

FEDERAL REGISTER

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Part I

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Agencies in this issue—

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Agricultural Stabilization and
Conservation Service
Atomic Energy Commission
Civil Aeronautics Board
Coast Guard
Consumer and Marketing Service
Customs Bureau
Education Office
Federal Aviation Administration
Federal Communications Commission
Federal Power Commission
Federal Reserve System
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Food and Drug Administration
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United States and Canada
Interstate Commerce Commission
Land Management Bureau
Maritime Administration
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National Park Service
Packers and Stockyards
Administration
Post Office Department
Renegotiation Board
Securities and Exchange Commission

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Now Available

LIST OF CFR SECTIONS AFFECTED

1949-1963

This volume contains a compilation of the "List of Sections Affected" for all titles of the Code of Federal Regulations for the years 1949 through 1963. All sections of the CFR which have been expressly affected by documents published in the daily Federal Register are enumerated.

Reference to this list will enable the user to find the precise text of CFR provisions which were in force and effect on any given date during the period covered.

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Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 823—OFFICE OF THE REGIONAL DIRECTOR

Part 823 is completely revised to show a new Regional Office organizational structure and functional statement related thereto.

Accordingly, revised Part 823, Office of the Regional Director, reads as follows:

Sec.

- 823.1 Regional Director.
- 823.2 Administrative Officer.
- 823.3 Regional Counsel.
- 823.4 Deputy Regional Director, Operations.
- 823.5 Postal Service Officers.
- 823.6 Deputy Regional Director, Services.

AUTHORITY: The provisions of this Part 823 issued under 5 U.S.C. 301, 39 U.S.C. 501.

§ 823.1 Regional Director.

(a) Directs the execution of policies, regulations and procedures and takes final action within his delegated authority on all matters relating to administration, operations and services within the region except National Headquarters field activities and other specific matters reserved to the Postmaster General and bureaus and offices of the National Headquarters.

(b) Manages, uses and controls manpower, allotted funds, facilities, and equipment within the authority delegated to the region.

(c) Directs management and operating surveys in post offices.

(d) Provides guidance and specialized assistance to post offices on mail processing, mail movement methods, and other postal operations.

(e) Exercises direct line authority over all officers and employees within the regions, except as provided in paragraph (a) of this section.

(f) Is responsible for the appraisal of performance and final rating of postmasters.

(g) Serves as Deputy Equal Employment Opportunity Officer under Executive Orders 11246 and 11375.

(h) May direct activities of individuals whose responsibilities extend into other regions.

§ 823.2 Administrative Officer.

(a) Assists and, as directed, acts for the Regional Director in matters of organization, management, budget and personnel administration, and other regional office staff activities, and performs such other duties as assigned by the Regional Director.

(b) Directs the paperwork management activity throughout the region.

§ 823.3 Regional Counsel.

Represents the General Counsel in furnishing a broad scope of legal services and counsel to the Regional Director, his staff, and postmasters within the region.

§ 823.4 Deputy Regional Director, Operations.

(a) Assists the Regional Director in the overall management of the region.

(b) Acts for the Regional Director in his absence or at his direction.

(c) Directs and coordinates all facets of mail operation within the region.

(d) Determines service approval for support projects, programs, and procedures connected with mail operation within the region.

(e) Keeps the Regional Director informed of field operations as related to requirements, plans, and goals.

(f) Acts as the focal point for all communication—directives, policies, procedures, projects, surveys, and programs—between the regional office and the post offices within assigned region.

(g) Plans and directs postal service officer activities.

§ 823.5 Postal Service Officers.

(a) Provides to the Deputy Regional Director, Operations, a focal point of general management liaison with postmasters on a continuous basis.

(b) Guides and counsels postmasters on postal service matters and informs the regional office of problems and situations which require technical expertise in gaining solutions.

(c) Serves as a source of day-to-day information to the Deputy Regional Director, Operations, on needs and performance by postal installations.

(d) Contributes to the annual appraisal of postmasters.

(e) Maintains continuous observations of the postal service activities.

(f) Carries out special assignments of the Deputy Regional Director, Operations, and, as directed, special assignments for other regional officials.

§ 823.6 Deputy Regional Director, Services.

(a) Assists the Regional Director in overall management of the region; acts for the Regional Director in his absence or at his direction; interprets and translates postal operation service requirements, for both within and between communities, issued by the Department, into the planning guidance necessary to develop and process detail plans for the postal region, provides policy, planning, procedure, program, and project support to the Regional Director and Deputy Regional Director, Operations, for operation of the postal system within the region on all matters relating to personnel,

post office and delivery services, finance, facilities, logistics, industrial engineering, and marketing.

(1) *Personnel Division.* (i) Assists and advises the Regional Director and his deputies in all facets of personnel management to provide adequate and qualified employees to meet the postal operations requirements of the region.

(ii) Controls and supervises all activities and functions necessary for a progressive personnel management program under Departmental policies and procedures.

(iii) Provides personnel services for the local regional headquarters and for such other independent installations as may be assigned for administrative support.

(iv) Maintains liaison with various Federal, State, and local agencies having dealings with postal employees in the region, such as the U.S. Civil Service Commission, the Department of Labor, and the Department of Commerce.

(v) Gives technical advice and assistance to postmasters, operating officials, and employees in the region on matters of recruitment, selection, promotion, performance, training and development, position ranking, testing and examination, discipline, grievances, health, safety awards, pay administration, benefits, labor relations, and Federal laws, regulations, and rules relating to civilian personnel.

(vi) Provides professional guidance to regional and installation officials and supervisors on equal employment, civil rights, employment of the handicapped, and labor relations affecting field service personnel.

(vii) Plans and directs the regional medical activities.

(viii) Inspects and evaluates the performance and staffing of personnel office activities in local post offices and other installations in the region.

(ix) Handles such special projects, field tests, and pilot studies as may be assigned by Departmental headquarters.

(x) Assures the timely accomplishment of all functions and activities assigned to the personnel division.

(xi) Participates with the Regional Director and other regional officials on programs and plans having personnel management implications.

(xii) Serves as the principal point of contact for all communications, written and oral, with the employee organizations.

(2) *Post Office and Delivery Services Division.* (i) Directs, coordinates and provides technical procedural guidance involving manpower and staffing in post offices and in all collection and delivery services, including general delivery, lock box, and window service requirements for the postal region.

(ii) Develops and recommends post office and delivery service plans.

(iii) Monitors, evaluates, reports, and, as directed, settles problems.

(iv) Develops, coordinates and assists in implementing changes in organization and staffing postal installations under Departmental policy and guidance.

(v) Reviews and coordinates complement and manhour allowances with appropriate regional organizational elements having a technical and functional interest; approves and releases allowances.

(vi) Participates in the preparation of and recommends budget and program plans.

(vii) Provides comments and operational concurrence on proposed methods improvements.

(viii) Directs the regional program for plant maintenance, including the operation and maintenance of buildings and building mechanical equipment; and the maintenance of mail processing systems and patron service equipment.

(ix) Direct the establishment, naming, operation, and discontinuing of classified and contract stations, branches and annexes within the postal region under Departmental policy and guidance.

(x) Directs, and coordinates and provides technical guidance on the delivery and vehicle services of the postal region.

(xi) Directs the regional vehicle maintenance program, providing maintenance guidance, training, and technical direction to post offices. Directs analysis of cost reports and directs vehicle disposal program.

(xii) Monitors, evaluates, reports, and as directed, settles problems in fulfilling delivery and vehicle service requirements.

(xiii) Reviews and provides comments on organization, staffing, complement, and man-hour allowances for carriers and vehicle services.

(xiv) Administers control of changes in city and rural routes, rural stations and assignment of vehicle utilization schedules.

(xv) Reviews and gives service approval to proposed methods, carrier case diagrams, and plant improvement plans relating to delivery and vehicle services.

(xvi) Coordinates with planning and distribution branch, logistics division, to provide technical guidance in scheme knowledge requirements for a well-qualified work force.

(xvii) Analyzes and recommends corrective action reports of delayed mail involving postal installation operating deficiencies.

(xviii) Develops, specifies, coordinates, and approves operational requirements for postal installations.

(xix) Studies, specifies, directs and coordinates the Region operational plant utilization program.

(xx) Approves from an operating standpoint, site size, site location, building, equipment, and equipment arrangements.

(xxi) Installs and reviews prescribed work measurement systems and ap-

praises system effectiveness; determines need for expansion of work measurement systems and promotes effective manpower utilization in post offices.

(xxii) Establishes performance goals and monitors system effectiveness as a basis for improvement; develops controls for effective man-hour use.

(xxiii) Identifies areas in operations when excessive manpower is evident and recommends corrective actions.

(xxiv) Evaluates effectiveness of mail handling systems as related to service requirements.

(xxv) Evaluates audit inspections of post offices by the Inspection Service and, with postmaster appraisals, determines the need for adverse action and processes such actions.

(3) *Finance Division.* (i) Provides the Regional Director and his deputies advice and assistance in regional financial management matters.

(ii) Advises and assists regional division directors as they develop programs and resource plans.

(iii) Provides technical financial management guidance and assistance to the regional office and post offices in the three major areas of financial endeavor—accounting programs, budget programs, and costs and surveys.

(iv) Conducts program and resource analyses and accumulates, interprets, and presents financial, statistical, and economic data; advises regional officials on trends for use of resources.

(v) Conducts cost and economic feasibility studies; prepares cost estimates of various sorts.

(vi) Participates in developing resource plans for postal installations.

(vii) Serves as regional office liaison with the postal data centers; gives technical direction and guidance to the chief accountant program through postmasters; and participates in management appraisals.

(viii) Directs and installs cost ascertainment procedures, as well as other statistical requirements of programs of the Bureau of Finance and Administration.

(ix) Provides training necessary to carry out division functions.

(x) Directs the regional program on banking policy and procedures; authorizes post office cash reserves and establishment of inactive bank balances of less than \$20,000.

(xi) Develops, maintains, and operates a regional system of management information reporting, using latest techniques and all management data available.

(xii) Performs review of contractors' claims for public law adjustments.

(4) *Facilities Division.* (i) Assists the Regional Director and his deputies by administering construction, leasing, procurement, and supply, engineering, space mechanization and developmental programs and maintains program controls within delegated authority.

(ii) Develops long-range plans to meet space, supply, and equipment requirements within overall postal objectives.

(iii) Acquires, manages, and disposes of postal space, equipment and supplies and provides and maintains data for national related reporting systems.

(iv) Develops Federal building extension and improvement requirements and develops requirements and designs leased facilities.

(5) *Logistics Division.* (i) Applies Departmental directives pertaining to transportation service requirements and provides necessary guidance for developing, processing, implementing, and operating detailed transportation plans and programs for the postal region.

(ii) Plans, directs, and coordinates regional transportation and mail processing services.

(iii) Advises the Regional Director and his deputies of the capability of the postal region to meet planned and assigned transportation requirements.

(iv) Coordinates and recommends to the Deputy Regional Director, Services, the facilities, equipment, organization, and manpower under post office management needed to meet transportation requirements.

(v) Develops and maintains an integrated regional pattern for transporting all classes of mail consistent with national patterns and plans, and coordinates with similar patterns in adjoining regions.

(vi) Maintains liaison with common carriers; negotiates for the transportation of mail by railroads and highway vehicles and insures efficient use of these and air transportation, citing irregularities, and imposing penalties when warranted.

(vii) Provides program and technical guidance to postmasters in planning and operating mobile units, transfer offices, airport facilities, and truck terminals and determines the need for their establishment or discontinuance.

(viii) Coordinates transportation service and cost studies and plans with the regional finance division for appropriate guidance and inputs and to assure they are consistent with regional plans, budgets, and cost effectiveness analyses.

(ix) Directs the preparation of schemes (incoming and outgoing) and schedules governing the distribution and dispatch of mail and issuance of instructions for labeling mail.

(x) Provides technical guidance in scheme knowledge requirements for a well-qualified work force.

(xi) Develops and coordinates distribution and operating procedures to include the makeup, distribution, and dispatch of mail at all postal installations within the postal region.

(xii) Issues criteria governing diagrams of letter cases and pouch-and-sack-racks, with emphasis on the adequacy of makeup and effect on service.

(xiii) Directs the repair, storage and distribution of mail bags; directs operations of the mail bag depositories and repair centers.

(xiv) Issues instructions on labeling, packing, makeup and dispatch of surplus mail equipment and makes periodic personal visits to insure that the instructions are being carried out.

(xv) Directs and coordinates railway, highway, and air and other transportation services for the postal region.

(xvi) Develops the technical aspects of the ZIP Code areas, and of ZIP Code directories.

(6) *Industrial Engineering Division.* (i) Develops and analyzes post office operational methods and procedures and recommends necessary changes.

(ii) Identifies areas for improvement in physical environment, space layout, and equipment that will increase productive mail handling capacity.

(iii) Participates in developing methods and techniques to insure, as applicable, orderly transition from manual to mechanized mail processing.

(iv) Verifies the accuracy and reasonableness of common carrier claims for higher mail pay rates by analyzing the carriers' mail handling operations from the point of view of existence, necessity, and appropriate application and utilization of manpower, facilities, methods and procedures. Participates as necessary in such pay rate cases before Interstate Commerce Commission Hearing Examiners.

(7) *Marketing Division.* (i) Directs regional programs of promoting public cooperation in accepting new and improved mailing practices designed to reduce costs, improve mail handling, and furnish better service.

(ii) Guides and coordinates the regional customer relations activities.

(iii) Maintains contact with postmasters and other field units to assure effective implementation of the customer relations and public cooperation programs.

(iv) Contacts large mailers, organizations and associations to promote interest in and acceptance of these programs; participates in meetings and conventions, upon invitation, to explain and promote the customer cooperation program.

(v) Investigates and recommends action on mail services complaints.

(vi) Provides customer assistance in use of ZIP Code, presorting mail, NIMS, and similar efforts.

(vii) Assures that services provided the public by postmasters are in keeping with effective customer relations practices and Departmental policy.

(viii) Cooperates with and participates in Departmental programs to research and analyze current usage of postal services and the types of services needed by the users.

(ix) Administers a regional program of service analysis through selective tests to determine overall quality of service; recommends areas for improvement.

NOTE: The corresponding part in the Postal Manual is Part 823.

DAVID A. NELSON,
General Counsel.

[P.R. Doc. 69-15060; Filed, Dec. 18, 1969; 8:46 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER C—AIRCRAFT

[Docket No. 10003; Amdt. 39-898]

PART 39—AIRWORTHINESS DIRECTIVES

British Aircraft Corporation Model BAC 1-11 Airplanes

Amendment 39-890, AD 69-25-9, published in 34 F.R. 19498 on December 10, 1969, requires, among other things, an inspection of the center roof panel "E" area, restrictions on the use of the passenger, drop-out oxygen system, and periodic inspections for oxygen leaks in the roof panel "E" area, pending the incorporation of modifications of the roof panel "E" on British Aircraft Corporation Model BAC 1-11 airplanes. After issuing Amendment 39-890, the Federal Aviation Administration has determined that the 25 hours' compliance time of paragraph (a) does not provide sufficient time in which to meet the requirements of that paragraph and that this may be increased to 75 hours time in service without adversely affecting safety. It has also been determined that the altitude restriction of 25,000 feet in paragraph (a) is unnecessarily restrictive and that this may be increased to 30,000 without any adverse effect upon safety. In addition, a change to the AD is necessary to make it clear that the requirements of paragraphs (b), (h), and (i) apply to all airplanes and that paragraph (a) applies only to airplanes having a passenger drop-out oxygen system control panel.

Finally, the AD indicated that all the inspections and tests required by paragraphs (a) through (f) could be discontinued following compliance with paragraphs (h) and (i). This is incorrect and would not be in the interest of safety. It is only the operating limitations required by paragraph (a) that may be removed following accomplishment of paragraph (i). Safety dictates that the inspections and tests required through paragraph (f) continue notwithstanding the accomplishment of paragraphs (h) and (i).

Since this amendment provides for correction and clarification of the AD and relieves certain restrictions, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 39-890 (AD 69-25-9) is amended as follows:

(1) The compliance statement is amended to read: "compliance is required as indicated, unless already accomplished."

(2) The introductory statement in paragraph (a) is amended by inserting the phrase, "For airplanes with a passenger drop-out system control panel modified in accordance with Part (C) of

British Aircraft Corp. Model BAC 1-11 Service Bulletin No. 33-PM4169, Revision 2, dated October 1, 1969," immediately preceding the word "within" and by striking out the number "25" and inserting the number "75", in place thereof.

(3) Paragraph (a)(2) is amended by striking out the number "25,000" and inserting the number "30,000", in place thereof.

(4) Paragraph (b) is amended by inserting the phrase "For all airplanes," immediately preceding the word "within" at the beginning of the paragraph.

(5) Paragraphs (h) and (i) are amended by inserting the phrase "For all airplanes," immediately preceding the word "on" at the beginning of the paragraph.

(6) Paragraph (j) is amended to read as follows:

(j) When paragraph (i) has been accomplished the operating limitations required by paragraph (a) may be removed from the Airplane Flight Manual.

This amendment becomes effective December 19, 1969.

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

Issued in Washington, D.C., on December 17, 1969.

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

[P.R. Doc. 69-15181; Filed, Dec. 18, 1969; 10:34 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 69-CE-46]

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

Revocation and Designation of Control Zones and Transition Areas

On page 15601 of the FEDERAL REGISTER dated October 8, 1969, the Federal Aviation Administration published a supplemental notice of proposed rule making which would amend §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations so as to revoke the Peru, Ind., control zone and transition area and to designate a control zone and transition area for Kokomo, Ind.

Interested persons were given 45 days to submit written comments, suggestions or objections regarding the proposed amendments.

No objections have been received and the amendments as so proposed are hereby adopted, subject to the following changes: The Logansport, Ind., Municipal Airport coordinates recited in the Kokomo, Ind., transition area designations as "latitude 40°42'40" N., longitude 86°22'35" W." are changed to read "latitude 40°42'35" N., longitude 86°22'45" W."

This amendment shall be effective 0901 G.m.t., February 5, 1970.

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

Issued in Kansas City, Mo., on December 2, 1969.

ROBERT I. GALE,
Acting Director, Central Region.

- (1) In § 71.171 (34 F.R. 4557), the following control zone is revoked: Peru, Ind.
- (2) In § 71.181 (34 F.R. 4637), the following transition area is revoked: Peru, Ind.
- (3) In § 71.171 (34 F.R. 4557), the following control zone is added:

KOKOMO, IND.

Within a 5-mile radius of Grissom AFB (latitude 40°39'40" N., longitude 86°08'30" W.); within 2½ miles each side of the Grissom AFB TACAN 053° radial, extending from the 5-mile radius zone to 7 miles northeast of the TACAN; within 3½ miles each side of the Grissom AFB VOR 230° radial, extending from the 5-mile radius zone to 10½ miles southwest of the VOR; within a 5-mile radius of Kokomo Municipal Airport (latitude 40°31'45" N., longitude 86°03'30" W.); within 3 miles each side of the Kokomo VOR 039° radial, extending from the 5-mile radius zone to 7 miles northeast of the VOR; and within 3 miles each side of the Kokomo VOR 129° radial, extending from the 5-mile radius zone to 7 miles southeast of the VOR.

- (4) In § 71.181 (34 F.R. 4637), the following transition area is added:

KOKOMO, IND.

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Grissom AFB (latitude 40°39'40" N., longitude 86°08'30" W.); within a 6½-mile radius of Kokomo Municipal Airport (latitude 40°31'45" N., longitude 86°03'30" W.); within a 5-mile radius of Logansport, Ind. Municipal Airport (latitude 40°42'35" N., longitude 86°22'45" W.); within 4½ miles each side of the Grissom AFB ILS localizer southwest course, extending from the 8½-mile and 6½-mile radii areas to 4½ miles southwest of the OM; within 3 miles each side of the Kokomo VORTAC 039° radial, extending from the 6½-mile and 8½-mile radii areas to 8 miles northeast of the VORTAC; and within 3 miles each side of the Kokomo VORTAC 129° radial, extending from the 6½-mile radius area to 8 miles southeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°07'00" N., longitude 86°33'00" W.; to latitude 41°00'00" N., longitude 86°33'00" W.; to latitude 41°00'00" N., longitude 85°50'00" W.; a latitude 40°30'00" N., longitude 85°50'00" W.; to the point of beginning.

[F.R. Doc. 69-15050; Filed, Dec. 18, 1969; 8:45 a.m.]

[Airspace Docket No. 69-CE-92]

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

Alteration of Control Zone and Transition Area

On page 14897 of the FEDERAL REGISTER, dated September 27, 1969, the Federal Aviation Administration published a notice of proposed rule making which would amend §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the Alton, Ill., control zone and the St. Louis, Mo., transition area.

Interested persons were given 45 days to submit written comments, suggestions or objections regarding the proposed amendments.

No objections have been received and the proposed amendments are hereby adopted without change and are set forth below.

These amendments shall be effective 0901 G.m.t., February 5, 1970.

(Sec. 307(a), Federal Aviation Act of 1958, Transportation Act, 49 U.S.C. 1655(c))

Issued in Kansas City, Mo., on November 26, 1969.

EDWARD C. MARSH,
Director, Central Region.

- (1) In § 71.171 (34 F.R. 4557), the following control zone is amended to read:

ALTON, ILL.

Within a 5-mile radius of Civic Memorial Airport (latitude 38°53'30" N., longitude 90°03'00" W.); within 2½ miles each side of the 104° bearing from Civic Memorial Airport, extending from the 5-mile radius zone to 5½ miles east of the airport; and within 3 miles each side of the 009° bearing from Civic Memorial Airport; extending from the 5-mile radius zone to 7 miles north of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

- (2) In § 71.181 (34 F.R. 4637), the following transition area is amended to read:

ST. LOUIS, MO.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.); within 5 miles southeast and 8 miles northwest of the Lambert-St. Louis Municipal Airport Runway 24 ILS localizer northeast course, extending from the 10-mile radius area to 12 miles northeast of the Runway 24 OM; within 5 miles southwest and 8 miles northeast of the Lambert-St. Louis Municipal Airport Runway 12R ILS localizer northwest course, extending from the Runway 12R OM to 12 miles northwest of the OM; within an 8-mile radius of Civic Memorial Airport, Alton, Ill. (latitude 38°53'30" N., longitude 90°03'00" W.); that airspace extending upward from 1,200 feet above the surface within a 33-mile radius of Lambert-St. Louis Municipal Airport; within 6 miles southwest and 9 miles northeast of the St. Louis VORTAC 328° radial, extending from the 33-mile radius area to 36 miles northwest of the VORTAC; within 5 miles northwest and 8 miles southeast of the Maryland Heights VORTAC 243° radial, extending from the 33-mile radius area to 19 miles southwest of the VORTAC; within the area bounded on the west and northwest by the east and southeast edge of V-14S, on the northeast by the 33-mile radius area, on the southeast by the northwest edge of V-238 and on the south by the north boundary of V-88; within a 40-mile radius of Scott AFB (latitude 38°32'30" N., longitude 89°51'05" W.); within the area bounded on the northwest by the 40-mile radius area, on the east by the west edge of V-313, on the southwest by the northeast edge of V-335; and the area north of St. Louis bounded on the west by the east edge of V-52N, on the north by the south edge of V-50 and on the east by the west edge of

V-9W, excluding the portion which overlies the Springfield, Ill., transition area; that airspace extending upward from 2,500 feet MSL within the area bounded on the north by the arc of a 40-mile radius circle centered on Scott AFB, on the northeast by the southwest edge of V-335, on the east by the west edge of V-313, on the south by the north edge of V-190 and on the west by the east edge of V-9; and that airspace extending upward from 4,500 feet MSL within the area bounded on the north by the south edge of V-88, on the northeast by the southwest edge of V-9W, on the south by the north edge of V-72, on the west by a line 5 miles west of and parallel to the St. Louis VORTAC 200° radial and on the northwest by the southeast edge of V-238; within the area bounded on the north by the south edge of V-12, on the southeast by the northwest edge of V-14N, on the southwest by the northeast edge of V-175 and on the northwest by a line 5 miles southeast of and parallel to the Jefferson City, Mo., VOR 041° radial and within the area bounded on the northeast by the southwest edge of V-52, on the south by the north edge of V-4N and on the northwest by the southeast boundary of V-63, excluding that airspace which coincides with the Springfield, Vandavia, and Centralia, Ill., transition areas.

[F.R. Doc. 69-15048; Filed, Dec. 18, 1969; 8:45 a.m.]

