,000), the amount originally agreed upon, payment to be made by: (a) Cash in the amount of 210,000,000 yen (approximately $538,000) on the date of sale; and (b) a non-interest bearing non-negotiable promissory note in the amount of 150,000,000 yen (approximately $417,-000) payable July 1, 1965.

3. When NFC ceases to use the facilities at the Yokohama works, about April 1, 1965, NFC will move certain of these facilities to the new plant at Shimizu and will sell the remaining facilities to NCC. NCC will repurchase these remaining facilities for 150,000,000 yen (approximately $417,000), the sale price of these facilities to NFC less depreciation accrued during their use by NFC, by cancellation of the promissory note referred to above for that amount.

Applicant believes that the transactions are fair and reasonable to both NFC and NCC because they involve basically the same consideration for the properties in question as those agreed to by applicant and NCC when NCC was not affiliated with NFC within the meaning of the Act.

Notice is further given that any interested person may, not later than May 4, 1964, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the applicant at the address set forth above. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule O-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS, *Secretary*.

[F.R. Doc. 64-4012; Filed, Apr. 22, 1964; 8:48 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority No. 4]

DEPUTY ADMINISTRATOR FOR FINANCIAL ASSISTANCE

Delegation on Financial Assistance

I. Pursuant to the authority vested in the Administrator by the Small Business Act, 72 Stat. 384, as amended, and the Small Business Investment Act of 1958, 72 Stat. 689, as amended; there is hereby delegated to the Deputy Administrator for Financial Assistance the following authority:

1. To approve or decline business and disaster loan applications, including reconsiderations thereof, and to execute authorizations and modifications pertaining to such loans.

2. To approve amendments of loan authorizations in loans that: (a) have, or (b) have not been fully disbursed.

3. To determine eligibility of loan applicants within the framework of prior determinations.

4. To authorize acceptance of disaster loan applications after expiration of the original disaster period.

5. To extend the original disaster period resulting from a disaster declaration.

6. To declare a disaster area and period in the absence of both the Administrator and the Executive Administrator.

7. To take all necessary actions in connection with the servicing, administration, collection, and liquidation of partially or fully disbursed loans, other obligations and acquired property but is not authorized:

a. To sell any primary obligation or other evidence of indebtedness owed to the Agency for a sum less than the total amount due thereon.

b. To accept or reject a compromise settlement of an indebtedness owed to the Agency for a sum less than the total amount due thereon.

c. To exercise any rights under the "Management Agreement" clause of a Loan Agreement.

d. To deny liability of the Small Business Administration under the terms of a participation agreement, or the assertion of a claim for recovery from a participating bank under any alleged violation of a participating agreement.

II. The authority delegated herein may be redelegated with the exception of that contained in Item I.6.

III. All authority delegated herein may be exercised by any SBA employee designated as Acting Deputy Administrator for Financial Assistance.

IV. All authority previously delegated by the Administrator to the Deputy Administrator for Financial Assistance is hereby rescinded without prejudice to actions taken under all such delegations of authority prior to date hereof.

Effective date. April 1, 1964.

EUGENE P. FOLEY, *Administrator*.

[F.R. Doc. 64-4013; Filed, Apr. 22, 1964; 8:48 a.m.]

[Delegation of Authority No. 30 (Rev. 8), Amdt. 4]

REGIONAL DIRECTORS

Delegation of Authority To Conduct Program Activities in Regional Offices

Pursuant to the authority vested in the Administrator by the Small Business Act, 72 Stat. 384, as amended; the Small Business Investment Act of 1958, 72 Stat. 689, as amended; Delegation of Authority No. 30 (Revision 8), as amended, 28 F.R. 3228, 7204, 8179 and 29 F.R. 4842 is hereby amended by deleting Items I.D.3 and 4, and substituting the following in lieu thereof:

I. * * *

D. * * *

3. To (a) purchase all office supplies and expendable equipment, including all desk-top items and rent regular office equipment; (b) contract for repair and maintenance of equipment and furnishings in an amount not to exceed $50 in any one instance; (c) contract for services required in setting up and dismantling, and moving SBA exhibits.