[Airspace Docket No. 69-EA-147]

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

Alteration of Control Zone and Transition Area

The Federal Aviation Administration is amending §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the Harrisburg, Pa., control zone (34 F.R. 4588) and transition area (34 F.R. 4696).

The name of the Harrisburg-York State Airport, Harrisburg, Pa., has been changed to Harrisburg State Airport thereby requiring an editorial change in the subject airspace descriptions. Since the change is editorial, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

In view of the foregoing Part 71 of the Federal Aviation Regulations is amended effective upon publication in the FEDERAL REGISTER as follows:

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete in the description of the Harrisburg, Pa., control zone the word "York" and preceding hyphen wherever they appear.

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete in the Harrisburg, Pa., transition area the word "York" and preceding hyphen wherever they appear.

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

Issued in Jamaica, N.Y. on December 4, 1969.

GEORGE M. GARY,
Director, Eastern Region.

[F.R. Doc. 69-15049; Filed, Dec. 18, 1969; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 10,006; Amdt. 680]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

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

Cleveland, Ohio—Cleveland Hopkins International, NDB (ADF) Runways 5R/5L, Amdt. 2, 25 Mar. 1967 (established under Subpart C).
Cleveland, Ohio—Cleveland Hopkins International, NDB (ADF) Runways 23L/R, Amdt. 6, 25 Nov. 1967 (established under Subpart C).
Longview, Tex.—Gregg County, ADF 1, Amdt. 3, 23 Jan. 1965 (established under Subpart C).
Marion, Ohio—Marion Municipal, ADF 1, Orig., 23 Apr. 1966 (established under Subpart C).
Meridian, Miss.—Key Field, NDB (ADF) Runway 1, Amdt. 10, 11 Nov. 1967 (established under Subpart C).
Cleveland, Ohio—Cleveland Hopkins International, VOR 1, Amdt. 6, 13 Nov. 1965 (established under Subpart C).
Dayton, Ohio—Montgomery County, VOR-1, Amdt. 6, 17 June 1967 (established under Subpart C).
Dayton, Ohio—Montgomery County, VOR Runway 20, Amdt. 2, 17 June 1967 (established under Subpart C).
Escanaba, Mich.—Escanaba Municipal, VOR Runway 9, Amdt. 5, 30 Dec. 1967 (established under Subpart C).
Escanaba, Mich.—Escanaba Municipal, VOR Runway 27, Amdt. 3, 30 Dec. 1967 (established under Subpart C).
Faribault, Minn.—Faribault Municipal, VOR-1, Orig., 2 Mar. 1967 (established under Subpart C).
Longview, Tex.—Gregg County, VOR Runway 13, Amdt. 9, 30 Sept. 1967 (established under Subpart C).
Meridian, Miss.—Key Field, VOR-1, Amdt. 7, 27 May 1967 (established under Subpart C).
Waukesha, Wis.—Waukesha County, VOR 1, Amdt. 3, 9 Apr. 1966 (established under Subpart C).

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

Clare, Mich.—Clare Municipal, VOR-1, Amdt. 1, effective 23 Dec. 1967, canceled, effective 8 Jan. 1970.

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

Longview, Tex.—Gregg County, VOR/DME No. 1, Amdt. 1, 23 July 1966 (established under Subpart C).

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less 65 knots or less	More than 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
Rockville Int.	LOM (final)	Direct	2000	T-dn**	300-1	300-1	200-1/4
PLL VOR	LOM	Direct	2500	C-dn	500-1	500-1	500-1/4
RFD VOR	LOM	Direct	2000	S-dn-3634	300-1/4	200-1/4	200-1/4
Belvedere Int.	LOM	Direct	2500	A-dn	600-2	600-2	600-2
JVL VOR	LOM	Direct	*2500				
Malta Int.	LOM	Direct	2500				
Creston Int.	South crs ILS (final)	Via R 150°	2000				
RFD VOR, R 240° counterclockwise	RFD VOR R 138°	RFD VOR	2500				
15-mile DME Fix RFD VOR, R 138°	LOM (final)	Via 15-mile DME arc	2000				

Procedure turn W side of crs, 182° Outbnd, 002° Inbnd, 2000' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2000'.

Altitude at glide slope and distance to approach end of runway at LOM, 1860'—4.1 miles; at MM, 616'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing LOM, make left-climbing turn to 2500', proceed direct to RFD VOR or, when directed by ATC, (1) climb to 2500' on N crs of ILS within 10 miles, (2) make left-climbing turn to 2000' direct to LOM.

CAUTION: High-tension powerline 804' AMSL 0.7 mile N of Outer Marker.

*400-1/4 required when glide slope not utilized.

**2000' after passing RFD VOR R 090°.

**RVR 2400' authorized Runway 36.

§RVR 2400'. Descent below 533' not authorized unless approach lights are visible.

MBA within 25 miles of RFD LOM: 000°-090°-2300'; 090°-180°-2500'; 180°-270°-2300'; 270°-360°-2600'.

City, Rockford; State, Ill.; Airport name, Greater Rockford; Elev., 735'; Fac. Class., ILS; Ident., I-RFD; Procedure No. ILS Runway 36, Amdt. 12; Eff. date, 8 Jan. 70; Supp. Amdt. No. 11; Dated, 19 June 69

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

Cleveland, Ohio—Cleveland Hopkins International, ILS Runways 5R/5L, Amdt. 5, 25 Mar. 67 (established under Subpart C).
Cleveland, Ohio—Cleveland Hopkins International, LOC (BC) Runways 23 L/R, Amdt. 3, 25 Nov. 67 (established under Subpart C).
Cleveland, Ohio—Cleveland Hopkins International, ILS Runway 27, Amdt. 6, 11 Feb. 1967 (established under Subpart C).
Meridian, Miss.—Key Field, ILS Runway 1, Amdt. 12, 11 Nov. 1967 (established under Subpart C).

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

Cleveland, Ohio—Cleveland Hopkins International, Radar 1, Amdt. 15, 15 Aug. 1968 (established under Subpart C).

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

Augusta, Kans.—Augusta Municipal, Radar-1, Orig., effective 9 May 1968, canceled, effective 8 Jan. 1970.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: BDR VOR.	
Bridgeport VOR.....	Milford Int.....	Direct.....	2100	Climb on R 235° BDR to 1300' within 5 miles; climbing right turn to 2100' direct to BDR VOR, thence via the BDR VOR R 018° to Ansonia Int. and hold. Supplementary charting information: Hold N, 1 minute, right turns, 198° Inbnd, 125' steeply 1.8 miles S of BDR VOR, 318' tower 3.5 miles W of BDR VOR, 362' stack 3 miles NE of BDR VOR, Runway 24, TDZ elevation, 7'.	
Wilbur Int.....	Milford Int.....	Via R 354° RVH VOR.....	2100		

One-minute holding pattern, NE of Milford Int, 238° Inbnd, Right turns, 2100'.
FAF, Milford Int. Final approach crs, 233°. Distance FAF to MAP, 5 miles.
Minimum altitude over Milford Int, 2100'.
MSA: 000°-090°-2600'; 090°-270°-1700'; 270°-360°-2100'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS
S-24.....	400	1	393	400	1	393	400	1	393	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	440	1	431	630	1	611	630	1½	611	NA	
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.				

City, Bridgeport; State, Conn.; Airport name, Bridgeport Municipal; Elev., 9'; Facility, BDR; Procedure No. VOR Runway 24-2, Amdt. Orig.; Eff. date, 8 Jan. 70

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5 miles after passing STG VOR.	
Cleveland VORTAC.....	STG VOR.....	Direct.....	3000	Climbing left turn to 3000'; proceed direct to CLE VORTAC and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 069° Inbnd, Runway 36L, TDZ elevation, 789'.	
Vernilion Int.....	STG VOR.....	Direct.....	3000		
Mentor Int.....	STG VOR.....	Direct.....	3000		
Cleveland NDB.....	STG VOR.....	Direct.....	3000		
Sharon Int.....	Brunswick Int.....	Via CLE VORTAC R 141° and STG R 196°.	2800		
Brunswick Int.....	STG VOR (NOPT).....	Direct.....	2300		

Procedure turn E side of crs, 196° Outbnd, 016° Inbnd, 3000' within 10 miles of STG VOR.
FAF, STG VOR. Final approach crs, 016°. Distance FAF to MAP, 4.5 miles.
Minimum altitude over STG VOR, 2300'.
MSA: 000°-090°-3000'; 090°-180°-3100'; 180°-270°-2600'; 270°-360°-2300'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-36L.....	1180	¾	391	1180	¾	391	1180	¾	391	1180	1	391
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1420	1	448	1260	1	468	1260	1½	468	1260	2	568
A.....	Standard.			T 2-eng. or less—RVR 24', Runways 5R, 23L, 28R. Standard all others.			T over 2-eng. RVR 24', Runways 5R, 23L, 28R. Standard all others.					

City, Cleveland; State, Ohio; Airport name, Cleveland Hopkins International; Elev., 792'; Facility, STG; Procedure No. VOR Runway 36L, Amdt. 7; Eff. date, 8 Jan. 70; Sup. Amdt. No. VOR 1, Amdt. 6; Dated, 13 Nov. 65

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: MGY VOR.
Holly Int.	MGY VOR	Direct	2700	Climbing right turn to 2700' direct MGY VOR and hold. Supplementary charting information: Hold SE, 1 minute, right turn, 320° Inbnd. Chart 1357' tower, 34°34'18" N, 84°11'04" W.
Dayton VORTAC	MGY VOR	Via DAY VORTAC R 163°	3000	
Camden Int.	MGY VOR	Direct	2700	

Procedure turn E side of crs, 146° Outbnd, 328° Inbnd, 2700' within 10 miles of MGY VOR.

Final approach crs, 328°.

MSA: 045°-135°-2500'; 135°-225°-2600'; 225°-315°-2700'; 315°-045°-3100'.

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

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1720	1	750	1720	1¼	750	1720	1¼	750	1720	2	750
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Dayton; State, Ohio; Airport name, Montgomery County; Elev., 961'; Facility, MGY; Procedure No. VOR-L Amdt. 7; Eff. date, 8 Jan. 70; Sup. Amdt. No. 6; Dated, 17 June 67

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: MGY VOR.
Holly Int.	MGY VOR	Direct	2700	Climbing left turn to 3000' to Holly Int via MGY VOR R 136° and hold. Supplementary charting information: Hold SW, 1 minute, left turn, 055° Inbnd. Final approach crs intercepts runway centerline 3000' from threshold. Chart 1357' tower, 34°34'18" N, 84°11'04" W. Runway 20, TDZ elevation, 960'.
DAY VORTAC	MGY VOR	Via DAY VORTAC R 163°	3000	
Camden Int.	MGY VOR	Direct	2700	

Procedure turn E side of crs, 028° Outbnd, 208° Inbnd, 2700' within 10 miles of MGY VOR.

Final approach crs, 208°.

Minimum altitude over 4-mile Radar Fix on MGY R 028°, 2000'.

MSA: 045°-135°-2500'; 135°-225°-2600'; 225°-315°-2700'; 315°-045°-3100'.

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

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-20.....	2000	1¼	1040	2000	1¼	1040	2000	2	1040	2000	2¼	1040
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	2000	1¼	1030	2000	1¼	1030	2000	2	1030	2000	2¼	1030
VOR/RADAR Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-20.....	1420	1	460	1420	1	460	1420	1	460	1420	1	460
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1460	1	490	1460	1	490	1480	1¼	519	1720	2	750
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Dayton; State, Ohio; Airport name, Montgomery County; Elev., 961'; Facility, MGY; Procedure No. VOR Runway 20, Amdt. 3; Eff. date, 8 Jan. 70; Sup. Amdt. No. 2; Dated, 17 June 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
R 360°, ESC VORTAC CCW.....	R 266°, ESC VORTAC.....	8-mile Arc.....	2400	MAP: ESC VORTAC. Climb to 2100' on R 096° ESC VORTAC within 10 miles, return to VORTAC. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from threshold. Runway 9, TDZ elevation, 600'.
R 120°, ESC VORTAC CW.....	R 266°, ESC VORTAC.....	8-mile Arc.....	2300	
8-mile Arc.....	ESC VORTAC (NOPT).....	ESC R 360°.....	1000	

Procedure turn S side of crs, 266° Outbd, 068° Inbd, 2100' within 10 miles of ESC VORTAC.

Final approach crs, 068°.

Minimum altitude over 2-mile DME Fix, 1000'.

MSA: 045°-135°-2000'; 135°-225°-2100'; 225°-315°-2200'; 315°-045°-3100'.

NOTES: (1) Inoperative component table does not apply to REIL Runway 9. (2) Use Marquette altimeter setting when control zone not effective and all MDAs increased 240' except for operators with approved weather reporting service. (3) Magnetic disturbance of as much as 14° exists at ground level at Escanaba.

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

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9.....	1000	1	400	1000	1	400	1000	1	400	1000	1	400
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1000	1	452	1000	1	452	1000	1½	452	1230	2	612
VOR/DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9.....	920	1	320	920	1	320	920	1	320	920	1	320
A.....	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Escanaba; State, Mich.; Airport name, Escanaba Municipal; Elev., 608'; Facility, ESC; Procedure No. VOR Runway 9, Amdt. 6; Eff. date, 8 Jan. 70; Sup. Amdt. No. 5; Dated, 30 Dec. 67

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
R 278°, ESC VORTAC CCW.....	R 101°, ESC VORTAC.....	8-mile Arc.....	2300	MAP: ESC VORTAC. Climb to 2100' on R 281° ESC VORTAC within 10 miles, return to VORTAC. Supplementary charting information: Final approach crs intercepts runway centerline 3230' from threshold. Runway 27, TDZ elevation, 594'.
R 338°, ESC VORTAC CW.....	R 101°, ESC VORTAC.....	8-mile Arc.....	2300	
8-mile Arc.....	ESC VORTAC (NOPT).....	ESC R 101°.....	1000	

Procedure turn N side of crs, 101° Outbd, 281° Inbd, 2100' within 10 miles of ESC VORTAC.

Final approach crs, 281°.

Minimum altitude over 2-mile DME Fix, 1000'.

MSA: 045°-135°-2000'; 135°-225°-2100'; 225°-315°-2200'; 315°-045°-3100'.

NOTES: (1) Inoperative component table does not apply to REIL Runway 27. (2) Use Marquette altimeter setting when control zone not effective, and all MDAs increased 240' except for operators with approved weather reporting service. (3) Magnetic disturbance of as much as 14° exists at ground level at Escanaba.

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

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27.....	1000	1	466	1000	1	466	1000	1	466	1000	1	466
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1000	1	452	1000	1	452	1000	1½	452	1230	2	612
VOR/DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27.....	1020	1	426	1020	1	426	1020	1	426	1020	1	426
A.....	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Escanaba; State, Mich.; Airport name, Escanaba Municipal; Elev., 608'; Facility, ESC; Procedure No. VOR Runway 27, Amdt. 4; Eff. date, 8 Jan. 70; Sup. Amdt. No. 3; Dated, 30 Dec. 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 7.8 miles after passing FOW VOR.
New Prague Int.	FOW VOR	Direct	2700	Climb to 2700' on R 014° within 10 miles, return to VOR.
Cannon City Int.	FOW VOR	Direct	2700	Supplementary charting information:
Hope Int.	FOW VOR	Direct	2700	Final approach crs to center of airport.
Alma City Int.	FOW VOR	Direct	2700	

Procedure turn E side of crs, 164° Outbd, 014° Inbd, 2700' within 10 miles of FOW VOR.
 FAF, FOW VOR. Final approach crs, 014°. Distance FAF to MAP, 7.8 miles.
 Minimum altitude over FOW VOR, 2700'.
 MSA: 045°-135°-2700'; 135°-225°-2700'; 225°-315°-2600'; 315°-045°-2600'.
 NOTE: Use Minneapolis, Minn., altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	1600	1	545	1600	1	606	1600	1½	606	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Faribault; State, Minn.; Airport name, Faribault Municipal; Elev., 1064'; Facility, FOW; Procedure No. VOR-1, Amdt. 1; Eff. date, 8 Jan. 70; Sup. Amdt. No. Orig.; Dated, 2 Mar. 67

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.3 miles after passing GGG VOR TAC.
R 266°, GGG VORTAC CW.....	R 305°, GGG VORTAC (NOPT).....	10-mile Arc GGG, R 294° lead radial.	2100	Left-climbing turn to 2900' proceed via GGG VORTAC R 114° to Tatum Int and hold.
R 021°, GGG VORTAC CCW.....	R 305°, GGG VORTAC (NOPT).....	10-mile Arc GGG, R 310° lead radial.	2100	Supplementary charting information:
10-mile DME Fix.....	GGG VORTAC (NOPT).....	R 305°	1100	Hold SE of Tatum Int on GGG VOR TAC R 114°, 294° Inbd, left turns, 1 minute/4 miles. Runway 13, TDZ elevation, 357'.

Procedure turn S side of crs, 305° Outbd, 125° Inbd, 2000' within 10 miles of GGG VORTAC.
 FAF, GGG VORTAC. Final approach crs, 125°. Distance FAF to MAP, 2.3 miles.
 Minimum altitude over GGG VORTAC, 1100'.
 MSA: 000°-090°-1800'; 090°-180°-1900'; 180°-270°-2100'; 270°-360°-2000'.
 #RVR 24', Runway 13.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-13.....	700	RVR 24	343	700	RVR 24	343	700	RVR 24	343	700	RVR 20	343
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	700	1	305	820	1	455	820	1½	455	820	2	555
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Longview; State, Tex.; Airport name, Gregg County; Elev., 365'; Facility, GGG; Procedure No. VOR Runway 13, Amdt. 10; Eff. date, 8 Jan. 70; Sup. Amdt. No. 9; Dated, 30 Sept. 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.7 miles after passing MEI VOR TAC.
MEI R 201°, CW	MEI R 310°	10-mile Arc	2000	Climbing right turn to 3000' (DME equipped aircraft 2000') to intercept and proceed via R 215° MEI VORTAC to Rose Hill intersection and hold, or when directed by ATC, climbing right turn to 2000' direct to ME LOM and hold. Hold S, 1 minute, right turns, 090° Inbnd. Supplementary charting information: Hold SE, 1 minute, right turns, 090° Inbnd. HIRLS Runways 1/13. ALS Runway 1.
MEI R 045°, CCW	MEI R 310°	10-mile Arc	2000	
10-mile Arc	MEI VORTAC (NOPT)	MEI R 310°	1600	

Procedure turn S side of crs, 310° Outbnd, 150° Inbnd, 2000' within 10 miles of MEI VORTAC.

FAP, MEI VORTAC. Final approach crs, 130°. Distance FAP to MAP, 3.7 miles.

Minimum altitude over MEI VORTAC, 1600'.

MSA: 000°-150°-2100'; 150°-270°-1700'; 270°-360°-2000'.

CAUTION: Trees 600', 1¼ miles E of airport. Tower 1000', 2.5 miles E of airport. Tower 880', 4.2 miles SW of airport.

*%Night minimums not authorized Runways 5-23.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	800	1	503	920	1	623	920	1¼	623	920	2	623
A	Standard.			T 2-eng. or less—RVR 34', Runway 1; Standard all others.%			T over 2-eng.—RVR 24', Runway 1; Standard all others.%					

City, Meridian; State, Miss.; Airport name, Key Field; Elev., 297'; Facility, MEI; Procedure No. VOR-1, Amdt. 8; Eff. date, 8 Jan. 70; Sup. Amdt. No. 7; Dated, 27 May 67

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5 miles after passing MKE VOR TAC.
				Make right-climbing turn to 2000', direct to VORTAC. When directed by ATC, make left-climbing turn to 2000', direct to VORTAC.

Procedure turn W side of crs, 332° Outbnd, 152° Inbnd, 2000' within 10 miles of MKE VORTAC.

FAP, MKE VORTAC. Final approach crs, 152°. Distance FAP to MAP, 5 miles.

Minimum altitude over MKE VORTAC, 2000'.

MSA: 000°-180°-2800'; 180°-270°-2700'; 270°-360°-2500'.

NOTES: (1) Use Milwaukee, Wis., altimeter setting. (2) Radar vectoring.

%IFR departure procedures: When weather is below 700-1 aircraft departing Runway 10 make immediate left-climbing turn to 2000' on 360° bearing from NDB before proceeding on crs, restriction due to 1549' tower 3.5 miles E; aircraft departing Runways 18, 36, and 28 climb to 1900' on runway heading before proceeding on crs, restrictions due to 1100' tank 0.6 mile SW.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS		
C	1500	1	591	1500	1	591	1500	1¼	591	NA		
A	Not authorized.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Waukesha; State, Wis.; Airport name, Waukesha County; Elev., 909'; Facility, MKE; Procedure No. VOR-1, Amdt. 4; Eff. date, 8 Jan. 70; Sup. Amdt. No. VOR 1, Amdt. 3; Dated, 9 Apr. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 23.2-mile DME R 068° LCH.
LCH VORTAC	13-mile DME	R 068°	1500	Climb to 1500', left turn to LCH VOR via R 057°.
R 057°, LCH VOR CW	R 068°, LCH VOR	13-mile Arc LCH, R 059° lead radial.	1500	
R 082°, LCH VOR CCW	R 068°, LCH VOR	13-mile Arc LCH R 077° lead radial.	1500	

Procedure turn not authorized. Approach crs (profile) starts at 13-mile DME LCH R 068°.

Final approach crs, 068°.

Minimum altitude over 13-mile DME R 068°, 1500'; over 18-mile DME, 1500'.

MSA: 000°-360°-1500'.

NOTES: (1) Use Lake Charles altimeter setting when Jennings altimeter setting is not available. (2) MDA increased 120' when Jennings altimeter setting is not received.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	VIS			VIS		
C.....	600	1	577	600	1	577	NA			NA		
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Jennings; State, La.; Airport name, Jennings; Elev., 33'; Facility, LCH; Procedure No. VOR/DME-1, Amdt. Orig.; Eff. date, 8 Jan. 70

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.9 mile DME Fix R 126°.
R 099°, GGG VORTAC CW	R 126°, GGG VORTAC (NOPT)	15-mile Arc GGG, R 118° lead radial.	2100	Climb to 2000' direct to GGG VORTAC and hold.
R 174°, GGG VORTAC CCW	R 126°, GGG VORTAC (NOPT)	15-mile Arc GGG, R 134° lead radial.	2100	
GGG VORTAC	8-mile DME Fix	R 126°	2000	Supplementary charting information: Hold NW on GGG VORTAC R 300°, 125° Inbnd, right turns, 1 minute.
15-mile DME Fix	8-mile DME (NOPT)	R 126°	1300	

Procedure turn N side of crs, 126° Outbnd, 300° Inbnd, 2000' within 10 miles of 8-mile DME Fix.

Final approach crs, 300°.

Minimum altitude over 8-mile DME, 1300'.

MSA: 000°-090°-1800'; 090°-180°-1900'; 180°-270°-2100'; 270°-360°-2000'.

#RVR 24', Runway 13.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-31.....	700	½	346	700	¾	346	700	¾	346	700	1	346
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	700	1	395	820	1	455	820	1¼	455	920	2	555
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Longview; State, Tex.; Airport name, Gregg County; Elev., 365'; Facility, GGG; Procedure No. VOR/DME Runway 31, Amdt. 2; Eff. date, 8 Jan. 70; Sup. Amdt. No. VOR/DME No. 1, Amdt. 1; Dated, 23 July 66

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4-mile DME Fix, R 142°.
R 099°, GGG VORTAC CW.....	R 142°, GGG VORTAC (NOPT).....	15-mile Arc GGG, R 134° lead radial.	2100	Climb to 2000' direct to GGG VORTAC and hold.
R 174°, GGG VORTAC CCW.....	R 142°, GGG VORTAC (NOPT).....	15-mile Arc GGG, R 150° lead radial.	2100	Supplementary charting information: Hold NW on GGG VORTAC R 305°.
GGG VORTAC.....	8-mile DME Fix.....	R 142°	2000	125° Inbnd, right turns, 1 minute.
15-mile DME Fix.....	8-mile DME (NOPT).....	R 142°	1300	Runway 35, TDZ elevation, 354'.

Procedure turn E side of crs, 142° Outbnd, 322° Inbnd, 2000' within 10 miles of 8-mile DME.

Final approach crs, 322°.

Minimum altitude over 8-mile DME, 1300'.

MSA: 000°-090°-1800'; 090°-180°-1900'; 180°-270°-2100'; 270°-360°-2000'.

#RVR 24', Runway 13.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-34.....	740	1	376	740	1	376	740	1	376	740	1	376
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	760	1	395	820	1	455	830	1½	455	920	2	555
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Longview; State, Tex.; Airport name, Gregg County; Elev., 365'; Facility, GGG; Procedure No. VOR/DME Runway 35, Amdt. Orig.; Eff. date, 8 Jan. 70

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 26.7-mile DME TBD VOR, R 270°
TBD VORTAC.....	16-mile DME.....	R 270°	1500	Climb to 1500', left turn, direct to TBD
R 290°, TBD VOR CCW.....	R 270°, TBD VOR.....	16-mile Arc TBD, R 277° lead radial.	1500	VOR via R 263°.
R 263°, TBD VOR CW.....	R 270°, TBD VOR.....	16-mile Arc TBD, R 263° lead radial.	1500	

Procedure turn not authorized. Approach crs (profile) starts at 16-mile DME TBD, R 270°.

Final approach crs, 270°.

Minimum altitude over 16-mile DME, R 270°, 1500'; over 21-mile DME, R 270°, 1500'.

MSA: 000°-360°-1500'.

NOTE: Use Lafayette altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS		
C.....	700	1	691	700	1	691	700	1½	691	NA		
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Patterson; State, La.; Airport name, Williams Memorial; Elev., 9'; Facility, TBD; Procedure No. VOR/DME-1, Amdt. Orig.; Eff. date, 8 Jan. 70

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: BDR VOR.
				Climb on BDR R 048° to 2000'; left turn on R 283° HVN VOR to Ansonia Int and hold. Supplementary charting information: Hold N, 1 minute, right turns, 198° Inbnd. 125' steeple 1.8 miles S BDR VOR; 318' tower 3.5 miles W BDR VOR; 362' stack 3 miles NE BDR VOR. Runway 6, TDZ elevation, 7'.

Procedure turn N side of crs, 241° Outbnd, 061° Inbnd, 1900' within 10 miles of BDR VOR.

Final approach crs, 061°.

MSA: 000°-090°-2600'; 090°-270°-1700'; 270°-360°-2100'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
B-4	620	¾	613	620	¾	613	620	¾	613	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	620	1	611	620	1	611	620	1½	611	NA
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Bridgeport; State, Conn.; Airport name, Bridgeport Municipal; Elev., 9'; Facility, BDR; Procedure No. VOR Runway 6, Amdt. 6; Eff. date, 8 Jan. 70; Sup. Amdt. No. 3; Dated, 19 July 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: BDR VOR.
				Climb on R 228° BDR to 1200' within 5 miles; climbing right turn to 2000' direct to BDR VOR, thence via BDR VOR R 018° to Ansonia Int and hold. Supplementary Charting Information: Hold N, 1 minute, right turns 198° Inbnd. 125' steeple 1.8 miles S BDR VOR; 362' tower 3 miles NE BDR VOR; 318' tower 3.5 miles W BDR VOR. Runway 24, TDZ elevation, 7'.

Procedure turn N side of crs, 048° Outbnd, 228° Inbnd, 2100' within 10 miles of BDR VOR.

Final approach crs, 228°.

MSA: 000°-090°-2600'; 090°-270°-1700'; 270°-360°-2100'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
B-24	680	¾	673	680	¾	673	680	1	673	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	680	1	671	680	1	671	680	1½	671	NA
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Bridgeport; State, Conn.; Airport name, Bridgeport Municipal; Elev., 9'; Facility, BDR; Procedure No. VOR Runway 24-1, Amdt. 4; Eff. date, 8 Jan. 70; Sup. Amdt. No. VOR Runway 24, Amdt. 3; Dated, 19 July 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 4.5 miles after passing BNA VOR-TAC.
From—	To—	Via		
BN NDB/LOM	BNA VORTAC	Direct	2000	Climbing left turn to 2000' direct to BN NDB/LOM and hold. Supplementary charting information: Hold S, 1 minute, right turn, 016° Inbd. HIRL Runways 2L/20R. VASI Runway 20R. TDZ elevation, 574'.
R 012°, BNA VORTAC CW	R 133°, BNA VORTAC	Via 10-mile DME Arc	2000	
10-mile DME Arc	BNA VORTAC (NOPT)	R 133°	1700	

Procedure turn N side of crs, 133° Outbd, 313° Inbd, 2000' within 10 miles of BNA VORTAC.
FAF, BNA VORTAC. Final approach crs, 313°. Distance FAF to MAP, 4.5 miles.
Minimum altitude over BNA VORTAC, 1700'.
MSA: 000°-090°-2500'; 090°-180°-2400'; 180°-360°-3100'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-31	1000	1	425	1000	1	425	1000	1	425	1000	1	425
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1000	1	443	1000	1	463	1000	1½	463	1100	2	663
A	Standard.			T 2-eng. or less—RVR 24, Runway 2L; Standard all other runways.			T over 2-eng.—RVR 24, Runway 2L; Standard all other runways.					

City, Nashville; State, Tenn.; Airport name, Nashville Metropolitan; Elev., 597'; Facility, BNA; Procedure No. VOR Runway 31, Amdt. 17; Eff. date, 8 Jan. 70; Sup. Amdt. No. 16; Dated, 6 Nov. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 14-mile DME Fix.
From—	To—	Via		
R 049°, JAN VORTAC CW	R 135°, JAN VORTAC	22-mile DME Arc	2000	Climbing right turn to 2000' on R 129° JAN VORTAC to Rankin DME Inbd and hold. Supplementary charting information: Hold SE within 4 miles, right turn, 306° Inbd. HIRL's all runways. TDZ elevation, 327'.
R 364°, JAN VORTAC CCW	R 207°, JAN VORTAC	22-mile DME Arc	3400	
R 207°, JAN VORTAC CCW	R 155°, JAN VORTAC	22-mile DME Arc	2000	
22-mile DME Arc	19-mile DME (NOPT)	R 155°	2000	

Procedure turn E side of crs, 153° Outbd, 335° Inbd, 2000' within 10 miles of 19-mile DME Fix, R 155°.
Final approach crs, 335°.
Minimum altitude over 19-mile DME Fix, 2000'.
MSA: 000°-090°-1700'; 090°-180°-2000'; 180°-270°-3400'; 270°-360°-1700'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33L	740	¾	413	740	¾	413	740	¾	413	741	1	413
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	780	1	435	800	1	455	800	1½	455	900	2	555
A	Standard.			T 2-eng. or less—RVR 24', Runway 15L; Standard all other runways.			T over 2-eng.—RVR 24', Runway 15L; Standard all other runways.					

City, Jackson; State, Miss.; Airport name, Allen C. Thompson Field; Elev., 345'; Facility, JAN; Procedure No. VOR/DME Runway 33L, Amdt. 4; Eff. date, 5 Jan. 70; Sup. Amdt. No. 3; Dated, 6 Mar. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—Type VOR/DME—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 13.5-mile DME Fix.
R 090°, JAN VORTAC CW	R 152°, JAN VORTAC	22-mile DME Arc	2000	Climbing right turn to 2000' on R 129° JAN
R 264°, JAN VORTAC CCW	R 207°, JAN VORTAC	22-mile DME Arc	3400	VORTAC to Rankin DME Int and
R 207°, JAN VORTAC CCW	R 152°, JAN VORTAC	22-mile DME Arc	2000	hold.
22-mile DME Arc	19-mile DME (NOPT)	R 132°	2000	Supplementary charting information: Hold SE within 4 miles, right turns, 300° Inbnd. HIRLs all runways. TDZ elevation, 345'.

Procedure turn E side of crs, 152° Outbnd, 332° Inbnd, 2000' within 10 miles of 19-mile DME Fix, R 152°.

Final approach crs, 332°.

Minimum altitude over 19-mile DME Fix, 2000'.

MSA: 090°-090°-1700'; 090°-180°-2000'; 180°-270°-3400'; 270°-360°-1700'.

Note: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33R	740	3/4	395	740	3/4	395	740	3/4	395	740	1	395
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	780	1	435	800	1	455	800	1 1/2	455	900	2	555
A	Standard.			T 2-eng. or less—RVR 24', Runway 15L; Standard all other runways.			T over 2-eng.—RVR 24', Runway 15L; Standard all other runways.					

City, Jackson; State, Miss.; Airport name, Allen C. Thompson Field; Elev., 345'; Facility JAN; Procedure No. VOR/DME Runway 33R, Amdt. 6; Eff. date, 8 Jan. 70; Sup. Amdt. No. 5; Dated, 6 Mar. 69.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—Type LOC

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6 miles from 6-mile Radar Fix.
				Climb to 1600' on crs 084° to ES LOM and hold. (Inbnd crs 264°). Supplementary charting information: Hold E of ES LOM crs 264° Inbnd, right turns, 1 minute.

Procedure turn not authorized. Approach crs (profile) begins at 6-mile Radar Fix.

YAF, 6-mile Radar Fix. Final approach crs, 084°. Distance FAF to MAP, 6 miles.

Minimum altitude over 6-mile Radar Fix, 1700'.

Notes: (1) ASR. (2) Radar required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-A	500	1	408	500	1	408	500	1	408	500	1	408
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	540	1	432	560	1	452	560	1 1/2	452	600	2	552
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
Vermilion Int.	SUM NDB	Direct	3000	MAP: Runway 23L 6.8 miles, Runway 23R 6.9 miles, after passing SUM NDB. Climbing right turn to 3000'; proceed to CLE VOR and hold. Supplementary charting information: Hold SW, 1 minute, right turn, 600' Inbnd. Final approach crs 300' left of Runway 23R threshold. Runway 23L, TDZ elevation, 785'. Runway 23R, TDZ elevation, 784'.
CLE NDB	SUM NDB	Direct	3000	
Sharon Int.	SUM NDB	Direct	3000	
Mentor Int.	SUM NDB (NOPT)	CXR VORTAC R 285°/NE crs CLE LOC.	3000	

Procedure turn N side of crs, 054° Outbnd, 234° Inbnd, 3000' within 10 miles of SUM NDB.
FAF, SUM NDB. Final approach crs, 234°. Distance FAF to MAP, Runway 23L, 6.8 miles; Runway 23R, 6.9 miles.
Minimum altitude over SUM NDB, 3000'; over 5.3-mile DME Fix (4-mile Radar), 1500'.
MSA: 000°-090°-2000'; 090°-270°-3100'; 270°-360°-2100'.
NOTE: (1) A&R. (2) DME indication at SUM NDB 8.1 miles. DME should not be used to determine aircraft position over the runway threshold touchdown point.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23L	1280	RVR 50	495	1280	RVR 50	495	1280	RVR 50	495	1280	RVR 50	495
S-23R	1280	1	496	1280	1	496	1280	1	496	1280	1	496
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1280	1	488	1280	1	488	1280	1½	488	1300	2	508
LOC/DME or Radar Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23L	1140	RVR 50	355	1140	RVR 50	355	1140	RVR 50	355	1140	RVR 50	355
S-23R	1140	1	356	1140	1	356	1140	1	356	1140	1	356
A	Standard.	T 2-eng. or less—RVR 24', Runways 5R, 23L, 28R. Standard all others.						T over 2-eng.—RVR 24' Runways 5R, 23L, 28R. Standard all others.				

City, Cleveland; State, Ohio; Airport name, Cleveland Hopkins International; Elev., 792'; Facility, I-CLE; Procedure No. LOC (BC) Runway 23 L/R, Amdt. 4; Eff. date, 8 Jan. 70; Sup. Amdt. No. 3; Dated, 25 Nov. 67.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
RST VOR	Ellie Int.	Direct	2800	MAP: 4.1 miles after passing Ellie Int. Climb to 2600' direct to RS LOM. When directed by ATC, climbing right turn to 3000' direct to RST VOR. Supplementary charting information: Runway 13, TDZ elevation, 1292'.
Hell Int.	Ellie Int.	Direct	2800	
RS LOM	Ellie Int.	Direct	2800	
Concord DME Fix	Byron Int.	LOC crs	2800	
R 168°, RST VOR CW	RST LOC	15-mile Arc 830° lead radial	2800	
15-mile Arc	Ellie Int (NOPT)	LOC crs	2500	
Byron Int.	Ellie Int (NOPT)	LOC crs	2500	

Procedure turn S side of crs, 307° Outbnd, 127° Inbnd, 2800' within 10 miles of Ellie Int.
FAF, Ellie Int. Final approach crs, 127°. Distance FAF to MAP, 4.1 miles.
Minimum altitude over Ellie Int., 2500'.
NOTE: Dual VOR receivers required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-13	1600	¼	308	1600	¼	308	1600	¼	308	1600	1	308
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1700	1	384	1780	1	464	1780	1½	464	1880	2	564
A	Standard.	T 2-eng. or less—RVR 24', Runway 31, Standard all others.						T over 2-eng.—RVR 24', Runway 31, Standard all others.				

City, Rochester; State, Minn.; Airport name, Rochester Municipal; Elev., 1316'; Facility, I-RST; Procedure No. LOC (BC) Runway 13, Amdt. 4; Eff. date, 8 Jan. 70; Sup. Amdt. No. 3; Dated, 2 May 68.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
Cleveland NDB	GIL NDB	Direct	3000	MAP: 6.8 miles Runway 5R, or 7.2 miles Runway 5L, after passing GIL NDB. Left turn to 360° Heading Climb to 3000', intercept ACO VORTAC R 316°. Climb to 3000' and proceed to Crib Int and hold. Supplementary charting information: Hold SE 1 minute, right turn, 316° Inbound. Final approach crs 500° right of Runway 5L threshold. Runway 5R, TDZ elevation, 775'. Runway 5L, TDZ elevation, 790'.
Cleveland VORTAC	GIL NDB	Direct	3000	
Vermilion Int.	GIL NDB	Direct	3000	
Sharon Int.	GIL NDB	Direct	3000	
Mentor Int.	GIL NDB	Direct	3000	
Louis Int.	GIL NDB (NOPT)	Direct	2700	

Procedure turn S side of crs, 234° Outbound, 054° Inbound, 2700' within 10 miles of GIL NDB.
FAF, GIL NDB. Final approach crs, 054°. Distance FAF to MAP, Runway 5R, 6.8 miles; Runway 5L, 7.2 miles.
Minimum altitude over GIL NDB, 2700'; over Olmstead Int or ON, 1290'.
MSA: 099°-190°-3100'; 180°-270°-2500'; 270°-360°-2100'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-5R	1280	RVR 40	505	1280	RVR 40	505	1280	RVR 40	505	1280	RVR 50	505
5-5L	1280	1	500	1280	1	500	1280	1	500	1280	1	500
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1280	1	488	1280	1	488	1280	1½	488	1360	2	568
NDB/VOR or OM Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-5R	1220	RVR 40	445	1220	RVR 40	445	1220	RVR 40	445	1220	RVR 50	445
5-5L	1220	1	440	1220	1	440	1220	1	440	1220	1	440
A	Standard.			T 2-eng. or less—RVR 24', Runways 5R, 23L, 28R. Standard and all others.			T over 2-eng.—RVR 24', Runways 5R, 23L, 28R. Standard and all others.					

City, Cleveland; State, Ohio; Airport name, Cleveland Hopkins International; Elev., 792'; Facility, GIL; Procedure No. NDB (ADF) Runways 5R/5L, Amdt. 3; Eff. date, 8 Jan. 70; Sup. Amdt. No. 2; Dated, 25 Mar. 67.

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
Vermilion Int.	SUM NDB	Direct	3000	Climbing right turn to 3000'; proceed to CLE VOR and hold. Supplementary charting information: Hold SW, 1 minute, right turn, 060° Inbound. Runway 23L, TDZ elevation, 785'. Runway 23R, TDZ elevation, 784'.
CLE NDB	SUM NDB	Direct	3000	
Sharon Int.	SUM NDB	Direct	3000	
Mentor Int.	SUM NDB (NOPT)	CXR VORTAC R 285°/SUM 054° bearing.	3000	

Procedure turn N side of crs, 054° Outbound, 234° Inbound, 3000' within 10 miles of SUM NDB.
FAF, SUM NDB. Final approach crs, 234°. Distance FAF to MAP, Runway 23L, 6.8 miles; Runway 23R, 6.9 miles.
Minimum altitude over SUM NDB, 3000'.
MSA: 060°-090°-2600'; 090°-270°-3100'; 270°-360°-2100'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-23L	1420	RVR 50	635	1420	RVR 50	635	1420	RVR 60	635	1420	1½	635
5-23R	1420	1	636	1420	1	636	1420	1½	636	1420	1½	636
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1420	1	628	1420	1	628	1420	1½	628	1420	2	628
A	Standard.			T 2-eng. or less—RVR 24', Runways 5R, 23L, 28R. Standard and all others.			T over 2-eng.—RVR 24', Runways 5R, 23L, 28R. Standard and all others.					

City, Cleveland; State, Ohio; Airport name, Cleveland Hopkins International; Elev., 792'; Facility, SUM; Procedure No. NDB (ADF) Runways 23 L/R, Amdt. 7; Eff. date, 8 Jan. 70; Sup. Amdt. No. 6; Dated, 25 Nov. 67.

RULES AND REGULATIONS

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3 miles after passing EDW NDB.
DEN VORTAC.....	EDW NDB.....	Direct.....	7500	Climbing right turn to 8000' direct to EDW NDB and hold;* or when directed by ATC, climb to 9000' heading 100° and DEN, R 161° direct to Franktown Int. Supplementary charting information: *Hold S., 1 minute, left turns, 250° Inbnd. Final approach crs aligned to mid point of Runways 16/34. UNICOM, 122.8.
DEN VORTAC.....	City Park Int.....	Direct.....	7500	
City Park Int.....	EDW NDB (NOPT).....	Direct.....	6500	

Procedure turn W side of crs, 322° Outbnd, 142° Inbnd, 7500' within 10 miles of EDW NDB.
FAF, EDW NDB. Final approach crs, 127°. Distance FAF to MAP, 3 miles.

Minimum altitude over EDW NDB, 6500'.

MSA: 070°-100°-8000'; 100°-340°-12,800'; 340°-070°-7200'.

NOTES: (1) A.S.R. (2) Use Denver altimeter setting when control zone not effective.

#Circling MDA increased 40' and alternate minimums not authorized when control zone not effective except operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#.....	6240	1	380	6320	1	460	6320	1½	460	6460	2	600
A.....	Standard.#			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Greenwood Village; State, Colo.; Airport name, Arapahoe County; Elev., 5800'; Facility, EDW; Procedure No. NDB (ADF)-1, Amdt. Orig.; Eff. date, 8 Jan. 79

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.5 miles after passing GG LOM.
GGGVORTAC.....	GG LOM.....	Direct.....	2000	Climb to 2000', right turn to GG LOM, and hold. Supplementary charting information: Hold NW on bearing 307, 127° Inbnd, right turns, 1 minute. Runway 13, TDZ elevation, 357'.

Procedure turn S side of crs, 307° Outbnd, 127° Inbnd, 2000' within 10 miles of GG LOM.

FAF, GG LOM. Final approach crs, 127°. Distance FAF to MAP, 5.5 miles.

Minimum altitude over GG LOM, 1900'.

MSA: 000°-180°-1900'; 180°-270°-2100'; 270°-360°-2000'.

#RVR 24', Runway 13.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-13.....	760	RVR 40	403	760	RVR 40	403	760	RVR 40	403	760	RVR 50	403
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	760	1	395	820	1	455	820	1½	455	920	2	555
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Longview; State, Tex.; Airport name, Grigg County; Elev., 360'; Facility, GG; Procedure No. NDB (ADF) Runway 13, Amdt. 4; Eff. date, 8 Jan. 79; Sup. Amdt. No. ADF 1, Amdt. 3; Dated, 23 Jan. 65

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: MNN NDB.
Upper Sandusky Int.	MNN NDB	Direct	2500	Left turn, climb to 2500', on crs, 330°.
Macher Int.	MNN NDB	Direct	2500	Return to MNN NDB and hold.
Kirkpatrick Int.	MNN NDB	Direct	2500	Supplementary charting information:
Grindell Int.	MNN NDB	Direct	2500	Hold NW, 1 minute, right turns, 150° Inbnd.
				Final approach crs intercepts runway centerline 1880' from threshold.
				Runway 12, TDZ elevation 999'.

Procedure turn W side of crs, 330° Outbnd, 150° Inbnd, 2500' within 10 miles of MNN NDB.

Final approach crs, 150°.

MSA: 000°-090°-2800'; 090°-180°-2700'; 180°-270°-2600'; 270°-360°-2500'.

Note: Use Mansfield, Ohio, altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
S-12	1540	1	551	1540	1	551	1540	1	551	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C	1540	1	549	1540	1	549	1540	1½	549	NA	
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.				

City, Marion; State, Ohio; Airport name, Marion Municipal; Elev., 991'; Facility, MNN; Procedure No, NDB (ADF) Runway 12, Amdt. 1; Eff. date, 8 Jan. 70; Sup. Amdt. No. ADF 1, Orig.; Dated, 23 Apr. 66

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5 miles after passing ME LOM.
MEI VORTAC	ME LOM	Direct	2000	Climbing left turn to 3000' (DME equipped aircraft, 2000') to intercept and proceed
Stratton Int.	ME LOM	Direct	2000	via R 216° MEI VORTAC to Rose Hill
Cone Int.	ME LOM	Direct	2000	intersection and hold, or when directed
Newton Int.	ME LOM	Direct	2000	by ATC, climbing, left turn to 2000'
Rose Hill Int.	ME LOM	Direct	2000	MEI VORTAC and hold NW, 1 minute,
EWA VOR	ME LOM	Direct	2000	right turns, 130° Inbnd.
				Supplementary charting information:
				Hold SW, 1 minute, right turns, 036° Inbnd;
				HIRLS, Runways 1/19.
				ALS, Runway 1.
				Runway 1, TDZ elevation, 287'.

Procedure turn E side of crs, 186° Outbnd, 006° Inbnd, 2000' within 10 miles of ME LOM.

FAP, ME LOM. Final approach crs, 006°. Distance FAP to MAP, 4.5 miles.

Minimum altitude over ME LOM, 1700'.

MSA: 000°-090°-2100'; 090°-180°-1900'; 180°-270°-1800'; 270°-360°-2000'.

CAUTION: Trees 600', 1¼ miles E of airport. Tower 1000', 2.5 miles E of airport.

*Night minimums not authorized Runways 5/23.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-1	800	RVR 40	513	800	RVR 40	513	800	RVR 40	513	800	RVR 50	513
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	800	1	503	920	1	623	920	1½	623	920	2	623
A	Standard.			T 2-eng. or less—RVR 24', Runway 1; Standard all others.*			T over 2-eng.—RVR 24', Runway 1; Standard all others.*					

City, Meridian; State, Miss.; Airport name, Key Field; Elev., 297'; Facility, ME; Procedure No, NDB (ADF) Runway 1, Amdt. 11; Eff. date, 8 Jan. 70; Sup. Amdt. No. 10; Dated, 11 Nov. 67

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

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
AUW VOR.....	RRL NDB.....	Direct.....	3500	Climb to 3100' on 150° bearing from NDB within 10 miles, return to NDB. Supplementary charting information: Final approach crs intercepts runway centerline 4500' from threshold. 2010' tower 3.5 miles SSW of airport, at 45°08'30"/89°43'55". Runway 16, TDZ elevation, 1316'.
RHI VOR.....	RRL NDB.....	Direct.....	3100	

Procedure turn W side of crs, 330° Outbd, 150° Inbd, 3100' within 10 miles of RRL NDB.

Final approach crs, 150°.

MSA: 090°-270°-3000'; 270°-090°-3100'.

CAUTION: Turf Runways 3/21 unlighted.

Note: Use Wausau, Wis., altimeter setting.

%IFR departure procedures: When weather is below 700-1 aircraft departing Runways 16 and 34 climb to 2500' on runway heading before turning on crs. Departures on Runway 21 make right-climbing turn to 2500' on 270° bearing, from NDB before turning S. Restrictions due 2010' tower 3.5 miles SSW of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-16.....	2000	1	744	2000	1	744	2000	1 1/4	744	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	2000	1	744	2000	1	744	2000	1 1/2	744	NA
A.....	Not authorized.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%			

City, Merrill; State, Wis.; Airport name, Merrill Municipal; Elev., 1316'; Facility, RRL; Procedure No. NDB (ADF) Runway 16, Amdt. Orig.; Eff. date, 8 Jan. 70

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
CIM VORTAC.....	RTN NDB.....	Direct.....	8800	Right turn to bearing 040°, climb to 7800' climbing right turn to 8800', direct to RTN NDB, and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 016° Inbd. Final approach crs intercepts runway centerline extended 2200'. ABQ Center, 134.5, 353.8. CIM LBCO—122.1. Runway 2, TDZ elevation, 6340'.
Int of PUB R 163° and CIM R 040°.....	RTN NDB.....	Direct.....	9700	

Procedure turn E side of crs, 190° Outbd, 016° Inbd, 8800' within 10 miles of RTN NDB.