4. In connection with the establishment of Disaster Loan Offices, to (a) obligate Small Business Administration to reimburse General Services Administra-

tion for the rental of office space; (b) rent office equipment; (c) rent motor vehicles commercially when not available from General Services Administration; (d) procure (without dollar limitation) emergency supplies and materials.

Effective date. April 13, 1964.

EUGENE P. FOLEY,
Administrator.

[F.R. Doc. 64-4014; Filed, Apr. 22, 1964; 8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[Section 5a Application No. 25; Amdt. No. 4]

NEW ENGLAND MOTOR FREIGHT BUREAU, INC.

Application for Agreement

APRIL 20, 1964.

The Commission is in receipt of an application in the above-entitled and numbered proceeding for approval of amendments to the agreement therein approved under the provisions of section 5a of the Interstate Commerce Act.

Filed April 13, 1964, by: Charles E. Ryan, Counsel, 125 Lincoln Street, Boston, Mass., 02111.

Amendments involved: Change the agreement so as to (1) modify the qualifications and authority of the Bureau's treasurer, (2) provide for an increase of one director in the membership of the board of directors, (3) specifically permit nonmember participation in certain agency publications by use of power of attorney, and (4) allow common carriers by railroad to participate as concurring carriers in Bureau tariffs naming joint rates, and provide that such carriers shall have no voice in the affairs and will not participate in the classification of rate making procedures of the Bureau.

The application may be inspected at the office of the Commission in Washington, D.C.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 20 days from the date of this notice. As provided by the general rules of practice of the Commission, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, Division 2.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-4017; File, Apr. 22, 1964; 8:48 a.m.]

[Notice 972]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 20, 1964.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), 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 66436. By order of April 14, 1964, the Transfer Board approved the transfer to Floyd M. Shook, Jr., doing business as Shook Van & Storage Company, Santa Barbara, Calif., of the operating rights in Certificate in No. MC 47718, issued by the Commission April 17, 1956, to Floyd M. Shook, Sr., and Lillian J. Shook, a partnership, doing business as Shook's Van & Storage Company, Santa Barbara, Calif., authorizing the transportation, over irregular routes, of household goods, between Santa Barbara, Calif., on the one hand, and, on the other, points in Ventura and Santa Barbara Counties, Calif., and between Santa Barbara, Calif., and points in that part of Santa Barbara County within 15 miles of the Santa Barbara-Ventura County line, and those in Ventura and Los Angeles Counties, on and within 30 miles of U.S. Highway 101, other than Los Angeles, Calif., on the one hand, and, on the other, Los Angeles.

No. MC-FC 66580. By order of April 14, 1964, the Transfer Board approved the transfer to The Monroe Transfer and Storage Company, Incorporated, Hampton, Va., of Certificate in No. MC 7395, issued March 17, 1949, to E. A. Monroe, doing business as Monroe Transfer and Storage Company, Hampton, Va., authorizing the transportation of: general commodities, with the usual exceptions including household goods and commodities in bulk, between Old Point Comfort, Va., and Newport News, Va. Charles B. Arrington, Jr., 819 Citizens Bank Building, Norfolk 10, Va., attorney for applicants.

No. MC-FC 66672. Corrected notice*—By order of April 1, 1964, the Transfer Board approved the substitution of Jack Hopwood and Robert Hopwood, a partnership, doing business as Hoppy's Ice & Oil Service, Brockton, Mass., in lieu of Everett A. Hopwood (Fred D. Hendrick, Administrator), doing business as Hoppy's Ice & Oil Service, Brockton, Mass., as applicant in No. MC 58468 (Sub-No. 1) for a certificate of registration to operate in interstate or foreign commerce authorizing operations under the former second proviso of section 206(a)(1) of the Act supported by Massachusetts Certificate No. 5268 authorizing the transportation, over irregular routes, of general commodities anywhere within the Commonwealth of Massachusetts. Mary E. Kelley, 10 Tremont Street, Boston 8, Mass., attorney for applicants.