Final approach crs, 016°.

Minimum altitude over RTN NDB, 7300'.

MSA: 020°-120°-9000'; 120°-230°-9000'; 230°-020°-10,700'.

Note: Use Trinidad, Colo., altimeter setting.

*Night straight-in approach not authorized, lights on Runways 7-25.

%Takeoff Runways 2 and 7, climb NE on bearing 040° from RTN NDB to 7800', climbing right turn to 8800', direct to RTN NDB, climb in holding pattern to 11,000'. Takeoff Runways 20 and 25, climb SW on bearing 190° from RTN NDB to 8800', left turn direct to RTN NDB, climb in holding pattern to 11,000'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS			
*S-2.....	7300	1 1/4	960	7300	1 1/2	960	NA			NA
	MDA	VIS	HAA	MDA	VIS	HAA				
C.....	7300	1 1/4	948	7300	1 1/2	948	NA			NA
A.....	Not authorized.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%			

City, Raton; State, N. Mex.; Airport name, Crews Field; Elev., 6332'; Facility, RTN; Procedure No. NDB (ADF) Runway 2, Amdt. Orig.; Eff. date, 8 Jan. 70

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: UES NDB.
MKE VORTAC.....	UES NDB.....	Direct.....	2700	Make left-climbing turn to 2700' on 275° bearing from NDB within 10 miles.
Watertown Int.....	UES NDB.....	Direct.....	2700	Supplementary charting information:
Cardinal Int.....	UES NDB.....	Direct.....	2700	Final approach crs intercepts runway centerline 4410' from threshold.
Big Bend Int.....	UES NDB.....	Direct.....	2700	1540' tower 3.5 miles E of airport at 43°02' 00"/88°07'35".
				1140' tower 0.75 mile E of airport at 43°02' 25"/88°12'00".
				1100' watertank 3900' SW of airport at 43°02'00"/88°14'50".
				Runway 10, TDZ elevation, 900'.

Procedure turn 8 side of crs, 275° Outbnd, 095° Inbnd, 2700' within 10 miles of UES NDB.

Final approach crs, 095°.

Minimum altitude over Hartland Int, 2000'.

MSA: 045°-135°-2000'; 135°-225°-2000'; 225°-315°-2700'; 315°-045°-2000'.

NOTE: (1) Use Milwaukee, Wis., altimeter setting. (2) Radar vectoring.

%IFR departure procedures: When weather is below 700-1 aircraft departing Runway 10 make immediate climbing turn to 2000' on 360° bearing from NDB before proceeding on crs, restriction due to 1540' tower 3.5 miles E; aircraft departing Runways 15, 30, and 28 climb to 1000' on runway heading before proceeding on crs, restriction due to 1100' tank 0.6 mile SW.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
8-10.....	2000	1½	1157	2000	1½	1157*	2000	2	1157	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	2000	1½	1151	2000	1½	1151	2000	2	1151	NA
	NDB/VOR Minimums:									
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
8-10.....	1400	1	557	1400	1	557	1400	1	557	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1500	1	591	1500	1	591	1500	1½	591	NA
A.....	Not authorized.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %			

City, Waukesha; State, Wis.; Airport name, Waukesha County; Elev., 900'; Facility, UES; Procedure No. NDB (ADF) Runway 10, Amdt. Orig.; Eff. date, 8 Jan. 70

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.3 miles after passing HKS NDB.
Phoenix Int.....	HKS NDB.....	Direct.....	2000	Climb to 2700' on crs 183° from HKS
Flyer Int.....	HKS NDB.....	Direct.....	2000	NDB within 15 miles.
Boston Int.....	HKS NDB.....	Direct.....	2000	Supplementary charting information:
Raymond Int.....	HKS NDB.....	Direct.....	2100	Tower 1049', 3.5 miles SW of airport.
Byram Int.....	HKS NDB.....	Direct.....	2100	HIRL Runways 11/29.
Florence Int.....	HKS NDB.....	Direct.....	2100	
Brandon Int.....	HKS NDB.....	Direct.....	2000	
Rankin Int.....	HKS NDB.....	Direct.....	2000	
Barnett Int.....	HKS NDB.....	Direct.....	2000	
JAN VORTAC.....	HKS NDB (NOPT).....	Direct.....	1400	

Procedure turn W side of crs, 003° Outbnd, 183° Inbnd, 2000' within 10 miles of HKS NDB.

FAF, HKS NDB. Final approach crs, 183°. Distance FAF to MAP, 2.3 miles.

Minimum altitude over HKS NDB, 1400'.

MSA: 000°-090°-1700'; 090°-180°-2000'; 180°-270°-3400'; 270°-360°-1700'.

NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	840	1	499	840	1	499	840	1½	499	900	2	559
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Jackson; State, Miss.; Airport name, Hawkins Field; Elev., 341'; Facility, HES; Procedure No. NDB (ADF)-1, Amdt. 8; Eff. date, 8 Jan. 70; Sup. Amdt. No. 7; Dated, 6 Mar. 69

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: OSX NDB.	
GRW VORTAC.....	OSX NDB.....	Direct.....	2100	Climbing left turn to 2100', direct to OSX NDB and hold. Supplementary charting information: Hold NW, right turns, 1 minute, 12° Inbnd.	
Zama Int.....	OSX NDB.....	Direct.....	2100		

Procedure turn S side of crs, 305° Outbnd, 125° Inbnd, 2100' within 10 miles of OSX NDB.

Final approach crs, 125°.

MSA: 000°-270°-1900'; 270°-360°-1800'.

Notes: (1) Night minimums not authorized. (2) Use Greenwood FSS altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14.....	1100	1	621	1100	1	621	1100	1	621	1100	1	621
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1100	1	621	1100	1	621	1100	1½	621	1100	2	621
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Kosciusko; State, Miss.; Airport name, Kosciusko-Attala County; Elev., 479'; Facility, OSX; Procedure No. NDB (ADF) Runway 14, Amdt. 1; Eff. date, 8 Jan. 70
Sup. Amdt. No. Orig.; Dated, 21 Aug. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: OSX NDB.	
GRW VORTAC.....	OSX NDB.....	Direct.....	2100	Climbing right turn to 2100' direct to OSX NDB and hold. Supplementary charting information: Hold SE, 1 minute, left turns, 317° Inbnd	
Zama Int.....	OSX NDB.....	Direct.....	2100		

Procedure turn W side of crs, 137° Outbnd, 317° Inbnd, 2100' within 10 miles of OSX NDB.

Final approach crs, 317°.

MSA: 000°-270°-1900'; 270°-360°-1800'.

Notes: (1) Night minimums not authorized. (2) Use Greenwood FSS altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32.....	1320	1	841	1320	1½	841	1320	1½	841	1320	1½	841
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1320	1	841	1320	1½	841	1320	1½	841	1320	2	841
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Kosciusko; State, Miss.; Airport name, Kosciusko-Attala County; Elev., 479'; Facility, OSX; Procedure No. NDB (ADF) Runway 32, Amdt. 1; Eff. date, 8 Jan. 70
Sup. Amdt. No. Orig.; Dated, 21 Aug. 69

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.9 miles after passing ON LOM.	
ONT VOR.....	Highgrove Int.....	Direct.....	4200	Climb straight ahead to 3000' left turn direct to SB NDB at 4200' and hold.* Supplementary charting information: *Hold E, 1 minute, right turn, 255° Inbnd. Runway 25, TDZ elevation, 929'.	
RAL VOR.....	Highgrove Int.....	Direct.....	4200		
Highgrove Int.....	Colton NDB/Int.....	Direct.....	4200		
Moreno Int.....	Colton NDB/Int.....	Direct.....	4200		

Procedure turn not authorized. Approach crs (profile) starts at Colton NDB/Int. FAF, ON LOM. Final approach crs, 255°. Distance FAF to MAP, 5.9 miles. Minimum altitude over Colton NDB/Int, 4200'; over ON LOM, 2800'; over Dixon Int, 1600'. MSA: 000°-090°-11,900'; 090°-270°-6700'; 270°-360°-11,100'.

Notes: (1) ASR. (2) Night minimums not authorized Runways 3/21.
%IFR departure procedures: Northbound and eastbound (278° through 105° CW) published SID's must be used.
#Maneuvering not authorized NW of airport between extended centerlines of Runways 3/21 and 7/25.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25.....	1600	RVR 40	671	1600	RVR 40	671	1600	RVR 50	671	1600	1½	671
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#.....	1600	1	648	1600	1	648	1600	1½	648	1600	2	648
	NDB/VOR. Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25.....	1490	RVR 40	531	1400	RVR 40	531	1400	RVR 40	531	1400	RVR 60	531
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#.....	1490	1	503	1480	1	528	1480	1½	528	1520	2	568
A.....	Standard.			T 2-eng. or less—Runway 25, RVR 24'; Standard all other runways. % #			T over 2-eng.—Runway 25, RVR 24'; Standard all other runways. % #					

City, Ontario; State, Calif.; Airport name, Ontario International; Elev., 952'; Facility, ON; Procedure No. NDB (ADF) Runway 25, Amdt. 24; Eff. date, 8 Jan. 70; Sup. Amdt. No. 23; Dated, 5 June 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 291'; LOC 5.4 miles after passing OM.	
R 119°, AEX VOR CCW.....	ESF LOC front crs (NOPT).....	25-mile Arc AEX, R 067° lead radial.	1700	Climb to 1700', right turn, direct to ESF VOR and hold R 331°. Supplementary charting information: Runway 26 TDZ elevation, 91'.	
Luto Int.....	LOM (NOPT).....	Direct.....	1600		
AEX VORTAC.....	LOM.....	Direct.....	1700		
ESF VOR.....	LOM.....	Direct.....	1600		

Procedure turn N side of crs, 084° Outbnd, 264° Inbnd, 1600' within 10 miles of OM. FAF, OM. Final approach crs, 264°. Distance FAF to MAP, 5.4 miles (LOC). Minimum altitude over OM, 1600'. Minimum glide slope interception altitude, 1600'. Glide slope altitude at OM, 1580'; at MM, 304'. Distance to runway threshold at OM, 5.4 miles; at MM, 9.6 mile. MSA: 000°-360°-2800'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-26.....	291	¼	200	291	¼	200	291	¼	200	341	¼	250
LOC.....	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-26.....	460	¾	369	460	¾	369	460	¾	369	460	1	369
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	540	1	432	560	1	452	560	1½	452	660	2	552
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Alexandria; State, La.; Airport name, Esler Field; Elev., 108'; Facility I-ESF; Procedure No. ILS Runway 26, Amdt. Orig. Eff. date, 8 Jan. 70

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
Cleveland NDB	GIL NDB	Direct	3000	MAP: ILS DH 975; LOC Runway 5R 6.8 miles, Runway 5L 7.2 miles after passing GIL NDB. Left turn to 360° heading. Climb to 3000'. Intercept ACO VORTAC R 316°. Climb to 3000' and proceed to Crib Int and hold. Supplementary charting information: Hold SE, 1 minute, right turns, 316° Inbnd. Final approach crs 360° right of Runway 5L threshold. Runway 5R, TDZ elevation, 775'. Runway 5L, TDZ elevation, 780'.
Cleveland VORTAC	GIL NDB	Direct	3000	
Vermilion Int.	GIL NDB	Direct	3000	
Mentor Int.	GIL NDB	Direct	3000	
Louis Int (11.8-mile DME Fix)	GIL NDB (NOPT) (7-mile DME Fix)	Direct	2700	

Procedure turn S side of crs, 234° Outbnd, 054° Inbnd, 2700' within 10 miles of GIL NDB.
FAF, GIL NDB. Final approach crs, 054°. Distance FAF to MAP, Runway 5R, 6.8 miles; Runway 5L, 7.2 miles.
Minimum altitude over GIL NDB, 2700'.
Minimum glide slope interception altitude, 2700'. Glide slope altitude at OM, 1787'; at MM, 960'.
Distance to runway threshold at OM, 3.5 miles; at MM, 0.5 mile.
MSA: 000°-180°-3160'; 180°-270°-2500'; 270°-360°-2100'.
Notes: (1) ASR. (2) DME indication at GIL NDB 7 miles; at OM 3.7 miles. DME should not be used to determine aircraft position over middle marker, runway threshold or runway touchdown point.
*Minimum altitude over OM on final approach crs, 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-5R	975	RVR 24	200	975	RVR 24	200	975	RVR 24	200	975	RVR 24	200
8-5L	1160	3/4	380	1160	3/4	380	1160	3/4	380	1160	1	380
LOC	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-5R*	1160	RVR 24	385	1160	RVR 24	385	1160	RVR 24	385	1160	RVR 40	385
8-5L*	1160	3/4	380	1160	3/4	380	1160	3/4	380	1160	1	380
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1240	1	448	1260	1	468	1260	1 1/2	468	1360	2	568
A	Standard.			T 2-eng. or less—RVR 24', Runways 5R, 23L, 28R. Standard all others.			T over 2-eng.—RVR 24', Runways 5R, 23L, 28R. Standard all others.					

City, Cleveland; State, Ohio; Airport name, Cleveland Hopkins International; Elev., 792'; Facility, I-CLE; Procedure No. ILS Runways 5R/5L, Amdt. 6; Eff. date, 8 Jan. 70.
Sup. Amdt. No. 8; Dated, 26 Mar. 67

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
Chagrin Falls Int.	BKI NDB	Direct	3600	MAP: ILS DH 1042; LOC 6.5 miles after passing BKI NDB. Climbing left turn to 3000'; proceed direct to CLE VORTAC and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 060° Inbnd. Towers 6 miles E of airport 1971'. Runway 28R, TDZ elevation, 792'.
Vermilion Int.	BKI NDB	Direct	3000	
Sharon Int.	BKI NDB	Direct	3000	
Cleveland VORTAC	BKI NDB	Direct	3000	
Mentor Int.	BKI NDB (NOPT)	210° crs and E crs LOC	3000	

Procedure turn N side of crs, 097° Outbnd, 277° Inbnd, 3000' within 10 miles of BKI NDB.
FAF, BKI NDB. Final approach crs, 277°. Distance FAF to MAP, 6.5 miles.
Minimum altitude over BKI NDB, 3000'.
Minimum glide slope interception altitude, 3000'. Glide slope altitude at OM, 2057'; at MM, 1030'.
Distance to runway threshold at OM, 3.8 miles; at MM, 0.6 mile.
MSA: 000°-360°-3100'.
Notes: (1) ASR. (2) ILS unusable from middle marker Inbnd.
*Minimum altitude over OM on final approach crs, 2100'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-28R	1042	RVR 40	250	1042	RVR 40	250	1042	RVR 40	250	1042	RVR 40	250
LOC*	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-28R	1200	RVR 40	408	1200	RVR 40	408	1200	RVR 40	408	1200	RVR 40	408
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1240	1	448	1260	1	468	1260	1 1/2	468	1360	2	568
A	Standard.			T 2-eng. or less—RVR 24', Runways 5R, 23L, 28R. Standard all others.			T over 2-eng.—RVR 24' Runways 5R, 23L, 28R. Standard all others.					

City, Cleveland; State, Ohio; Airport name, Cleveland Hopkins International; Elev., 792'; Facility, I-CLE; Procedure No. ILS Runway 28R, Amdt. 7; Eff. date, 8 Jan. 70.
Sup. Amdt. No. ILS Runway 27, Amdt. 6; Dated, 11 Feb. 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 537'. LOC 5.5 miles after passing GG LOM.
GGG VORTAC.....	GG LOM.....	Direct.....	2000	Left-climbing turn to 2500', proceed via GGG VORTAC R 114° to Tatum Int and hold. Supplementary charting information: Hold SE of Tatum Int on GGG VORTAC R 114°, 294° Inbnd, left turns, 1 minute/4 miles. Runway 13, TDZ elevation, 357'.
R 296°, GGG VORTAC CW.....	GGG LOC (FC) (NOPT).....	10-mile Arc GGG, R 296° lead radial.....	2100	
R 321°, GGG VORTAC CCW.....	GGG LOC (FC) (NOPT).....	10-mile Arc GGG, R 318° lead radial.....	2100	
16-mile DME Fix.....	GG LOM (NOPT).....	GGG LOC (FC).....	1900	

Procedure turn S side of crs, 307° Outbnd, 127° Inbnd, 2000' within 10 miles of GG LOM.
FAF, GG LOM. Final approach crs, 127°. Distance FAF to MAP, 5.5 miles.
Minimum glide slope interception altitude, 1900'. Glide slope altitude at OM, 1885'; at MM, 537'.
Distance to runway threshold at OM, 5.5 miles; at MM, 0.5 mile.
MSA: 000°-180°-1900'; 180°-270°-2100'; 270°-360°-2000'.
RVR 24', Runway 13.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-IL.....	557	RVR 24	200	557	RVR 24	200	557	RVR 24	200	557	RVR 24	200
LOC.....	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-IL.....	700	RVR 24	343	700	RVR 24	343	700	RVR 24	343	700	RVR 40	343
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	700	1	265	820	1	455	820	1½	455	920	2	555
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Longview; State, Tex.; Airport name, Gregg County; Elev., 365'; Facility, I-GGG; Procedure No, ILS Runway 13, Amdt. Orig.; Eff. date, 8 Jan. 70

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 457'. LOC 4.5 miles after passing ME LOM.
MEI VORTAC.....	ME LOM.....	Direct.....	2000	Climbing left turn to 3000' (DME equipped aircraft 2000') to intercept and proceed via R 216°, MEI VORTAC to Rose Hill intersection and hold, or when directed by ATC, climb to 2000' direct to MEI VORTAC and hold NW, 1 minute, right turns, 130° Inbnd. Supplementary charting information: Hold SW, 1 minute, right turns, 036° Inbnd. HIRLS Runways 1/13, ALS, Runway 1, Runway 1, TDZ elevation, 287'.
Station Int.....	ME LOM.....	Direct.....	2000	
Cape Int.....	ME LOM.....	Direct.....	2000	
Newton Int.....	ME LOM.....	Direct.....	2000	
Rose Hill Int.....	ME LOM.....	Direct.....	2000	
EWA VOR.....	ME LOM.....	Direct.....	2000	
R 28°, MEI VORTAC CCW.....	MEI LOC.....	12-mile Arc MEI, R 178° lead radial.....	2000	
12-mile DME Arc.....	ME LOM (NOPT).....	LOC Crs.....	1700	

Procedure turn E side of crs, 184° Outbnd, 004° Inbnd, 2000' within 10 miles of ME LOM.
FAF, ME LOM. Final approach crs, 004°. Distance FAF to MAP, 4.5 miles.
Minimum altitude over ME LOM, 1700'.
Minimum glide slope interception altitude, 1700'. Glide slope altitude at OM, 1709'; at MM, 515'.
Distance to runway threshold at OM, 4.5 miles; at MM, 0.6 mile.
MSA: 000°-090°-2100'; 090°-180°-1900'; 180°-270°-1800'; 270°-360°-2000'.
CAUTION: Trees 600', 1½ miles E of airport. Tower 1000', 2.5 miles E of airport. Tower 880', 4.2 miles SE of airport.
*Night minimums not authorized Runways 5/23.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	DH	MDA	VIS	DH	MDA	VIS	DH	MDA	VIS	DH
S-IL.....	487	RVR 24	200	487	RVR 24	200	487	RVR 24	200	487	RVR 24	200
LOC.....	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-IL.....	700	RVR 40	473	700	RVR 40	473	700	RVR 40	473	700	RVR 60	473
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	800	1	505	920	1	623	920	1½	623	920	2	623
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 1; Standard all others.†			T over 2-eng.—RVR 24', Runway 1; Standard all others.†					

City, Meridian; State, Miss.; Airport name, Key Field; Elev., 297'; Facility, I-MEI; Procedure No, ILS Runway 1, Amdt. 13; Eff. date, 8 Jan. 70; Sup. Amdt. No. 12; Dated, 11 Nov. 67

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 856', LOC 5.6 miles after passing River Grove/RV LOM.
From—	To—	Via		
ORD VORTAC.....	Stack Int.....	Direct.....	3500	Turn left to 300° heading, climb to 2000' then make left-climbing turn to 3500' and proceed direct to DPA VOR. Supplementary charting information: RV LOM named River Grove. 1460' tower 4.7 miles WNW of airport. 1413' tower 4.1 miles W of airport. 1508' tower 7 miles WSW of airport. 848' control tower on airport. Runway 32L, TDZ elevation, 656'.
API VOR.....	Stack Int.....	Direct.....	3500	
OBK VORTAC.....	Stack Int.....	Direct.....	3500	
CGT VORTAC.....	Stack Int (NOPT).....	CGT, R 350° and I-RVG LOC.....	3500	
Niles Int.....	Stack Int (NOPT).....	API, R 087° and I-RVG LOC.....	3500	
Stack Int.....	RV LOM.....	Direct.....	2200	

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

FAP, Stack/RV LOM, Final approach crs, 318°. Distance FAP to MAP, 5.6 miles.

Minimum altitude over Stack Int., 3500'; over RV LOM, 2200'.

Minimum glide slope interception altitude, 2200'. Glide slope altitude at OM, 2170'; at MM, 850'.

Distance to runway threshold at OM, 5.6 miles; at MM, 0.6 mile.

MSA: 900°-180°-3100'; 180°-360°-2000'.

NOTES: (1) ASR/PAR. (2) Dual VOR receivers or Radar required. (3) Back crs unusable Runway 32L.

CAUTION: When conducting a parallel approach, parallel ILS Runway 32L procedure must be used.

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

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

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-32L.....	856	RVR 24	200	856	RVR 24	200	856	RVR 24	200	856	RVR 24	200
LOC.....	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32L.....	1040	RVR 24	384	1040	RVR 24	384	1040	RVR 24	384	1040	RVR 40	384
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1160	1	493	1160	1	493	1160	1½	493	1220	2	553
A.....	Standard.			T 2-eng. or less—Standard.5%#			T over 2-eng.—Standard.5%#					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-RVG; Procedure No. ILS Runway 32L, Amdt. 9; Eff. date, 8 Jan. 70; Sup. Amdt. No. 8; Dated, 30 Oct. 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 856'; LOC 5.6 miles after passing River Grove/RV LOM.
From—	To—	Via		
Congress Int.....	RV LOM (when GS not utilized).....	I-RVG LOC.....	2200	Turn left to 300° heading, climb to 2000' then make left-climbing turn to 3500' and proceed direct to DPA VOR. Supplementary charting information: Parallel procedure Runways 32L and 32R to be issued on adjoining plates. RV LOM named River Grove. 1460' tower 4.7 miles WNW of airport. 1413' tower 4.1 miles W of airport. 1508' tower 7 miles WSW of airport. 848' control tower on airport. Runway 32L, TDZ elevation, 656'.

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

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

Minimum altitude over Congress Int., 3000'; over River Grove/RV LOM, 2200'.

Minimum glide slope interception altitude, 3000'. Glide slope altitude at OM, 2170'; at MM, 850'.

Distance to runway threshold at OM, 5.6 miles; at MM, 0.6 mile.

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

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

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

(3) Back crs unusable.

(4) ASR/PAR—Radar required.

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

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

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

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-32L.....	856	RVR 24	200	856	RVR 24	200	856	RVR 24	200	856	RVR 24	200
LOC.....	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
-32L.....	1040	RVR 24	384	1040	RVR 24	384	1040	RVR 24	384	1040	RVR 40	384
C.....	NA			NA			NA			NA		
A.....	Standard.			T 2-eng. or less—Standard.5%#			T over 2-eng.—Standard.5%#					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-RVG; Procedure No. Parallel ILS Runway 32L, Amdt. 1; Eff. date, 8 Jan. 70; Sup. Amdt. No. Orig.; Dated, 30 Oct. 69

RULES AND REGULATIONS

19895

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 455'; LOC 4.6 miles after passing LI LOM.
From—	To—	Via		
LIT VORTAC.....	LI LOM.....	Direct.....	1900	Climb to 2000' on ILS crs 041° within 20 miles.
Sanite Int.....	Mabelvale Int.....	Heading 011° and LIT LOC..	1900	Supplementary charting information:
Mabelvale Int.....	LI LOM (NOPT).....	Direct.....	1900	Runway 4, TDZ elevation, 255'.