No. MC-FC 66767. By order of April 14, 1964, the Transfer Board approved the transfer to Wilbur Miller, doing business as Miller Truck Line, River Falls, Wis., of the operating rights in Certificates in Nos. MC 5857 and MC 5857 (Sub-No. 1), issued by the Commission January 8, 1941, and November 21, 1962, respectively, to Chester Truesdill, Baldenville, Wis., authorizing the transportation, over irregular routes, of livestock and agricultural commodities, from points in five specified towns in Pierce County, Wis., and three specified towns in St. Croix County, Wis., to Minneapolis, St. Paul, South St. Paul, and Newport, Minn., and of general commodities, excluding household goods, commodities in bulk, and other specified commodities, from Minneapolis, St. Paul, South St. Paul, and Newport, Minn., to points in the above-referred-to Wisconsin towns, and from River Falls, Wis., to Minneapolis, Minn. A. R. Fowler, 2288 University Avenue, St. Paul, Minn., 55114, representative for applicants.

No. MC-FC 66793. By order of April 14, 1964, the Transfer Board approved the transfer to Geo. I. Cornelison, Creston, Iowa, the operating rights in the Certificate in No. MC 90221 issued August 12, 1963 to Carl N. Campbell, doing business as Campbell Bros., Orient, Iowa, authorizing the transportation, over regular routes, of: Livestock and agricultural commodities, and general commodities, excluding household goods, commodities in bulk, and other specified commodities, and livestock, over irregular routes, between specified points in Iowa and Nebraska. William A. Landau, 1307 East Walnut, Des Moines, Iowa, 50306, representative for applicants.

No. MC-FC 66799. By order of April 14, 1964, the Transfer Board approved the transfer of Robert L. Mitchener and Ronald J. Mozingo, a partnership, doing business as A & W Transfer & Storage, Arkansas City, Kans., of the operating rights in Certificate in No. MC 107302, issued March 15, 1954, to Claude R. Stacy, doing business as Stacy Transfer & Storage Co., Arkansas City, Kans., authorizing the transportation, over irregular routes, of: Household goods, as defined by the Commission, from Gueda Springs, and Arkansas City, Kans., to points in Oklahoma. J. Michael Smith, Box 220, Winfield, Kans., attorney for applicants.

No. MC-FC 66826. By order of April 14, 1964, the Transfer Board approved the transfer to Joseph Campbell, Philadelphia, Pa., of Certificate in No. MC 18735, issued March 16, 1951, to William

*On page 5027 in the FEDERAL REGISTER dated April 10, 1964 line 10 the transfer of Texas intrastate certificate is shown, and it should have been Massachusetts.

B. Sullender, 5706 Thomas Avenue Philadelphia, Pa. (Zone 43), authorizing the transportation of household goods, over irregular routes, between Philadelphia, Pa., on the one hand, and, on the other, points in New York, New Jersey, Pennsylvania, Maryland, Delaware, and the District of Columbia. James C. Brennan, 19 West Fifth Street, Chester, Pa., attorney for transferee.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-4018; Filed, Apr. 22, 1964; 8:49 a.m.]

[Notice 972-A]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 20, 1964.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), 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-66725. Application filed March 24, 1964, for L. C. Corp., Room 735, 89 Broad Street, Boston, Mass., for temporary authority to lease the operating rights of C. J. Hogan, Inc., 79 Seattle Street, Allston, Mass., under section 210a(b). The transfer to L. C. Corp., of the operating rights of C. J. Hogan, Inc., is still pending.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-4019; Filed, Apr. 22, 1964; 8:49 a.m.]

CUMULATIVE CODIFICATION GUIDE—APRIL

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during April.

FEDERAL REGISTER

Telephone WOrth 3-3261

Published daily, except Sundays, Mondays, and days following official Federal holidays, by the Office of the Federal Register, National Archives and Records Service, General Services Administration, pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President. Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington, D.C., 20402.

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