Procedure turn N side of crs, 221° Outbnd, 041° Inbnd, 1900' within 10 miles of LI LOM.
 FAF, LI LOM. Final approach crs, 041°. Distance FAF to MAP, 4.6 miles.
 Minimum altitude over LI LOM, 1900'.
 Minimum glide slope interception altitude, 1900'. Glide slope altitude at OM, 1820'; at MM, 505'.
 Distance to runway threshold at OM, 4.6 miles; at MM, 0.6 mile.
 MSA: 090°-090°-3300'; 090°-180°-3300'; 180°-270°-2000'; 270°-360°-3300'.
 Note: ASR.
 RVR 24', Runway 4, 200-1 required for takeoff Runways 17, 22, 32, and 35.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
5-4.....	455	RVR 24	200	455	RVR 24	200	455	RVR 24	200	455	RVR 24	200
LOC.....	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-4.....	780	RVR 40	525	780	RVR 40	525	780	RVR 40	525	780	RVR 50	525
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	780	1	523	800	1	543	980	1½	723	980	2	733
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Little Rock; State, Ark.; Airport name, Adams Field; Elev., 257'; Facility, I-LIT; Procedure No. ILS Runway 4, Amdt. 12; Eff. date, 8 Jan. 79; Sup. Amdt. No.11; Dated, 20 Nov. 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 1129'; LOC 5.9 miles after passing ON LOM.
From—	To—	Via		
ONT VOR.....	Highgrove Int.....	Direct.....	4200	Climb to 1300', turn left direct to ONT
HAL VOR.....	Highgrove Int.....	Direct.....	4200	VOR at 4200' and hold.*
Highgrove Int.....	Colton NDB/Int.....	Direct.....	4200	Supplementary charting information:
Marengo Int.....	Colton NDB/Int.....	Direct.....	4200	*Hold E, 1 minute, right turns, 258° Inbnd. Runway 25, TDZ elevation, 929'.

Procedure turn not authorized. Approach crs (profile) starts at Colton NDB/Int.
 FAF, ON LOM. Final approach crs, 255°. Distance FAF to MAP, 5.9 miles.
 Minimum altitude over Colton NDB/Int, 4200'; over ON LOM, 2800'; over Baker Int, 1500'.
 Minimum glide slope interception altitude, 2800'. Glide slope altitude at OM, 2732'; at MM, 1145'.
 Distance to runway threshold at OM, 5.9 miles; at MM, 0.6 mile.
 MSA: 000°-090°-11,900'; 090°-270°-6700'; 270°-360°-11,100'.
 Notes: (1) ASR. (2) Night minimums not authorized Runways 3/21.
 Maneuvering not authorized NW of airport between extended centerlines of Runways 3/21 and 7/25.
 IFR departure procedures: Northbound and eastbound (278° through 105° CW) published SID's must be used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
5-20.....	1129	RVR 24	200	1129	RVR 24	200	1129	RVR 24	200	1129	RVR 24	200
LOC Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-20.....	1500	RVR 24	571	1500	RVR 24	571	1500	RVR 24	571	1500	RVR 50	571
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1500	1	548	1500	1	548	1500	1½	548	1520	2	568
LOC/VOR Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-20.....	1240	RVR 24	311	1240	RVR 24	311	1240	RVR 24	311	1240	RVR 40	311
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1420	1	468	1480	1	528	1480	1½	528	1520	2	568
A.....	Standard.			T 2-eng. or less—Runway 25, RVR 24'; Standard all other runways.%#			T over 2-eng.—Runway 25, RVR 24'; Standard all other runways.%#					

City, Ontario; State, Calif.; Airport name, Ontario International; Elev., 952'; Facility, I-ONT; Procedure No. ILS Runway 25, Amdt. 25; Eff. date, 8 Jan. 79; Sup. Amdt. No. 24; Dated, 5 June 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

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

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)										Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
000°	360°	50	3000							1. Descend aircraft after passing FAF. 2. Runway 5R, IAF 12-mile Radar Fix. FAF 6 miles from threshold, minimum altitude 2000'. TDZ elevation, 775'. 3. Runway 23L, IAF 12-mile Radar Fix. FAF 6 miles from threshold, minimum altitude 2000'. Minimum altitude over 4-mile Radar Fix 1000'. TDZ elevation, 785'. 4. Runway 18R, IAF 12-mile Radar Fix. FAF 6 miles from threshold, minimum altitude 2000'. TDZ elevation, 784'. 5. Runway 36L, IAF 12-mile Radar Fix. FAF 6 miles from threshold, minimum altitude 2000'. Minimum altitude over 4-mile Radar Fix 1000'. TDZ elevation, 789'. 6. Runway 10L, IAF 12-mile Radar Fix. FAF 6 miles from threshold, minimum altitude 2000'. TDZ elevation, 781'. 7. Runway 28R, IAF 12-mile Radar Fix. FAF 6 miles from threshold, minimum altitude 2000'. TDZ elevation, 792'. Supplementary charting information: *Hold W Cleveland VORTAC, 1 minute, right turns, 090° inbound. **Hold SE Crib Int, 1 minute, right turns, 316° inbound.

Missed approach:

Runways 5R, 10L—Climbing left turn to 360° heading, climb to 2000'; intercept ACO VORTAC, R 316°. Climb to 3000', proceed to Crib Int and hold.

Runways 18R, 23L, 28R—Climb to 3000' on runway heading; upon reaching, proceed to Cleveland VORTAC and hold.*

Runway 36L—Climb to 2000' on 360° heading; intercept ACO VORTAC R 316°. Climb to 3000'; proceed to Crib Int and hold.**

Note: Inoperative table does not apply to ALS, Runway 28R.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-5R	1180	RVR 24	405	1180	RVR 24	405	1180	RVR 24	405	1180	RVR 50	405
8-23L	1180	RVR 40	395	1180	RVR 40	395	1180	RVR 40	395	1180	RVR 50	395
8-18R	1140	1	356	1140	1	356	1140	1	356	1140	1	356
8-36L	1180	1	391	1180	1	391	1180	1	391	1180	1	391
8-10L	1240	$\frac{3}{4}$	459	1240	$\frac{3}{4}$	459	1240	$\frac{3}{4}$	459	1240	1	459
8-28R	1200	RVR 40	408	1200	RVR 40	408	1200	RVR 40	408	1200	RVR 40	408
A	Standard.			T 2-eng. or less—RVR 24', Runways 5R, 23L, 28R. Standard all others.			T over 2-eng.—RVR 24', Runways 5R, 23L, 28R. Standard all others.					

City, Cleveland; State, Ohio; Airport name, Cleveland Hopkins International; Elev., 792'; Facility, Cleveland Radar; Procedure No. Radar-1, Amdt. 16; Eff. date, 1 Jan. 78; Sup. Amdt. No. Radar 1, Amdt. 15; Dated, 15 Aug. 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR—Continued

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

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

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

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

As established by Denver ASR minimum altitude vectoring charts.

1. Aircraft on radar vector to Arapahoe County Airport, in a sector from 240° (CW) to 130° from Arapahoe County Airport may descend to MDA after passing 4-mile Radar Fix (FAF) to Arapahoe County Airport.
2. Runway 34 FAF 4 miles from threshold. Minimum altitudes: 8-mile Radar Fix, 8000'; 6-mile Radar Fix, 7500'; 4-mile Radar Fix (FAF), 7100'; 2-mile Radar Fix, 6000'; descend aircraft to MDA after 2-mile Radar Fix FAC 344°.
3. Lost communications: Climb to 9000' direct to IOC VOR and hold monitor VOR voice.
Supplementary charting information:
§ Hold SE, 1 minute, right turns, 342° Inbnd.
* Hold S, 1 minute, right turns, 341° Inbnd.
Runway 34, TDZ elevation, 5860'.

Missed approach: Circling Sector 240° (CW) to 130°; over Arapahoe County Airport, climb to 9000' heading 100° to intercept the Denver VOR R 161°, direct to Franktown Int and hold.* Runway 34: Climbing right turn to 9000' heading 100° to intercept the Denver VOR R 161°, direct to Franktown Int and hold.*

NOTE: Use Denver altimeter setting when control zone not effective.

*Circling and straight-in MDA increased 40' and alternate minimums not authorized when control zone not effective except operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-34#	6300	1	440	6300	1	440	6300	1	440	6300	1	440
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#	6300	1	440	6320	1	460	6320	1½	460	6420	2	560
A	Standard.#			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Greenwood Village; State, Colo.; Airport name, Arapahoe County; Elev., 5860'; Facility, Denver Approach Cont.; Procedure No. Radar-1, Amdt. Orig.; Eff. date, 8 Jan. 70

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR—Continued

Radar terminal area maneuvering sectors and altitudes												Ceiling and visibility minimums		
From—	To—	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less 65 knots or less	More than 2-engine, more than 65 knots
As established by Ontario ASR minimum altitude vectoring chart.												ASR Runway 25 FAF 6 miles from runway. Minimum altitude over FAF, 2800'; over 3-miles Radar Fix, 1700'. #Maneuvering not authorized NW of airport between extended centerlines of Runways 3/21 and 7/25. %IFR departure procedures: Northbound and eastbound (278° through 106° CW) published SID's must be used. *Increase visibility 1/4 mile for Categories A, B, and C for Inoperative ALS Runway 25. Night minimums Runways 3/21 not authorized.		

Lost communications: Proceed direct to ONT VORTAC at 4000' or last assigned altitude, whichever is higher, and monitor VOR voice.
 Missed approach: Runway 25—Climbing left turn to 4200' direct to ONT VORTAC and hold.**
 Supplementary charting information: Runway 25—Final approach crs, 355°. TDZ elevation, 929'.
 **Hold R, 1 minute, right turns, 255° Inbnd.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-26*	1420	RVR 40	401	1420	RVR 40	401	1420	RVR 40	401	1420	RVR 50	491
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#	1420	1	408	1480	1	528	1480	1 1/2	528	1520	2	508
A	Standard.			T 2-eng. or less—Runway 25, RVR 24'; Standard all other runways.%#			T over 2-eng.—Runway 25, RVR 24'; Standard all other runways.%#					

City, Ontario; State, Calif.; Airport name, Ontario International; Elev., 952'; Facility, ONT ASR; Procedure No. Radar-1, Amdt. 3; Eff. date, 8 Jan. 70; Sup. Amdt. No. 2, Dated, 24 July 69

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., on December 3, 1969.

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

[P.R. Doc. 69-14699; Filed, Dec. 18, 1969; 8:45 a.m.]

Chapter II—Civil Aeronautics Board

SUBCHAPTER D—SPECIAL REGULATIONS

[Reg. SPR-34]

PART 378a—BULK INCLUSIVE TOURS
BY TOUR OPERATORS

Tour Operators and Foreign Tour Operators Furnishing Transpacific Bulk Inclusive Tours

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 16th day of December 1969.

In a notice of proposed rule making, dated November 21, 1969 (SPDR-17, 34 F.R. 18867) the Board proposed amendments to Part 378a which would establish the terms and conditions governing the furnishing of transpacific bulk inclusive tours (BIT's) in foreign air transportation by tour operators and foreign tour operators. Pursuant to the notice, comments have been filed by Japan Air Lines, Northwest Airlines, and Pan American World Airways, all of which support the objective of the proposal. For the reasons hereinafter set forth and those specified in SPDR-17, the Board adopted the proposed rule with modifications. Except as modified, the tentative findings set forth in the explanatory statement to the proposed rule are incorporated by reference and made final.

In SPDR-17 it was stated that with respect to transatlantic BIT's, IATA Resolution 810e requires that the "Sponsoring Member" approve the tour literature, which must include a description of tour prices and features, contain at least one illustration or map promoting the tour, and shall show the dates between which the tours are to be operative. Since the tour literature must be submitted by the BIT tour operator to the direct carrier and must conform to IATA Resolution 810e, the Board had found that, with respect to transatlantic BIT's there would be no requirement of a second filing of such material with the Board. However, since apparently the tariff rules governing transpacific BIT's did not contain equivalent requirements, the Board stated it contemplated amending § 378a.10 to require that, with respect to transpacific BIT's, itinerary and solicitation material be filed with the Board. Japan Air Lines and Pan American state that IATA Resolution 810e is applicable to all inclusive tours, including BIT's sold in Traffic Conference 1 (which includes the U.S.) regardless of the destination of the tour, and Japan Air Lines adds that it intends to abide by this resolution and to require all BIT operators to comply with the provisions thereof. With the understanding that the other carriers filing transpacific BIT tar-

iffs will likewise abide by IATA Resolution 810e, we find, accordingly, that it is unnecessary to amend § 378a.10 in the respect indicated.

SPDR-17 noted that § 378.4 provides that the exemption relief granted in § 378.3 shall continue in effect for such periods as the Board approves IATA Resolutions 079a and 079c. Although these resolutions pertained only to transatlantic BIT fares no amendment was proposed to § 378a.4, thus making its provisions applicable to transpacific BIT's, in view of the possible impact on the latter of the current investigation of transatlantic BIT fares. In Order 69-11-122 the Board noted that these IATA Resolutions expired, effective October 19, as a result of the withdrawal of Alitalia from the Agreement, and dismissed as moot Pan American's request for an extension of approval of the Resolution through September 30, 1970. Nevertheless, the Board determined that the carriers should be permitted to utilize these fares through September 30, 1970. Under these circumstances, as suggested by Japan Air Lines, we shall amend § 378.4 to provide that the relief granted by § 378a.3 shall continue in effect until October 1, 1970.

Section 378a.2 presently defines "bulk inclusive tour" as being "pursuant to

IATA Resolutions 079a and 079c as approved by the Board, which meets the requirements of said resolutions, as approved." In order to include transpacific BIT's it was proposed to amend the definition to include the specific tariffs filed by Japan Air Lines, Northwest, Pan American, and TWA. Northwest has proposed a definition of "bulk inclusive tour" which it states it has drafted by reference to both the IATA resolutions and the present transpacific BIT tariffs. Northwest has, however, selected only certain features of the resolutions and tariffs¹ and the resulting proposal is both incomplete and unnecessarily complex. We shall, however, amend the definition to take account of the fact that transatlantic BIT's are performed pursuant to tariffs, rather than the IATA Resolutions.

Section 378a.10 requires that tour operators file with the Board 60 days before commencement of the tour the documents specified therein and late filing will not be permitted except for good cause shown. Since transpacific BIT tariffs will become effective on January 1, 1970, we shall, pursuant to a suggestion of Japan Air Lines, amend the section to provide that documents be filed at least 30 days prior to tours commencing in January and February 1970.²

In view of the effective date of the transpacific BIT tariffs and since the rule grants relief from certain requirements of the Act, the rule will be made effective immediately.

Accordingly, the Civil Aeronautics Board hereby amends Part 378a of the special regulations (14 CFR Part 378a), effective December 16, 1969, as follows:

1. Amend § 378a.2(a) as follows:

§ 378a.2 Definitions.

As used in this part, unless the context otherwise requires,

(a) "Bulk inclusive tour" means round, circle or single open jaw tour trip transportation, including land services, performed either

(1) Pursuant to tariffs filed with the Board which conform to IATA Resolutions 079a and 079c as approved by the Board, irrespective of whether these Resolutions are effective; or

(2) Pursuant to CAB 23, Rule 26, issued by Air Tariffs Corporation, Agent; CAB 388, Rule 56, issued by International Air Traffic Tariffs Corp., Agent; CAB 450, Rule 23, issued by Northwest Airlines, Inc.; and CAB 208, Rule 36, issued by Trans World Airlines, Inc.

2. Amend § 378a.4 to read as follows:

¹ For example, no reference is made to the extent of validity of the fares and the proposal does not take account of the fact that not less than 20 seats may be purchased for westbound transatlantic BIT's.

² Of course, even a reduction to 30 days will not suffice for tours commencing in the greater part of January. However, a filing less than 30 days prior to commencement of a tour would be permitted on a showing of good cause.

§ 378a.4 Duration of exemption.

The relief granted by § 378a.3 shall continue in effect until October 1, 1970.

3. Amend § 378a.10 to read as follows:

§ 378a.10 Procedure.

No bulk inclusive tour or series of tours shall be operated, nor shall any tour operator sell or offer to sell, solicit, or advertise such tour or tours, unless there is on file with the Board the form of contract between the tour operator and tour participants, the tour operator's surety bond and, where applicable, a copy of the depository agreement with a bank as provided in § 378a.13(b)(2). These documents shall be filed at least 60 days before commencement of the tour or tours and late filing will not be permitted except for good cause shown: *Provided, however*, That documents with respect to bulk inclusive tours, as defined in § 378a.2(a)(ii), which commence in January or February 1970 may be filed at least 30 days before commencement of the tour or tours.

(Secs. 101(3), 204(a), 409, 416(a), Federal Aviation Act of 1958, as amended, 72 Stat. 737, 743, 768, 771; 49 U.S.C. 1301, 1324, 1379, 1386)

By the Civil Aeronautics Board.

[SEAL]

MABEL MCCART,
Acting Secretary.

[P.R. Doc. 69-15076; Filed, Dec. 18, 1969;
8:47 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

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

1. In § 76.2, the introductory portion in paragraph (e) is amended by adding thereto "The Commonwealth of Puerto Rico," and a new paragraph (e)(13) is added to read:

(13) *The Commonwealth of Puerto Rico.* The entire Commonwealth.

2. In § 76.2, paragraph (e)(4) relating to North Carolina is amended to read as follows:

(4) *North Carolina.* Duplin, Edgecombe, Gates, Johnston, and Wayne Counties; that portion of Cumberland County lying east of the Cape Fear River, south of the Harnett County line, west of the Sampson County line, and north of the Bladen County line; and that portion of Wilcox County lying south of the Nash County line, east of State Highway 581, north of State Highway 42, and west of State Highway 58.

3. In § 76.2, paragraph (e)(2) relating to Mississippi is amended by adding thereto the name of Rankin County.

4. In § 76.2, paragraph (e)(8) relating to Missouri is amended to read as follows:

(8) *Missouri.* Clinton and Lincoln Counties; and that portion of Worth County lying south of the Iowa-Missouri State line, east of County Roads K and Z, north of County Roads M and W, and west of the Harrison County line.

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

The amendments quarantine certain counties in the States of Mississippi and North Carolina because of the existence of hog cholera. This action is deemed necessary to prevent further spread of the disease. The restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will apply to the quarantined areas designated herein.

The amendments also exclude certain areas in the States of North Carolina and Missouri from the areas heretofore quarantined because of hog cholera. Therefore, the restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will not apply to such areas. However, the restrictions pertaining to such movement from nonquarantined areas contained in said Part 76 will apply thereto.

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

Done at Washington, D.C., this 15th day of December 1969.

R. J. ANDERSON,
Acting Administrator,
Agricultural Research Service.

[P.R. Doc. 69-15094; Filed, Dec. 18, 1969;
8:49 a.m.]

Title 7—AGRICULTURE

Chapter II—Food and Nutrition Service, Department of Agriculture

PART 225—SPECIAL FOOD SERVICE PROGRAM FOR CHILDREN

Appendix—Second Apportionment of the Special Food Service Program for Children Funds Pursuant to the National School Lunch Act, Fiscal Year 1969

Amendments of reapportionment for the State and total as listed below:

A second apportionment pursuant to section 13, National School Lunch Act, as amended, food assistance and nonfood assistance funds available for fiscal year 1969 and through September 30, 1969, was published in the FEDERAL REGISTER on August 2, 1969 (34 F.R. 12623). The second apportionment is amended for the State and total listed as follows:

State	Total apportionment
Pennsylvania	\$35,440
Total	8,399,497

(Sec. 13, 82 Stat. 117; 42 U.S.C. 1761)

Dated: December 15, 1969.

EDWARD J. HEKMAN,
Administrator.

[F.R. Doc. 69-15097; Filed, Dec. 18, 1969;
8:45 a.m.]

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

PART 811—CONTINENTAL SUGAR REQUIREMENTS AND AREA QUOTAS

Requirements and Quotas for 1970

Basis and purpose and bases and considerations. This regulation is issued pursuant to the authority vested in the Secretary of Agriculture by the Sugar Act of 1948, as amended 61 (Stat. 922, as amended), hereinafter referred to as the "Act." The purpose of Sugar Regulation 811 is to determine pursuant to section 201 of the Act the amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1970, and to establish sugar quotas for the supplying areas in terms of short tons of sugar, raw value, equal to the amount determined by the Secretary of Agriculture to be needed in 1970. Further, this regulation establishes quantities of certain quotas that may be filled by direct-consumption sugar and establishes a liquid sugar quota.

In accordance with the rule making requirements in 5 U.S.C. 553 there was published in the FEDERAL REGISTER (34 F.R. 18761) a notice of proposed rule making for the issuance of a regulation determining sugar requirements for the continental United States and establishing quotas for the calendar year 1970. Writ-

ten data, views, or arguments for consideration in connection with the proposed regulation were to be submitted by interested persons prior to December 9, 1969. Thorough consideration has been given to all data, views, and comments received relative to the proposed regulation which are briefly summarized at the end of this statement of bases and considerations.

Section 201 of the Act directs the Secretary to determine for each calendar year the amount of sugar needed to meet the requirements of consumers in the continental United States and to revise such determination during the calendar year whenever he deems it necessary. The section sets forth criteria to guide the Secretary in his determination and states that such determination shall be made so as to protect the welfare of consumers and of those engaged in the domestic sugar industry by providing such supply of sugar as will be consumed at prices which will not be excessive to consumers and which will fairly and equitably maintain and protect the welfare of the domestic sugar industry.

Sugar distribution for the year ended September 30, 1969, amounted to 10,825,000 tons. Recognition of the 1.1 percent expected increase in population and the usual 50,000 ton refiners' processing loss would indicate 1970 quota needs of 11 million tons before consideration of inventory variations and changes in other demand conditions.

Recent market conditions indicate that refiners and food processors are determined to carry lower inventories during 1970. Evaluation of other demand conditions is unusually complicated this year. The fruit pack may not reach the record level of 1969 especially since that was the second successive good crop. The cyclamate order could result in increased sugar usage of, say, 100,000 tons but this depends in part upon Food and Drug Administration's final attitude toward mixtures of saccharin and sugar or corn syrup. Widespread use of such mixtures could have a net adverse effect on sugar consumption. Sugar distribution in 1968 and 1969 was quite high (107 pounds, raw value, per capita compared to 104 pounds, typical of earlier years) and could revert toward the lower figure especially if the rate of increase in personal income should recede.

To allow a margin for the possible reduction of inventories of quota sugar and of sugar containing products during 1970, to provide a margin for error and in recognition of the fact that quota reductions entail difficult commercial and foreign relations problems which quota increases do not, an initial determination of 10.8 million tons appears appropriate.

During the first 11 months of 1969 the domestic price of raw sugar fluctuated from a low of 7.50 cents per pound as an average for July to a high of 7.89 cents per pound as an average for October. The average for the period was 7.75 cents per pound or 3.2 percent higher than the 7.51 cents per pound average for the first 11 months of 1968. The raw sugar price of 7.75 cents per pound which prevailed

at the time the proposed determination was announced was below the level of the price referred to in section 201 of the Act and dropped to 7.62 cents per pound on December 3. In the development of this determination, consideration has been given to the desirability of obtaining generally stable prices that will carry out, over the long term, the price objective of the Act.

In view of changes in demand conditions, it is hereby determined that the amount of sugar needed to meet the requirements of consumers in the continental United States during 1970 is 10,800,000 short tons, raw value, or 100,000 tons less than that proposed on November 17.

A quota of 1,150,000 short tons, raw value, is established herein for Hawaii pursuant to section 202(a) (2) (B) of the Act. Such quota is subject to adjustment pending final data on the production and marketing of sugar by Hawaii in 1969.

The quota for Southern Rhodesia has been withheld pursuant to Executive Order 11322 issued on January 7, 1967, and is prorated herein to Western Hemisphere countries pursuant to section 202(d) (1) (B) of the Act.

On the basis of evidence submitted by Peru and Haiti and other information available to the Department and pursuant to section 202(d) (4) of the Act it is hereby determined that the amounts of shortfall that has been determined in the respective 1969 quotas for Peru and Haiti were due to crop disaster and the quotas of those two countries for future years will not be subject to reduction by reason of such shortfalls.

It is also determined that no reduction is required at this time pursuant to section 202(d) (3) and (4) of the Act in the quotas established herein for other foreign countries. This action is based on the tentative assumption that each country either will fill its 1969 quota within a reasonable tolerance or that facts will be submitted which will adequately support a finding that the shortfall in the country's 1969 quota was due to force majeure.

Mainland cane sugar processors will have a large carryover of raw sugar at the beginning of 1970. Processors of refined beet sugar for the second year in a row will be able to market a seasonally appropriate share of their annual quota during the first quarter of the year. In addition, in view of current high carrying charges there will be a tendency for some quota countries, especially those with sizable inventories, to market a disproportionately large share of their raw sugar in this premium market early in the year. Therefore, to provide a more orderly market throughout the year it is hereby determined that imports of foreign sugar be limited during the first quarter of the year to the sum of 800,000 short tons, raw value, and the quantity of 1970 quota sugar which entered under bond in 1969 for refining and storage, a quantity now estimated at 40,000 tons.

To give recognition to the seasonality of production and movement of sugar

from the foreign countries, quota allocations to foreign countries during the first quarter of 1970 will be based primarily on average imports from such foreign countries during the first quarters of the 3-year period 1967 through 1969 and to provide for a minimum allocation of 5,000 tons or the quantity applied for, whichever is less.

This regulation differs from the proposed regulation principally in that 1970 sugar requirements have been reduced 100,000 tons to 10,800,000 tons and the limitations on first quarter importations of sugar have been reduced 50,000 tons to 800,000 tons. Both changes were made in view of the recent tendency of refiners and food processors to carry lower inventories and the fact that the price of raw sugar (New York duty paid) during the period from December 3 through December 15 was 7.62 cents per pound while the price guide provided in section 201 of the Act was 7.99 cents. Provision has also been made to establish a minimum allocation for the importation of sugar during the first quarter of 1970. No action is being taken at this time regarding those recommendations as summarized in subsequent paragraphs that imports during the second quarter be restricted.

The following views were received with respect to the proposed determination of sugar requirements and quotas for 1970:

The Industrial Sugar Users Group recommended the following changes: (1) Initial requirements of not less than 11.2 million short tons, raw value, (2) immediate reallocation of a Puerto Rican deficit of at least 500,000 tons, and (3) elimination of first-quarter import limitations on foreign sugar, but if retained, the quantity permitted to be imported should be not less than 950,000 tons.

The U.S. Cane Sugar Refiners Association recommended the removal of first-quarter import limitations on foreign sugar. This was also the recommendation of American Sugar Co., and Refined Syrups and Sugars, Inc.

The Association of Sugar Producers of Puerto Rico considered the Department's proposed determination of requirements of 10.9 million tons unduly large and recommended that it be substantially reduced in view of the wide gap currently existing between the price of raw sugar and the price guide referred to in the Act.

The U.S. Beet Sugar Association on behalf of all beet sugar processors recommended that in order to carry out the price objectives of the Act, initial requirements should be established significantly below the 10,900,000 ton level as proposed.

The National Sugar Beet Growers Federation recommended lower initial requirements than 10.9 million tons and concurred with the Department on quarterly import limitations.

The Hawaiian Sugar Planters Association, representing the sugar producers of Hawaii who account for 93 percent of the sugarcane crop stated that the proposed requirement level of 10,900,000 tons was excessive and should be adjusted downward to carry out the price objectives of the Act and that second

quarter import limitations should be established in addition to first quarter limitations.

The American Sugar Cane League and the Florida Sugar Cane League representing the mainland cane sugar area were deeply concerned about meeting the price objectives of the Act; recommended an initial requirement level of 10,700,000 tons; concurred with the first quarter import limitations proposed by the Department and recommended import limitations during the second quarter.

A statement submitted on behalf of Honduras requested amendment of the proposed priorities in connection with the allocation of first quarter importations to assure Honduras and any other country which has suffered specified hardships and has substantial sugar inventories the right to import a minimum of 5,000 tons of sugar during the first quarter of 1970.

Sec.	
811.80	Sugar requirements, 1970.
811.81	Quotas for domestic areas.
811.82	[Reserved]
811.83	Quotas for foreign countries.
811.84	Applicability of quotas.
811.85	Restrictions on importations and marketings within quotas.

AUTHORITY: §§ 811.80 to 811.85 issued under sec. 403, 61 Stat. 932, 7 U.S.C. 1153. Interprets or applies to sec. 201, 202, 207, 208, 209, 210; 61 Stat. 923, as amended, 924, as amended, 925, as amended, 927, as amended, and 928, as amended; 7 U.S.C. 1111, 1112, 1117, 1118, and 1119.

§ 811.80 Sugar requirements, 1970.

The amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1970 is hereby determined to be 10,800,000 short tons, raw value.

§ 811.81 Quotas for domestic areas.

(a) For the calendar year 1970, domestic area quotas limiting the quantities of sugar which may be brought into or marketed for consumption in the continental United States are established, pursuant to section 202(a) of the act in column (1), and the amounts of such quotas for offshore areas that may be filled by direct-consumption sugar are established, pursuant to section 207 of the act in column (2), as follows:

Area	Quotas (1)	Direct-consumption limits (2)
	(Short tons, raw value)	
Domestic beet sugar.....	3,215,667	No limit
Mainland cane sugar.....	1,193,333	No limit
Hawaii.....	1,193,000	36,000
Puerto Rico.....	1,140,000	162,000
Virgin Islands.....	15,000	0

(b) Of the quantity established in paragraph (a) of this section for Puerto Rico which may be filled by direct-consumption sugar, 126,033 short tons, raw value, may be filled only by sugar principally of crystalline structure.

§ 811.82 [Reserved]

§ 811.83 Quotas for foreign countries.

(a) The quotas or prorations for foreign countries limiting the quantities of

sugar which may be imported into the continental United States during the calendar year 1970 for consumption therein and the amounts of such quotas and prorations that may be filled by direct-consumption sugar are hereby established as set forth in the following paragraphs (b), (c), (d), and (e) of this section.

(b) For the calendar year 1970, the quota for the Republic of the Philippines is 1,126,020 short tons, raw value, and the quantity of such quota that may be filled by direct-consumption sugar is 59,920 short tons, raw value.

(c) For the calendar year 1970, the prorations or allocations to individual foreign countries other than the Republic of the Philippines pursuant to section 202(c) (3) and (4) and section 202(d) of the act are as follows:

Production area	Basic quotas	Temporary quotas and prorations pursuant to sec. 202(d)	Total quotas and prorations
	(Short tons, raw value)		
Mexico.....	229,475	245,283	474,758
Dominican Repub- lic.....	224,428	239,888	464,316
Brazil.....	224,428	239,888	464,316
Peru.....	170,008	191,340	370,348
British West Indies.....	89,653	78,130	167,783
Ecuador.....	31,655	34,904	66,559
French West Indies.....	28,202	23,634	51,836
Argentina.....	27,608	29,519	57,127
Costa Rica.....	26,421	28,240	54,661
Nicaragua.....	26,421	28,240	54,661
Colombia.....	23,749	25,385	49,134
Guatemala.....	22,265	23,799	46,064
Panama.....	16,624	17,770	34,394
El Salvador.....	16,328	17,452	33,780
Haiti.....	12,468	13,327	25,795
Venezuela.....	11,281	12,058	23,339
British Honduras.....	6,531	5,474	12,005
Bolivia.....	2,672	2,856	5,528
Honduras.....	2,672	2,856	5,528
Australia.....	106,871	88,994	195,865
Republic of China.....	44,529	37,081	81,610
India.....	42,748	35,598	78,346
South Africa.....	31,467	26,204	57,671
Fiji Islands.....	23,452	19,529	42,981
Thailand.....	9,797	8,158	17,955
Mauritius.....	9,797	8,158	17,955
Malagasy Republic.....	5,047	4,203	9,250
Swaziland.....	3,869	3,214	7,083
Ireland.....	5,351	0	5,351
Bahamas.....	10,000	0	10,000
Total.....	1,465,807	1,488,173	2,953,980

(d) (1) Of the total quotas and prorations for foreign countries established in paragraphs (b) and (c) of this section, an amount not to exceed 800,000 short tons, raw value, of raw sugar, plus the quantity imported in late 1969 under bond for refining and storage, may be charged against such 1970 quotas and authorized for importation or release from bond from all such foreign countries in accordance with Part 817 of this chapter during the first quarter of 1970. The quantity imported in late 1969 under bond for refining and storage will be released from bond and charged to quotas on January 1, 1970. The quantity, 800,000 short tons, raw value, will be authorized for importation and charged to quotas during the first quarter of 1970 as set forth in subparagraphs (2) and (3) of this paragraph (d).

(2) (1) The importation of raw sugar within the annual quotas and the quarterly limitation specified in subparagraph (1) of this paragraph (d) will be authorized on the basis of applications for

"Set Aside of Quota" on Form SU-8A or "Sugar Quota Clearance" on Form SU-3 in accordance with the provisions of Part 817 of this chapter, subject to the priorities for countries as provided in subparagraph (3) of this paragraph and the limitations as provided in subdivision (ii) of this subparagraph. Applications to import raw sugar from the Republic of the Philippines must, before final approval within the quantity reserved for the Republic of the Philippines pursuant to subparagraph (3) of this paragraph, be supplemented by certification from the Sugar Quota Administrator for the Government of the Philippines granting the applicant the permission to export sugar to the U.S. market.

(ii) Applications for the importation of sugar during the first quarter received on or before 5 days after the effective date of this subdivision will be considered as having been received at the same time.

(3) (i) Allocations of first quarter importations among countries will be made in the following manner within the limits of applications received and not to exceed as to each country the quantity applied for.

(ii) First priority shall be given to countries from which sugar was imported during the first quarter of 1967, 1968, and 1969, but not to exceed the larger of 5,000 short tons, raw value, or the average of the country's first quarter importations as set forth in subparagraph (4) of this paragraph: *Provided*, That if the quantity of sugar which may be imported during the first quarter is less than the quantity needed to approve all applications under this first priority, an allocation of the lesser of the amount applied for or 5,000 short tons, raw value, shall be made to each country having less than 5,000 short tons, raw value, average first quarter importations as set forth in subparagraph (4) of this paragraph; and the balance of the quantity of sugar which may be imported during the first quarter under this first priority shall be prorated among the other countries on the basis of average first quarter importations as set forth in subparagraph (4) of this paragraph.

(iii) Second priority shall be given to those countries whose respective accumulated allocations for the first quarter under the first priority as provided in subdivision (ii) of this subparagraph is less than 20 percent of the country's annual quota by making additional allocations to any such country which shall be so limited that the total of the allocations under priorities in subdivisions (ii) and (iii) of this subparagraph during the first quarter for such country as a percentage of its annual quota will not exceed the percentage similarly calculated for any other such country and shall be further limited so that the total quantity which may be imported from such country during the first quarter shall not exceed 20 percent of the country's annual quota.

(iv) Any quantity not allocated under subdivisions (ii) and (iii) of this subparagraph shall be prorated among countries having priority under subdivi-

sion (ii) of this subparagraph that received allocations less than the full amount applied for, and such additional proration shall be made on the basis of the average imports of sugar from the countries during the first quarter as set forth in subparagraph (4) of this paragraph.

(4) Average importations into the continental United States within quotas, during the first quarter of the years 1967, 1968, and 1969 are as follows:

Country	First quarter (Short tons, raw value)
Philippines	192,498
Mexico	144,317
Dominican Republic	109,019
Brazil	131,948
Peru	85,940
British West Indies	30,703
Ecuador	9,501
French West Indies	11,387
Argentina	26,104
Costa Rica	13,964
Nicaragua	8,139
Colombia	9,930
Guatemala	24,749
Panama	4,838
El Salvador	17,439
Haiti	4,380
Venezuela	7,835
British Honduras	575
Bolivia	40
Honduras	3,552
Australia	2,538
Republic of China	3,033
India	896
South Africa	28,558
Fiji Islands	676
Thailand	244
Mauritius	532
Malagasy Republic	82
Swaziland	310
Ireland	0
Bahamas	1,058
Total	874,794

(e) For the calendar year 1970, the quantity of each proration established in paragraph (c) of this section that may be filled by direct-consumption sugar pursuant to section 207(e) of the act is as follows:

Country	Short tons, raw value
Ireland	5,351
Panama	3,817

(f) For the calendar year 1970, the quota for liquid sugar for foreign countries as a group is 2 million gallons of sirup of cane juice of the type of Barbados molasses, limited to liquid sugar containing soluble nonsugar solids (excluding any foreign substance that may have been added or developed in the product) of more than 5 percent of the total soluble solids, which is not to be used as a component of any direct-consumption sugar but is to be used as molasses without substantial modification of its characteristics after importation.

§ 811.84 Applicability of quotas.

(a) All sugar and liquid sugar marketed or imported into the continental United States is subject to the provisions of Part 816 or Part 817 of this chapter which prescribe the time, manner, and conditions under which quotas and pro-

visions are filled by the marketing and importation of sugar or liquid sugar.

(b) The quantitative limitations established by §§ 811.81 to 811.83, inclusive, do not apply to sugar or liquid sugar marketed or imported pursuant to sections 211 and 212 of the Act in accordance with the provisions of Part 816 or Part 817 of this chapter.

§ 811.85 Restrictions on importations and marketings within quotas.

Subject to the provisions of Parts 816 and 817 of this chapter all persons are prohibited from bringing or importing into or marketing in the continental United States, (a) any sugar or liquid sugar from any country for which no quota is established or in excess of or after the applicable quota or quantity set forth in §§ 811.81 to 811.83 inclusive has been filled, or (b) any sugar or liquid sugar as direct-consumption sugar from any country for which no direct-consumption sugar limitation is established or after the direct-consumption portion of the applicable quota has been filled.

Effective date. The Act provides that the Secretary of Agriculture shall, during the last 3 months of 1969, determine sugar requirements and establish sugar quotas for the continental United States for the calendar year 1970. The regulations determining 1970 sugar requirements and quotas apply not only to sugar imported or marketed beginning January 1, 1970, but also to any sugar imported prior thereto for refining, storage, and subsequent release within 1970 quotas as may be provided for by regulation. Accordingly, it is hereby found to be impracticable and not in the public interest to comply with the 30-day effective date requirements in 5 U.S.C. 553. The aspects of § 811.83 relating to the submission and approval or acceptance of applications shall be effective when filed with the Federal Register and all other provisions of this regulation shall become effective January 1, 1970.

Signed at Washington, D.C., on December 16, 1969.

KENNETH E. FRICK,
Administrator, Agricultural
Stabilization and Conservation Service.

[F.R. Doc. 69-15127; Filed, Dec. 17, 1969;
3:00 p.m.]

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

[Lemon Reg. 406]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

§ 910.706 Lemon Regulation 406.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910), regulating the handling of lemons

grown in California and Arizona, effective under applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the *FEDERAL REGISTER* (5 U.S.C. 553) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on December 16, 1969.

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period December 21, 1969, through December 27, 1969, are hereby fixed as follows:

- (i) District 1: 32,550 cartons;
- (ii) District 2: 69,750 cartons;
- (iii) District 3: 111,600 cartons.

(2) As used in this section, "handled," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in the said amended marketing agreement and order.

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

Dated: December 17, 1969.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[P.R. Doc. 69-15194; Filed, Dec. 18, 1969; 11:24 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 69-260]

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

Registration of Valuable Effects

The requirement for completion of Customs Form 4457 in duplicate to register valuable effects of foreign origin temporarily taken abroad by a traveler and the maintenance of the original copy in a file, results in an unnecessary expenditure of money and time by Customs. It has been recommended that the Customs regulations be amended to eliminate the requirement for the completion of the form in duplicate and to provide for retention of the original by the traveler.

To give effect to the suggestion; to delete the specific reference to the registration of plumage, now obsolete; to clarify the fact that all persons except nonresident seamen, airmen, or persons engaged in similar employment may register valuable articles of foreign origin before taking them abroad; and to delete the 3-year limitation on the effectiveness of the registration of the subject articles which no longer serves a useful purpose, § 10.28 of the Customs regulations is amended to read:

§ 10.28 Registration of valuable effects.

(a) Any person (except a nonresident seaman, airman, or person engaged in similar employment) who intends to take valuable effects of foreign origin abroad may present such articles, before his departure from the United States, to a customs officer together with customs Form 4457 for registration in order to facilitate their identification on return to the United States. After the articles have been examined, the completed form shall be given to the applicant for use in connection with the return of the articles.

(b) Customs Form 4455 may be required to be used in any case in which customs Form 4457 will not adequately serve the purpose of registration. (Sec. 498, 46 Stat. 728, as amended; 19 U.S.C. 1498.)

(R.S. 251, sec. 624, 46 Stat. 759; 19 U.S.C. 66, 1624)

This amendment shall be effective on the date of its publication in the *FEDERAL REGISTER*.

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

Approved: December 8, 1969.

EUGENE T. ROSSIDES,
Assistant Secretary of the
Treasury.

[P.R. Doc. 69-15089; Filed, Dec. 18, 1969; 8:48 a.m.]

[T.D. 69-265]

PART 14—APPRAISEMENT

Antidumping; Potassium Chloride From Canada

DECEMBER 17, 1969.

Section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)), gives the Secretary of the Treasury responsibility for determination of sales at less than fair value. Pursuant to such authority the Secretary of the Treasury has determined that potassium chloride, otherwise known as muriate of potash, from Canada, except shipments by U.S. Borax & Chemical Co., Kallum, Saskatchewan, Canada, is being or is likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

Section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)), gives the U.S. Tariff Commission responsibility for determination of injury or likelihood of injury. The U.S. Tariff Commission has determined, and on November 21, 1969, it notified the Secretary of the Treasury that an industry in the United States is being, and is likely to be, injured by reason of the importation of potassium chloride, otherwise known as muriate of potash, from Canada at less than fair value within the meaning of the Antidumping Act, 1921, as amended (19 U.S.C. 160 et seq.).

On behalf of the Secretary of the Treasury, I hereby make public these determinations, which constitute a finding of dumping with respect to potassium chloride, otherwise known as muriate of potash, from Canada, except shipments by U.S. Borax & Chemical Co., Kallum, Saskatchewan, Canada.

Section 53.43 of the Customs Regulations is amended by adding the following to the list of findings of dumping currently in effect:

Merchandise	Country	T.D.
Potassium chloride, otherwise known as muriate of potash, except shipments by U.S. Borax & Chemical Co., Kallum, Saskatchewan, Canada.	Canada...	69-265

(Secs. 201, 407, 42 Stat. 11, as amended, 18; 19 U.S.C. 160, 173)

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

[P.R. Doc. 69-15157; Filed, Dec. 18, 1969; 8:49 a.m.]

[T.D. 69-263]

PART 14—APPRAISEMENT

Antidumping; Potassium Chloride From France

DECEMBER 17, 1969.

Section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)), gives the Secretary of the Treasury responsibility for determination of sales at less than fair value. Pursuant to such authority the Secretary of the Treasury has determined that potassium chloride, otherwise known as muriate of potash, from France is being, or is likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

Section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)), gives the U.S. Tariff Commission responsibility for determination of injury or likelihood of injury. The U.S. Tariff Commission has determined, and on November 21, 1969, it notified the Secretary of the Treasury that an industry in the United States is being, and is likely to be, injured by reason of the importation of potassium chloride, otherwise known as muriate of potash, from France at less than fair value within the meaning of the Antidumping Act, 1921, as amended (19 U.S.C. 160 et seq.).

On behalf of the Secretary of the Treasury, I hereby make public these determinations, which constitute a finding of dumping with respect to potassium chloride, otherwise known as muriate of potash, from France.

Section 53.43 of the Customs Regulations is amended by adding the following to the list of findings of dumping currently in effect:

Merchandise	Country	T.D.
Potassium chloride, otherwise known as muriate of potash.	France.	69-263

(Secs. 201, 407, 42 Stat. 11, as amended, 18; 19 U.S.C. 160, 173)

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

[P.R. Doc. 69-15155; Filed, Dec. 18, 1969; 8:49 a.m.]

[T.D. 69-264]

PART 14—APPRAISEMENT

Antidumping; Potassium Chloride From West Germany

DECEMBER 17, 1969.

Section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)), gives the Secretary of the Treasury responsibility for determination of sales at less than fair value. Pursuant to such authority the Secretary of the Treasury has determined that potassium chloride, otherwise known as muriate of potash, from West Germany is being, or is likely to be, sold at less than fair value within the meaning of section 201(a) of the

Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

Section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)), gives the U.S. Tariff Commission responsibility for determination of injury or likelihood of injury. The U.S. Tariff Commission has determined, and on November 21, 1969, it notified the Secretary of the Treasury that an industry in the United States is being, and is likely to be, injured by reason of the importation of potassium chloride, otherwise known as muriate of potash, from West Germany at less than fair value within the meaning of the Antidumping Act, 1921, as amended (19 U.S.C. 160 et seq.).

On behalf of the Secretary of the Treasury, I hereby make public these determinations, which constitute a finding of dumping with respect to potassium chloride, otherwise known as muriate of potash, from West Germany.

Section 53.43 of the Customs Regulations is amended by adding the following to the list of findings of dumping currently in effect:

Merchandise	Country	T.D.
Potassium chloride, otherwise known as muriate of potash.	West Germany.	69-264

(Secs. 201, 407, 42 Stat. 11, as amended, 18; 19 U.S.C. 160, 173)

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

[P.R. Doc. 69-15156; Filed, Dec. 18, 1969; 8:49 a.m.]

Title 32—NATIONAL DEFENSE

Chapter XIV—Renegotiation Board

SUBCHAPTER B—RENEGOTIATION BOARD REGULATIONS UNDER THE 1951 ACT

PART 1467—MANDATORY EXEMPTION OF CONTRACTS AND SUBCONTRACTS FOR STANDARD COMMERCIAL ARTICLES OR SERVICES

Application for Commercial Exemption

Section 1467.55 *Application for commercial exemption* is amended by deleting the words in quotation marks after the colon in the last sentence of paragraph (c) (1) and inserting in lieu thereof the following: "The contractor hereby consents and agrees that the 6-month period prescribed in section 106(e) (3) (B) (ii) of the act shall apply with respect to all the articles and services for which exemption is claimed in this application."

(Sec. 109, 65 Stat. 22; 50 U.S.C.A., App. sec. 1219)

Dated: December 16, 1969.

LAWRENCE E. HARTWIG,
Chairman.

[P.R. Doc. 69-15061; Filed, Dec. 18, 1969; 8:46 a.m.]

PART 1499—RENEGOTIATION RULINGS AND BULLETINS

Termination of Fiscal Year; Stock Acquisition by Another Corporation

Section 1499.1-17 *Renegotiation Ruling No. 17: Fiscal year, termination of; stock acquisition by another corporation* is amended by deleting paragraphs (c) and (d) in their entirety and inserting in lieu thereof the following:

§ 1499.1-17 *Renegotiation Ruling No. 17: Fiscal year, termination of; stock acquisition by another corporation (interprets act section 103(h); § 1451.19 of this chapter).*

(c) Section 1.1502-76(b) of the regulations under the Internal Revenue Code of 1954 (26 CFR 1.1502-76(b)) provides, in pertinent part, as follows:

(b) *Income to be included in returns for taxable year.*—(1) *Inclusion of income in consolidated return.* The consolidated return of a group must include the income of the common parent for that corporation's entire taxable year * * * and * * * the income of each subsidiary for the portion of such taxable year during which it was a member of the group.

(2) *Separate return for period not included in a consolidated return.* If the consolidated return of a group properly includes the income of a corporation for only a portion of such corporation's taxable year * * *, then the income for the portion of such taxable year not included in the consolidated return must be included in a separate return * * *.

(d) Section 1.1502-76(d) of the regulations under the Internal Revenue Code of 1954 (26 CFR 1.1502-76(d)) provides as follows:

(d) *Taxable year of less than 12 months.* Any period of less than 12 months for which either a separate return or a consolidated return is filed under the provisions of this section shall be considered as a separate taxable year.

(Sec. 109, 65 Stat. 22; 50 U.S.C.A., App. sec. 1219)

Dated: December 16, 1969.

LAWRENCE E. HARTWIG,
Chairman.

[P.R. Doc. 69-15062; Filed, Dec. 18, 1969; 8:46 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

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

SUBCHAPTER B—LAND TENURE MANAGEMENT (2000)

[Circular 2267]

PART 2230—SPECIAL USES

Subpart 2234—Rights-of-Way

PROCESSING AND GRANTING OF RIGHTS-OF-WAY OVER LANDS ADMINISTERED BY FISH AND WILDLIFE SERVICE

This amendment makes special provisions for the processing of right-of-way

applications and for the granting of rights-of-way with respect to reservation lands administered by the Fish and Wildlife Service. The amendment places the responsibility for the processing and issuance of such rights-of-way in the Bureau of Sport Fisheries and Wildlife which already has the responsibility for determining whether appropriation of the lands for the rights-of-way is consistent with the objectives and management programs for the lands involved.

Since the rule modification here involved is a technical amendment to conform these regulations to the amendment of 50 CFR Part 29, proposed June 20, 1969 (34 F.R. 9680), it shall become effective simultaneously with that amendment upon publication in the FEDERAL REGISTER.

1. In § 2234.1-2, paragraph (a)(1) is amended to read as follows:

§ 2234.1-2 Procedures.

(a) *Application.* (1) The application shall be prepared and submitted in accordance with the requirements of this section. It should be in typewritten form or legible handwriting. It must specify that it is made pursuant to the regulations in this part and that the applicant agrees that the right-of-way if approved, will be subject to the terms and conditions of the applicable regulations contained in this part. It should also cite the act to be invoked and state the primary purpose for which the right-of-way is to be used. Applications shall be filed in accordance with the provisions of § 1821.2 of this chapter, except that applications for rights-of-way over or through reservation lands administered by the National Park Service shall be filed with the Director of the National Park Service, Washington, D.C. 20240, and applications for rights-of-way over and through reservation lands administered by the Fish and Wildlife Service shall be filed with the appropriate Regional Director of the Bureau of Sport Fisheries and Wildlife in accordance with 50 CFR 29.21-2. If the right-of-way has been utilized without authority prior to the time the application is made, the application must state the date such utilization commenced and by whom, and the date the applicant alleges he obtained control of the improvements.

2. In § 2234.1-3, a new paragraph (g) is added, to read as follows:

§ 2234.1-3 Nature of interest.

(g) *Areas administered by Fish and Wildlife Service.* Pursuant to any statute, including those listed in this subpart, applicable to reservation lands administered by the Fish and Wildlife Service, rights-of-way over or through such lands will be issued by the Director of the Bureau of Sport Fisheries and Wildlife,

or his delegate, under the regulations in 50 CFR Part 29.

§ 2234.2-4 [Amended]

3. In § 2234.2-4 Under title 23, United States Code, paragraph (b)(1)(a) is amended to read as follows:

(b) *Application; grants.* (1) (i) Except where an application involves lands wholly within an Indian reservation applications for rights-of-way and material sites under title 23, United States Code, for lands under the jurisdiction of the Department of the Interior, together with four copies of a durable and legible map shall be filed by the appropriate State highway department in the manner prescribed by § 2234.1-2(a). Maps should accurately describe the land or interest in land desired, showing the survey of the right-of-way, properly located with respect to the public land surveys so that said right-of-way may be accurately located on the ground by any competent engineer or land surveyor. The map should comply with the requirements of § 2234.1-2(d)(1) (i) through (viii). Applications for lands wholly within an Indian reservation shall be filed in the office of the superintendent of Indian Affairs agency which has jurisdiction over the lands, or for lands for which there is no agency, in the office of the Area Director who has jurisdiction over the lands. Applications for lands administered by the National Park Service shall be filed with the Director of the National Park Service, Washington, D.C. 20240, and applications for lands administered by the Fish and Wildlife Service shall be filed with the appropriate Regional Director of the Bureau of Sport Fisheries and Wildlife, both of whom, notwithstanding the provisions of subparagraphs (3) and (4) of this paragraph, shall process such applications and issue grants of rights-of-way in accordance with the regulations of this subpart. Applications for lands outside of the jurisdiction of the Department of the Interior shall be filed pursuant to the rules or regulations of the Department or agency having jurisdiction over the lands.

4. In view of the Act of October 15, 1966 (80 Stat. 937), which transferred to and vested in the Secretary of Transportation all functions, powers and duties of the Secretary of Commerce and other offices and officers of the Department of Commerce under Title 23, United States Code, all references in § 2234.2-4 to "Secretary of Commerce" and "Department of Commerce" are revised to read "Secretary of Transportation" and "Department of Transportation," respectively.

RUSSELL E. TRAIN,

Under Secretary of the Interior.

DECEMBER 12, 1969.

[F.R. Doc. 69-15087; Filed, Dec. 18, 1969; 8:48 a.m.]

Title 49—TRANSPORTATION

Chapter X—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 1035]

PART 1033—CAR SERVICE

Union Pacific Railroad Co. To Unload Certain Cars of Lumber Held at Council Bluffs, Iowa, and Seattle, Wash.

At a session of the Interstate Commerce Commission Railroad Service Board, held in Washington, D.C., on the 9th day of December 1969.

It appearing, that there is a critical shortage of boxcars throughout the country; that numerous shippers are unable to secure the boxcars required for transportation of their traffic; that certain shippers load substantial numbers of such boxcars far in advance of dates wanted at destination; that such cars are subsequently ordered held at origin or at various points en route to billed destination; that five such cars are being held by the Union Pacific Railroad Co., at Council Bluffs, Iowa, and at Seattle, Wash., commencing with various dates between May 31, 1969, and November 19, 1969; that the Union Pacific Railroad Co., has been unable to secure authority from the shipper to forward these cars to destination for unloading by the consignee; that the consignee named in the billing is unable to accept and unload these cars on a current basis; and that these practices prevent the use of the affected cars for the transportation of products of other shippers. Therefore, it is the opinion of the Commission that, because the existing rules, regulations, and practices of the railroads are inadequate, an emergency exists requiring immediate action to promote car service in the interest of the public and the commerce of the people. Accordingly, the Commission finds that notice and public procedure are impracticable and contrary to the public interest and that good cause exists for making this order effective upon less than 30 days' notice.

It is ordered, That:

§ 1033.1035 Service Order No. 1035.

(a) Union Pacific Railroad Co., shall unload certain cars of lumber held at Council Bluffs, Iowa, and Seattle, Wash.: The Union Pacific Railroad Co., its agents or employees, shall unload the following cars containing lumber held at Council Bluffs, Iowa, and Seattle, Wash., awaiting instructions from the shipper:

(1) UP 188019, UP 101357, and IC 119048 held at Council Bluffs, Iowa.

(2) SPS 14098 and NP 6104 held at Seattle, Wash.

(b) The Union Pacific Railroad Co., its agents or employees, shall complete

the unloading of each of the cars named in paragraph (a) of this section not later than 11:59 p.m., December 16, 1969.

(c) The Union Pacific Railroad Co., shall notify the shipper and R. D. Pfahler, Chairman, Railroad Service Board, Interstate Commerce Commission, Washington, D.C., when it has completed the unloading of each car. Such notice shall specify when, where, and by whom such unloading was performed.

(d) Application: The provisions of this order shall apply to intrastate and foreign traffic, as well as to interstate traffic.

(e) Rules and regulations suspended: The operation of all rules and regulations, insofar as they conflict with the provisions of this order, is hereby suspended.

(f) Effective date: This order shall become effective at 12:01 a.m., December 10, 1969.

(g) Expiration date: The provisions of this order shall expire at 11:59 p.m., December 16, 1969, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15 and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15 and 17(2). Interprets or applies sec. 1(10-17), 15(4) and 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2))

It is further ordered, That copies of this order shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-15063; Filed, Dec. 18, 1969;
8:46 a.m.]

SUBCHAPTER C—ACCOUNTS, RECORDS, AND REPORTS

[No. 35029]

PART 1203—EXPRESS COMPANIES

Revision of Uniform System of Accounts

Order. At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 28th day of November 1969.

On December 13, 1968, notice of proposed rule making was published in the FEDERAL REGISTER (33 F.R. 18496) advising all interested persons that the Commission had under consideration a general revision of the Uniform System of Accounts for Express Companies. In answer to the notice, Railway Express Agency, Incorporated (REA), has submitted a proposed system which appears to meet the needs of both the Commis-

sion and the carrier. Adoption has been requested by the carrier.

It appearing, that the proposed uniform system of accounts submitted by REA appears to generally meet the needs of the Commission, the carrier, and the general public, and

It appearing, that in view of an immediate need by REA of revamping its accounting system to provide for managerial accounting, and

It further appearing, that time does not permit service of interested parties of this proposed system and a review of responses from such interested parties in order to finalize the system, modified as any condition might warrant, in time for its adoption by January 1, 1970, therefore:

It is ordered, That the Uniform System of Accounts for Express Companies, adopted May 28, 1914 (Title 49, Part 1203, Code of Federal Regulations), be waived and suspended for 1 year effective January 1, 1970, or until further order of this Commission;

It is further ordered, That the system of accounts submitted by REA on October 7, 1969, in its reply to the notice of proposed rule making under Docket No. 35029, published December 13, 1968, be used by REA for 1 year, effective January 1, 1970, with the understanding that the permitted use of this system for the year 1970 is not to be construed as its formal adoption by the Commission nor that provisions contained therein fully meet all requirements of the Commission's needs and those of other interested parties;

And it is further ordered, That notice of this order shall be given to the general public by depositing a copy thereof in the Office of the Secretary of the Interstate Commerce Commission, Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

By the Commission, Division 2.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-15064; Filed, Dec. 18, 1969;
8:46 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

SUBCHAPTER C—THE NATIONAL WILDLIFE REFUGE SYSTEM

PART 29—LAND USE MANAGEMENT

Rights-of-Way

On June 20, 1969, notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 9680) advising all interested persons that the Bureau proposed to issue revised rights-of-way regulations. Thirty days were given for submission of comments, suggestions,

or objections. Consideration having been given to all responses received, the revised regulations further modified as set forth below are hereby adopted to become effective upon publication in the FEDERAL REGISTER.

Subpart B—Rights-of-Way General Regulations

- 29.21 Definitions.
- 29.21-1 Purpose and scope.
- 29.21-2 Application procedures.
- 29.21-3 Nature of interest granted.
- 29.21-4 Terms and conditions.
- 29.21-5 Construction.
- 29.21-6 Disposal, transfer or termination of interest.
- 29.21-7 Payment required.
- 29.21-8 Electric power transmission line rights-of-way.
- 29.22 Hearing and appeals procedure.

AUTHORITY: The provisions of this Subpart B issued under R.S. 161, as amended; sec. 2, 33 Stat. 614, as amended; sec. 5, 43 Stat. 651; secs. 5, 10, 45 Stat. 449, 1224; secs. 4, 2, 48 Stat. 402, as amended, 1270; sec. 4, 76 Stat. 654; 5 U.S.C. 22; 16 U.S.C. 685, 725, 690d, 7151, 664; 43 U.S.C. 2, 315a, 1201; 76 Stat. 653, as amended, 16 U.S.C. 460k; 80 Stat. 926; 16 U.S.C. 668aa et seq.

Subpart B—Rights-of-Way General Regulations

§ 29.21 Definitions.

(a) "Secretary" means Secretary of the Interior or his authorized representatives acting under delegated authority.

(b) "Bureau" means Bureau of Sport Fisheries and Wildlife or Bureau of Commercial Fisheries.

(c) "Regional Director" means the Regional Director for one of the Bureau of Sport Fisheries and Wildlife's five regions.

(d) "Project Manager" means the officer in charge of the land under administration by the Bureau of Sport Fisheries and Wildlife or the Bureau of Commercial Fisheries.

(e) "National Wildlife Refuge System land" means lands and waters, or interests therein, administered by the Secretary as wildlife refuges, areas for the protection and conservation of fish and wildlife that are threatened with extinction, wildlife ranges, game ranges, wildlife management areas, or waterfowl production areas.

(f) "Easement area" means land, or interests therein, over which the Secretary administers an easement for waterfowl management rights to assure preservation of waterfowl nesting habitat.

(g) "Other lands" means all other lands, or interests therein, and waters administered by the Secretary through the Bureau of Sport Fisheries and Wildlife and the Bureau of Commercial Fisheries which are not included in National Wildlife Refuge System lands; e.g., administrative sites, research stations, fish hatcheries, fishery research stations, and biological laboratories.

(h) "Compatible" means that the requested right-of-way or use will not interfere with or detract from the purposes for which units of the National Wildlife Refuge System are established.

§ 29.21-1 Purpose and scope.

The regulations in this subpart prescribe the procedures for filing applications and the terms and conditions under which rights-of-way over and across the lands administered by the Bureau of Sport Fisheries and Wildlife and the Bureau of Commercial Fisheries may be granted.

(a) *National Wildlife Refuge System lands.* Applications for all forms of rights-of-way on or over such lands shall be submitted under authority of Public Law 89-669 (80 Stat. 926; 16 U.S.C. 668dd) following application procedures set out in § 29.21-2. No right-of-way will be approved unless it is determined by the Regional Director to be compatible. See § 29.21-8 for additional requirements applicable to rights-of-way for electric power transmission lines. Applications for rights-of-way for roads and highways included in the Federal-aid primary system, the Federal-aid secondary system, and the National System of Interstate and Defense Highways may be submitted in accordance with procedures set out in § 29.21-2, or at the option of the State Highway Departments, may be submitted to the Regional Director pursuant to title 23 U.S.C. in accordance with applicable provisions of 43 CFR 2234.2-4, which are hereby incorporated by reference in the regulations in this subpart.

(b) *National Wildlife Refuge System lands—easement interest.* Applications for all forms of rights-of-way across lands in which the United States owns only an easement interest may be submitted to the Regional Director in letter form. No map exhibit is required, however, the affected land should be described in the letter or shown on a map sketch. If the requested right-of-way will not adversely affect the United States' interest, the Regional Director may issue a letter stating that the interest of the United States to the right-of-way easement would not be affected provided there would be no objection to a right-of-way by the fee owner. If the interest of the United States will be affected, application for the right-of-way must be submitted in accordance with procedures set out in § 29.21-2.

(c) *Other lands outside the National Wildlife Refuge System.* Application for all forms of rights-of-way on or over other lands should be submitted to the Regional Director in triplicate in accordance with controlling authorities contained in 43 CFR, Subpart 2234.

§ 29.21-2 Application procedures.

(a) *Application.* (1) No special form of application is required. The application should state the purpose for which the right-of-way is being requested together with the length, width on each side of the centerline, and the estimated acreage. Applications, including exhibits, shall be filed in triplicate with the Regional Director for the region in which the State is located. A list of States in each region and the addresses of the Regional Directors are contained in paragraph (c) of this section.

(2) All applications filed pursuant to this part in the name of individuals, corporations or associations must be accompanied by an application service fee of \$10. The service fee will not be returnable. No application service fee will be required of States or agencies or instrumentalities thereof or of Federal agencies.

(b) *Maps.* A map or plat must accompany each copy of the application and must show the right-of-way in such detail that the right-of-way can be accurately located on the ground. Ties to Bureau land boundary corner monuments or some prominent cultural features which can be readily recognized and recovered should be shown where the right-of-way enters and leaves Bureau project land together with courses and distances of the centerline. The width of the right-of-way on each side of the centerline together with the acreage included within the right-of-way or site must also be shown. If the right-of-way or site is located wholly within Bureau project land, a tie to a Government corner or prominent cultural feature which can be readily recognized and recovered should be shown.

(c) *Regional Director's addresses.* (1) For the States of Alaska, California, Hawaii, Idaho, Montana, Nevada, Oregon, and Washington:

Regional Director, Bureau of Sport Fisheries and Wildlife, Box 3737, 730 Northeast Pacific Street, Portland, Ore. 97208.

(2) For the States of Arizona, Colorado, Kansas, New Mexico, Oklahoma, Texas, Utah, and Wyoming:

Regional Director, Bureau of Sport Fisheries and Wildlife, Federal Building and U.S. Courthouse, Post Office Box 1306, Albuquerque, N. Mex. 87103.

(3) For the States of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin:

Regional Director, Bureau of Sport Fisheries and Wildlife, Federal Building, Fort Snelling, Twin Cities, Minn. 55111.

(4) For the States of Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, Puerto Rico, and the Virgin Islands:

Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, 50 Seventh Street, N.W., Atlanta, Ga. 30323.

(5) For the States of Connecticut, Delaware, Maine, Massachusetts, New Hampshire, New York, New Jersey, Pennsylvania, Rhode Island, Vermont, and West Virginia:

Regional Director, Bureau of Sport Fisheries and Wildlife, U.S. Post Office and Courthouse, Boston, Mass. 02109.

§ 29.21-3 Nature of interest granted.

(a) Where the land administered by the Secretary is owned in fee by the United States and the right-of-way is compatible with the objectives of the area, the right-of-way may be approved

and granted by an easement or permit. Generally an easement or permit will be issued for a term of 50 years or so long as it is used for the purpose granted, or for a lesser term when considered appropriate.

(b) Unless otherwise provided, no interest granted shall give the grantee any right whatever to remove any material, earth, or stone for construction or other purpose, except that stone or earth necessarily removed from the right-of-way in the construction of a project may be used elsewhere along the same right-of-way in the construction of the same project.

§ 29.21-4 Terms and conditions.

(a) Any right-of-way easement or permit granted will be subject to outstanding rights, if any, in third parties.

(b) An applicant, by accepting a right-of-way easement or permit, agrees to such terms and conditions as may be prescribed by the Regional Director including but not limited to any of the following:

(1) To comply with State and Federal laws applicable to the project within which the right-of-way is granted, and to the lands which are included in the right-of-way, and lawful existing regulations thereunder.

(2) To clear and keep clear the lands within the right-of-way to the extent and in the manner directed by the project manager in charge; and to dispose of all vegetative and other material cut, uprooted, or otherwise accumulated during the construction and maintenance of the project in such a manner as to decrease the fire hazard and also in accordance with such instructions as the project manager may specify.

(3) To prevent the disturbance or removal of any public land survey monument or project boundary monument unless and until the applicant has requested and received from the Regional Director approval of measures the applicant will take to perpetuate the location of aforesaid monument.

(4) To take such soil and resource conservation and protection measures, including weed control on the land covered by the right-of-way as the project manager in charge may request.

(5) To do everything reasonably within his power, both independently and on request of any duly authorized representative of the United States, to prevent and suppress fires on or near lands to be occupied under the right-of-way, including making available such construction and maintenance forces as may be reasonably obtainable for the suppression of such fires.

(6) To rebuild and repair such roads, fences, structures, and trails as may be destroyed or injured by construction work and upon request by the Regional Director, to build and maintain necessary and suitable crossings for all roads and trails that intersect the works constructed, maintained, or operated under the right-of-way.

(7) To pay the United States the full value for all damages to the lands or other property of the United States caused by him or by his employees, contractors, or employees of the contractors, and to indemnify the United States against any liability for damages to life, person or property arising from the occupancy or use of the lands under the right-of-way, except where a right-of-way is granted hereunder to a State or other governmental agency which has no legal power to assume such a liability with respect to damages caused by it to lands or property, such agency in lieu thereof agrees to repair all such damages.

(8) To notify promptly the project manager in charge of the amount of merchantable timber, if any, which will be cut, removed, or destroyed in the construction and maintenance of the project, and to pay the United States in advance of construction such sum of money as the project manager may determine to be the full stumpage value of the timber to be so cut, removed, or destroyed.

(9) That all or any part of the right-of-way granted may be terminated by the Director, Bureau of Sport Fisheries and Wildlife for failure to comply with any or all of the terms or conditions of this grant, or for nonuse for a 2-year period, or abandonment of the right-of-way granted. In the event of noncompliance, the Regional Director will notify the permittee in writing of the corrections needed, and the permittee shall have a period of 60 days from the date of the notice to complete corrective action. However, in the event of extenuating circumstances such as adverse weather conditions, disturbance of wildlife during periods of peak concentrations, or other compelling reasons, the Regional Director may grant an extension of time which in his judgment is reasonably necessary. In the event of termination of an easement or permit for noncompliance, nonuse, or abandonment, a written notice of termination will be furnished to the permittee.

(10) To restore the land to its original condition to the entire satisfaction of the Bureau, so far as it is reasonably possible to do so upon revocation and termination of the right-of-way, unless this requirement is waived in writing.

(11) To keep the project manager informed at all times of his address, and, in case of corporations, of the address of its principal place of business and the names and addresses of its principal officers.

(12) That in the construction, operation, and maintenance of the project, he shall not discriminate against any employee or applicant for employment because of race, creed, color, or national origin and shall require an identical provision to be included in all subcontracts.

(13) That the allowance of the right-of-way shall be subject to the express condition that the exercise thereof will not unduly interfere with the management, administration; or disposal by the

United States of the land affected thereby, and that the applicant agrees and consents to the occupancy and use by the United States, its grantees, permittees, or lessees of any part of the right-of-way not actually occupied or required by the applicant for the purpose of the granted rights or the full and safe utilization thereof.

(14) That the right-of-way herein granted shall be subject to the express covenant that any facility constructed thereon will be modified or adapted if such is found by the Regional Director, Bureau of Sport Fisheries and Wildlife, to be necessary, without liability or expense to the United States, so that such facility will not conflict with the use and occupancy of the land for any authorized works which may hereafter be constructed thereon under the authority of the United States.

(15) That the right-of-way herein granted shall be for the specific use described and may not be construed to include the further right to authorize any other use within the right-of-way unless approved in writing by the Regional Director.

§ 29.21-5 Construction.

(a) If construction is not commenced within two (2) years after date of right-of-way grant, the right-of-way may be canceled by the Director of the Bureau of Sport Fisheries and Wildlife at his discretion.

(b) Proof of construction: Upon completion of construction, the applicant shall file a certification of completion with the Regional Director.

§ 29.21-6 Disposal, transfer or termination of interest.

(a) *Change in jurisdiction over and disposal of lands.* The final disposal by the United States of any tract of land traversed by a right-of-way shall not be construed to be a revocation of the right-of-way in whole or in part, but such final disposition shall be deemed and taken to be subject to such right-of-way unless it has been specifically canceled.

(b) *Transfer of right-of-way.* Any proposed transfer, by assignment, lease, operating agreement or otherwise, of a right-of-way must be filed in triplicate with the Regional Director and must be supported by a stipulation that the assignee agrees to comply with and be bound by the terms and conditions of the right-of-way. No assignment will be recognized unless and until approved in writing by the Regional Director.

(c) *Disposal of property on termination of right-of-way.* In the absence of any agreement to the contrary, the holder of the right-of-way will be allowed 6 months after termination to remove all property or improvements other than a road and useable improvements to a road, placed thereon by him; otherwise, all such property and improvements shall become the property of the United States. Extensions of time may be granted at the discretion of the Regional Director.

§ 29.21-7 Payment required.

(a) Charges for use and occupancy of lands under the regulations of this part will be required and will be commensurate with the charges made for similar right-of-way privileges by private landowners in the vicinity, as determined by appraisal by the Regional Director. The charges may be periodic payments or a lumpsum payment, both payable in advance, at the discretion of the Regional Director.

(b) When periodic payments are used, such rates may be reviewed by the Regional Director at any time not less than 5 years after the grant of the permit, right-of-way, or easement or the last revisions of charges thereunder. After reasonable notice and opportunity for hearing, the Regional Director may impose such new charges as may be reasonable and proper commencing with the ensuing charge year. At the discretion of the Regional Director, Federal agencies, States or instrumentalities thereof, may be exempt from the payments of charges.

§ 29.21-8 Electric power transmission line rights-of-way.

Applications for electric power transmission line rights-of-way for the transmission or distribution of electric power and energy shall be made in accordance with the provisions of 43 CFR 2234.4-1 (b) (4) and (c) which are incorporated herein by reference.

§ 29.22 Hearing and appeals procedure.

An appeal may be taken from any final disposition of the Regional Director, to the Director, Bureau of Sport Fisheries and Wildlife, and, from the latter's decision to the Secretary of the Interior. Such appeals may be taken pursuant to 43 CFR Parts 1840 and 1850 except that (a) all references to the "Director" or "Director, Bureau of Land Management," are changed to Director, Bureau of Sport Fisheries and Wildlife and (b) all references to "Bureau" are changed to Bureau of Sport Fisheries and Wildlife. The above procedures for hearing and appeals, so provided and amended, are hereby adopted as procedures for hearings and appeals by said Bureau of Sport Fisheries and Wildlife.

RUSSELL E. TRAIN,
Under Secretary of the Interior.

DECEMBER 12, 1969.

[F.R. Doc. 69-15088; Filed, Dec. 18, 1969;
8:48 a.m.]

SUBCHAPTER F—FEDERAL AID TO STATES IN FISH AND WILDLIFE RESTORATION

PART 80—RESTORATION OF GAME BIRDS, FISH, AND MAMMALS

Water Pollution Control

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by section 10 of the Federal Aid in Wildlife Restoration Act, as amended (50 Stat. 917, 16 U.S.C. 6691),

and by section 10 of the Federal Aid in Fish Restoration Act, as amended (64 Stat. 430; 16 U.S.C. 7771), § 80.35 of Part 80, Title 50, Code of Federal Regulations is revised as set forth below. Since this revision places no restriction on the public, and is in fact a relaxation of the current requirement, it shall be effective upon publication in the FEDERAL REGISTER.

§ 80.35 Water pollution control.

In the performance of each project, the State shall take necessary action to avoid pollution of water as a direct or indirect result of project activity. Water quality must be maintained at a level consistent with applicable water quality standards.

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

DECEMBER 15, 1969.

[F.R. Doc. 69-15069; Filed, Dec. 18, 1969;
8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF TRANSPORTATION

Coast Guard

[33 CFR Part 110]

[CGFR 69-139]

BALTIMORE HARBOR, MD.

Proposed Cancellation of Anchorage Grounds

1. Notice is hereby given that the Commandant, U.S. Coast Guard under authority of section 7, 38 Stat. 1053, as amended (33 U.S.C. 471), section 6(g) (1) (A) of the Department of Transportation Act (80 Stat. 937), 49 U.S.C. 1655 (g) (1) (A) and 49 CFR 1.4(a) (3) (1), is considering the termination as of January 15, 1970, of Anchorage No. 7, Quarantine Anchorage, in the Baltimore Harbor, as described in § 110.158(a) (7) of Part 110, Subpart B of Title 33, Code of Federal Regulations.

2. The reason for the proposed closing of Anchorage No. 7 is that construction of the Baltimore Harbor Outer Tunnel under the Patapsco River between Sollers Point, Baltimore County, and Hawkins Point, Baltimore, Md., will preclude its further use.

3. Interested persons may participate in this proposed rule making by submitting written data, views, arguments, or comments as they may desire on or before January 2, 1970. All submissions should be made in writing to the Commander, 5th Coast Guard District, Federal Building, 431 Crawford Street, Portsmouth, Va. 23705.

4. To expedite the handling of submissions regarding this proposal, it is requested that each submission be submitted in triplicate and state the subject to which it is directed, the specific wording recommended; the reason for the recommended change, and the name, address, and firm or organization, if any, of the person making the submission.

5. Each communication received within the time specified will be fully considered and evaluated before final action is taken on the proposal in this document. This proposal may be changed in light of the comments received. Copies of all written communications received will be available for examination by interested persons at the office of the Commander, 5th Coast Guard District, Federal Building, 431 Crawford Street, Portsmouth, Va. 23705.

6. After all interested persons have expressed their views, the Commander, 5th Coast Guard District will forward the record, including the original of all written submissions, and his recommendations with respect to the proposal and

submissions received to the Commandant (OLE), U.S. Coast Guard, Washington, D.C. 20591.

Dated: December 16, 1969.

W. J. SMITH,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 69-15078; Filed, Dec. 18, 1969;
8:47 a.m.]

Federal Aviation Administration

[14 CFR Part 39]

[Docket No. 10019]

AIRWORTHINESS DIRECTIVE

British Aircraft Corporation Viscount Models 744 and 745D Airplanes

The Federal Aviation Administration is considering amending Part 39 of the Federal Aviation Regulations by adding an airworthiness directive (AD) applicable to British Aircraft Corp. Viscount Models 744 and 745D airplanes. A condition exists in the automatic feathering system on these airplanes which could result in turbine overheat and engine annulus gear failure. Since this condition is likely to exist or develop in other airplanes of the same type design, the proposed AD would require replacement of the automatic feathering system throttle microswitch actuating levers and adjustment of the "arm" setting of the automatic feathering system throttle microswitches to increase the r.p.m. setting at which automatic feathering can occur.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, GC-24, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before January 19, 1970, will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39

of the Federal Aviation Regulations by adding the following new airworthiness directive:

BRITISH AIRCRAFT CORP. Applies to BAC Viscount Models 744 and 745D Airplanes.

Compliance is required within the next 450 hours' time in service after the effective date of this AD, unless already accomplished.

To assure that the automatic feathering system is armed properly during cruise, and to protect against turbine overheat and engine annulus gear failure, replace microswitch actuating levers and set the "arm" setting of the automatic feathering system throttle microswitches in accordance with British Aircraft Corp., Viscount 700 series aircraft, Bulletin for Modification No. D.2207, 4th Issue, dated January 31, 1969, or later ARB-approved issue or an FAA-approved equivalent.

Issued in Washington, D.C., on December 11, 1969.

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

[F.R. Doc. 69-15051; Filed, Dec. 18, 1969;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SO-140]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Jackson, Miss., control zone and transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Area Manager, Memphis Area Office, Air Traffic Branch, Post Office Box 18097, Memphis, Tenn. 38118. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Federal Aviation Administration, Southern Region, Room 724, 3400 Whipple Street, East Point, Ga.

The Jackson control zone described in § 71.171 (34 F.R. 4557) would be redesignated as:

Within a 5-mile radius of Allen C. Thompson Field (lat. 32°18'40" N., long. 90°04'35" W.); within 2.5 miles each side of Jackson VORTAC 157° and 160° radials, extending from the 5-mile radius zone to 20 miles southeast of the VORTAC; within a 5-mile radius of Hawkins Field (lat. 32°20'10" N., long. 90°13'15" W.); within 3 miles each side of the 008° bearing from Hawkins RBN, extending from the 5-mile radius zone to 8.5 miles northeast of the RBN; within 1.5 miles each side of the Jackson VORTAC 195° radial, extending from the 5-mile radius zone to 0.5 mile southwest of the VORTAC; within a 5-mile radius of Bruce Campbell Field (lat. 32°26'15" N., long. 90°06'05" W.).

The Jackson transition area described in § 71.181 (34 F.R. 4637) would be redesignated as:

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Allen C. Thompson Field (lat. 32°18'40" N., long. 90°04'35" W.); within an 8-mile radius of Hawkins Field (lat. 32°20'10" N., long. 90°13'15" W.); within 1.5 miles each side of the Jackson VORTAC 195° radial, extending from the 8-mile radius area to the VORTAC; within a 5.5-mile radius of Bruce Campbell Field (lat. 32°26'15" N., long. 90°06'05" W.); within 1.5 miles each side of the Jackson VORTAC 142° radial, extending from the 5.5-mile radius area to the VORTAC.

The application of Terminal Instrument Procedures (TERPs) and current airspace criteria to Jackson terminal area complex requires the following actions:

Control zone. 1. Increase the basic radius circle predicted on Bruce Campbell Field from 3 to 5 miles.

2. Designate an extension predicated on the 008° bearing from Hawkins RBN 6 miles in width and 8.5 miles in length.

3. Reduce the extension predicated on Jackson VORTAC 142° radial 1 mile in width.

4. Reduce the extensions predicated on Jackson VORTAC 157° and 160° radials 1 mile in width.

5. Reduce the extension predicated on Jackson VORTAC 195° radial 1 mile in width and 0.5 mile in length.

6. Revoke the extension predicated on Jackson VORTAC 142° radial.

Transition area. 1. Increase the basic radius circles as follows:

a. Allen C. Thompson Field from 8 to 10 miles.

b. Hawkins Field from 6 to 8 miles.

c. Bruce Campbell Field from 5 to 5.5 miles.

2. Reduce the extension predicated on Jackson VORTAC 142° radial 1 mile in width and 1 mile in length.

3. Reduce the extension predicated on Jackson VORTAC 195° radial 1 mile in width and 1 mile in length.

4. Revoke the extension predicated on Allen C. Thompson Field ILS localizer north course.

5. Revoke the extension predicated on the 008° bearing from Hawkins RBN.

The proposed alteration is required to provide controlled airspace protection for IFR operations in the Jackson terminal area complex in climb to 1,200 feet above the surface and in descent from 1,500 feet above the surface.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in East Point, Ga., on December 9, 1969.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 69-15052; Filed, Dec. 18, 1969;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SO-57]

CONTROL ZONE AND TRANSITION AREAS

Proposed Alteration and Revocation

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Nashville, Tenn., control zone and transition area and revoke the Gallatin, Tenn., transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Area Manager, Memphis Area Office, Air Traffic Branch, Post Office Box 18097, Memphis, Tenn. 38118. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Federal Aviation Administration, Southern Region, Room 724, 3400 Whipple Street, East Point, Ga.

The Nashville control zone described in § 71.171 (34 F.R. 4557) would be redesignated as:

Within a 5-mile radius of Nashville Metropolitan Airport (lat. 36°07'36" N., long. 86°40'58" W.); within 1.5 miles each side of Nashville ILS localizer north course, extending from the 5-mile radius zone to 8.5 miles north of Nashville VORTAC 335° radial; within 1.5 miles each side of Nashville ILS localizer south course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of Nashville VORTAC 315° radial, extending from the 5-mile radius zone to the VORTAC; excluding that airspace within a 1-mile radius of Cornelia Fort Airpark Airport (lat. 36°11'28" N., long. 86°41'53" W.) west of a line 1.5 miles west of and parallel to Nashville ILS localizer north course Monday through Friday, except Federal legal holidays.

The Nashville transition area described in § 71.181 (34 F.R. 4637) would be redesignated as:

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Nashville Metropolitan Airport (lat. 36°07'36" N., long. 86°40'58" W.); within 9.5 miles east and 4.5 miles west of Nashville ILS localizer north course, extending from the 14-mile radius area to 18.5 miles north of Nashville VORTAC 335° radial; within 9.5 miles northeast and 4.5 miles southwest of Nashville VORTAC 115° radial, extending from the 14-mile radius area to 18.5 miles southeast of the VORTAC; within 9.5 miles east and 4.5 miles west of Nashville ILS localizer south course, extending from the 14-mile radius area to 18.5 miles south of the LOM; within an 8-mile radius of Gallatin Municipal Airport, Tenn. (lat. 36°22'45" N., long. 86°24'30" W.); within a 12-mile radius of Sewart Air Force Base (lat. 36°00'27" N., long. 86°31'21" W.); within 8 miles northeast and 5 miles southwest of Sewart APB ILS localizer southeast course, extending from the 12-mile radius area to 12 miles southeast of Sewart RBN.

The Gallatin transition area described in § 71.181 (34 F.R. 4637) would be revoked and incorporated into the Nashville transition area.

The application of Terminal Instrument Procedures (TERPs) and current airspace criteria to the Nashville terminal area complex requires the following actions:

Control zone. 1. Reduce the extension predicated on Nashville ILS localizer south course 1 mile in width.

2. Reduce the extension predicated on Nashville ILS localizer north course 1 mile in width and increase it 0.5 mile in length.

3. Designate an extension predicated on Nashville VORTAC 315° radial 4 miles in width and extending to the VORTAC.

Transition area. 1. Increase the Nashville basic radius circle from 11 to 14 miles.

2. Revoke the Gallatin, Tenn., transition area and incorporate it into the Nashville transition area.

3. Increase the extension predicated on Nashville ILS localizer south course to 14 miles in width and 18.5 miles in length.

4. Increase the extension predicated on Nashville ILS localizer north course to 14 miles in width and 18.5 miles in length.

5. Designate an extension predicated on Nashville VORTAC 115° radial 14 miles in width and 18.5 miles in length.

The proposed alteration is required to provide controlled airspace protection for IFR operations in the Nashville terminal area complex in climb to 1,200 feet above the surface and in descent from 1,500 feet above the surface.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in East Point, Ga., on December 9, 1969.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 69-15053; Filed, Dec. 18, 1969;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SO-145]

TRANSITION AREA

Proposed Redesignation

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would redesignate the McComb, Miss., transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Area Manager, Memphis Area Office, Air Traffic Branch, Post Office Box 18097, Memphis, Tenn. 38118. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Federal Aviation Administration, Southern Region, Room 724, 3400 Whipple Street, East Point, Ga.

The McComb 700-foot transition area described in § 71.181 (34 F.R. 4637) would be redesignated as:

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of McComb-Pike County Airport; within 2 miles each side of McComb VORTAC 234° radial, extending from the 6.5-mile radius area to the VORTAC.

The application of Terminal Instrument Procedures (TERPs) and current airspace criteria, together with the commissioning of (New) McComb-Pike

County Airport, the closing of (Old) McComb-Pike County Airport and the establishing of a prescribed instrument approach procedure to the (New) McComb-Pike County Airport, utilizing the McComb VORTAC, requires the following actions:

1. Increase the transition area basic radius circle from 5 to 6.5 miles and redesignate it predicated on the (New) McComb-Pike County Airport.

2. Designate a transition area extension predicated on McComb VORTAC 234° radial 4 miles in width and extending in length from the 6.5-mile radius area to the VORTAC.

The proposed redesignation is required to provide controlled airspace protection for IFR operations at (New) McComb-Pike County Airport in climb from 700 to 1,200 feet above the surface and in descent from 1,500 to 1,000 feet above the surface.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in East Point, Ga., on December 9, 1969.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 69-15054; Filed, Dec. 18, 1969;
8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 1203]

[No. 35029]

UNIFORM SYSTEM OF ACCOUNTS FOR EXPRESS COMPANIES

Supplemental Notice of Proposed Rule Making

On December 13, 1968, notice of proposed rule making was published in the

FEDERAL REGISTER (33 F.R. 18496) advising all interested persons that the Commission had under consideration a general revision of the Uniform System of Accounts for Express Companies. A copy of the revised system was appropriately published in the FEDERAL REGISTER at the same time.

In response to the notice, Railway Express Agency, Inc. (REA), submitted a proposed accounting system for consideration and adoption in lieu of the system initially proposed.

A preliminary review of this system indicates that while it is generally compatible with the accounting system initially proposed in subject docket, there is sufficient deviation to warrant comments thereon by other interested parties. Accordingly, REA is hereby directed to provide interested parties of record with a copy of its response to the notice of proposed rulemaking, which includes its proposed accounting system. Other parties, upon written request and a show of just cause, may obtain a copy of REA's response from Director M. Paolo, Bureau of Accounts, Interstate Commerce Commission, Washington, D.C. 20423. Interested parties may submit written views and comments for consideration not later than March 31, 1970. An original and three copies of any such responses should be submitted. The Commission will consider such responses and representations before deciding this matter, after which such order as may be found appropriate will be entered.

Notice shall be given the express company hereby affected and to the general public by depositing this notice in the Office of the Secretary of the Commission at Washington, D.C., and by filing this notice with the Director, Office of the Federal Register.

(Secs. 12, 20, 24 Stat. 383, 386, as amended; 49 U.S.C. 12, 20)

By the Commission, Division 2.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-15093; Filed, Dec. 18, 1969;
8:49 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

TAPERED ROLLER BEARINGS FROM JAPAN

Antidumping Proceeding Notice

DECEMBER 12, 1969.

On August 28, 1969, information was received in proper form pursuant to §§ 53.26 and 53.27, Customs Regulations (19 CFR 53.26, 53.27), indicating a possibility that tapered roller bearings manufactured by Koyo Seiko Co., Tokyo, Japan, are being, or likely to be, sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a) et seq.).

The information was submitted by the Timken Roller Bearing Co., Canton, Ohio.

There is evidence on record concerning injury to or likelihood of injury to or prevention of establishment of an industry in the United States.

Having conducted a summary investigation as required by § 53.29 of the Customs Regulations (19 CFR 53.29) and having determined as a result thereof that there are grounds for so doing, the Bureau of Customs is instituting an inquiry to verify the information submitted and to obtain the facts necessary to enable the Secretary of the Treasury to reach a determination as to the fact or likelihood of sales at less than fair value.

A summary of information received from all sources is as follows:

The information received indicates that the comparison will be made between exporter's sale price and home market price. Current information tends to indicate that net price for export to the United States is less than the price for such or similar merchandise sold for home consumption in Japan.

This notice is published pursuant to § 53.30 of the Customs Regulations (19 CFR 53.30).

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

[F.R. Doc. 69-15090; Filed, Dec. 18, 1969; 8:48 a.m.]

Fiscal Service

[Dept. Cir. 570, 1969 Rev., Supp. No. 10]

AMERICAN INTERNATIONAL INSURANCE CO.

Change of Name

The Pacific Insurance Company of New York, N.Y., a New York corporation, has formally changed its name to American International Insurance Company, effective July 23, 1969. A copy of

Certificate of Amendment of the Certificate of Incorporation of Pacific Insurance Company of New York approved by the Insurance Department of the State of New York on July 23, 1969, changing the name of Pacific Insurance Company of New York to American International Insurance Company, has been received and filed in the Treasury.

A new Certificate of Authority as an acceptable surety on Federal bonds, dated July 23, 1969, has been issued by the Secretary of the Treasury to the American International Insurance Company, New York, N.Y., under sections 6 to 13 of title 6 of the United States Code, to replace the Certificate issued July 1, 1969, to the company under its former name, Pacific Insurance Company of New York. The underwriting limitation of \$2,192,000 previously established for the company remains unchanged.

The change in name of Pacific Insurance Company of New York does not affect its status or liability with respect to any obligation in favor of the United States or in which the United States has an interest, which it may have undertaken pursuant to the Certificate of Authority issued by the Secretary of the Treasury.

Certificates of Authority expire on June 30 each year, unless sooner revoked and new Certificates are issued on July 1, so long as the companies remain qualified (31 CFR Part 223). A list of qualified companies is published annually as of July 1, in Department Circular 570, with details as to underwriting limitations, areas in which licensed to transact fidelity and surety business and other information. Copies of the Circular, when issued, may be obtained from the Treasury Department, Bureau of Accounts, Audit Staff, Washington, D.C. 20226.

Dated: December 15, 1969.

[SEAL] JOHN K. CARLOCK,
Fiscal Assistant Secretary.

[F.R. Doc. 69-15098; Filed, Dec. 18, 1969; 8:49 a.m.]

[Dept. Cir. 570, 1969 Rev., Supp. No. 9]

FIDELITY-PHENIX INSURANCE CO.

Change of Name

American International Insurance Company, New York, N.Y., a New York corporation, has formally changed its name to Fidelity-Phenix Insurance Company, effective July 23, 1969. A copy of Certificate of Amendment of Restated Certificate of Incorporation of American International Insurance Company approved by the Insurance Department of the State of New York on July 23, 1969, changing the name of American International Insurance Company to Fidelity-Phenix Insurance Com-

pany, has been received and filed in the Treasury.

A new Certificate of Authority as an acceptable surety on Federal bonds, dated July 23, 1969, has been issued by the Secretary of the Treasury to the Fidelity-Phenix Insurance Company, New York, N.Y., under sections 6 to 13 of title 6 of the United States Code, to replace the Certificate issued July 1, 1969 to the company under its former name, American International Insurance Company. The underwriting limitation of \$397,000 previously established for the company remains unchanged.

The change in name of American International Insurance Company does not affect its status or liability with respect to any obligation in favor of the United States or in which the United States has an interest, which it may have undertaken pursuant to the Certificate of Authority issued by the Secretary of the Treasury.

Certificates of Authority expire on June 30 each year, unless sooner revoked and new Certificates are issued on July 1, so long as the companies remain qualified (31 CFR Part 223). A list of qualified companies is published annually as of July 1, in Department Circular 570, with details as to underwriting limitations, areas in which licensed to transact fidelity and surety business and other information. Copies of the Circular, when issued, may be obtained from the Treasury Department, Bureau of Accounts, Audit Staff, Washington, D.C. 20226.

Dated: December 15, 1969.

[SEAL] JOHN K. CARLOCK,
Fiscal Assistant Secretary.

[F.R. Doc. 69-15091; Filed, Dec. 18, 1969; 8:48 a.m.]

[Dept. Cir. 570, 1969 Rev., Supp. No. 8]

PACIFIC INSURANCE CO.

Change of Name

Guarantee Insurance Company, Los Angeles, Calif., a California corporation, has formally changed its name to Pacific Insurance Company, effective June 24, 1969. A copy of Certificate of Amendment of Articles of Incorporation of Guarantee Insurance Company endorsed by and filed with the Secretary of State of the State of California on June 24, 1969, changing the name of Guarantee Insurance Company to Pacific Insurance Company, has been received and filed in the Treasury.

A new Certificate of Authority as an acceptable surety on Federal bonds, dated June 24, 1969, has been issued by the Secretary of the Treasury to the Pacific Insurance Company, San Francisco, Calif., under sections 6 to 13 of

title 6 of the United States Code, to replace the Certificate issued July 1, 1969 to the company under its former name, Guarantee Insurance Company. The underwriting limitation of \$759,000 previously established for the company remains unchanged.

The change in name of Guarantee Insurance Company does not affect its status or liability with respect to any obligation in favor of the United States or in which the United States has an interest, which it may have undertaken pursuant to the Certificate of Authority issued by the Secretary of the Treasury.

Certificates of Authority expire on June 30 each year, unless sooner revoked and new Certificates are issued on July 1, so

long as the companies remain qualified (31 CFR Part 223). A list of qualified companies is published annually as of July 1, in Department Circular 570, with details as to underwriting limitations, areas in which licensed to transact fidelity and surety business and other information. Copies of the Circular, when issued, may be obtained from the Treasury Department, Bureau of Accounts, Audit Staff, Washington, D.C. 20226.

Dated: December 15, 1969.

[SEAL] JOHN K. CARLOCK,
Fiscal Assistant Secretary.

[F.R. Doc. 69-15092; Filed, Dec. 18, 1969; 8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Packers and Stockyards Administration

BOB GARDEN LIVESTOCK AUCTION ET AL.

Notice of Changes in Names of Posted Stockyards

It has been ascertained, and notice is hereby given, that the names of the livestock markets referred to herein, which were posted on the respective dates specified below as being subject to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), have been changed as indicated below.

Original name of stockyard, location, and date of posting	Current name of stockyard and date of change in name
ARKANSAS	
Polk County Auction Co., Mena, Dec. 3, 1968-----	Bob Garden Livestock Auction, Nov. 1, 1969.
MISSOURI	
Troy Sales Company, Inc., Troy, May 26, 1969-----	Lincoln County Livestock Market, Nov. 19, 1969.
SOUTH DAKOTA	
Palace City Auction Co., Mitchell, May 24, 1955---	Palace City Auction, Inc., Apr. 1, 1969.
TEXAS	
Kerrville Auction Co., Inc., Kerrville, June 14, 1957.	Kerrville Auction Company, Inc., Dec. 11, 1969.
Parker County Livestock Commission Company, Weatherford, Aug. 12, 1960.	Weatherford Livestock Commission Company, Nov. 28, 1969.

Done at Washington, D.C., this 15th day of December 1969.

G. H. HOPPER,
Chief, Registrations, Bonds, and Reports
Branch, Livestock Marketing Division.

[F.R. Doc. 69-15096; Filed, Dec. 18, 1969; 8:49 a.m.]

DEPARTMENT OF THE INTERIOR

National Park Service

CINNAMON BAY, VIRGIN ISLANDS NATIONAL PARK

Notice of Intention To Extend a Concession Permit

Pursuant to the provisions of section 5 of the Act of October 9, 1965 (79 Stat. 969; 16 U.S.C. 20) public notice is hereby given that thirty (30) days after the date of publication of this notice, the Department of the Interior, through the Director, National Park Service, proposes to extend the concession permit issued to Caneel Bay Plantation, Inc., authorizing it to continue to provide concession facilities and services for the public at

Cinnamon Bay, Virgin Islands National Park for a period of 5 months from January 1, 1970, through May 31, 1970.

The foregoing concessioner has performed its obligations under a prior permit to the satisfaction of the National Park Service and, therefore, pursuant to the Act cited above, is entitled to be given preference in the extension of the permit. However, under the Act cited above, the National Park Service is also required to consider and evaluate all proposals received as a result of this notice. Any proposal to be considered and evaluated must be submitted within thirty (30) days after the publication date of this notice.

Interested parties should contact the Chief, Office of Concessions Management, National Park Service, Washington, D.C. 20240, for information as to

the requirements of the proposed extension.

THOMAS F. FLYNN, Jr.,
Assistant Director,
National Park Service.

DECEMBER 11, 1969.

[F.R. Doc. 69-15045; Filed, Dec. 18, 1969; 8:45 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

"USNS MERCURY" AND "USS SALAMONIE"

Notice of Availability for Major Conversion and Restoration for Commercial Operation

Pursuant to the Ship Exchange Act (section 510(1) of the Merchant Marine Act, 1936), as added by Public Law 86-575 and amended by Public Law 89-254, 46 U.S.C. 1160(1), tankers from the Maritime Administration National Defense Reserve Fleet anchorages may be traded-out for use in the Great Lakes trades, or for use, after major conversions, for dry cargo carriers or liquid bulk carriers including natural gas carriers but excluding bulk petroleum carriers. Available for trade-out under the provisions of the Ship Exchange Act, as amended, to non-subsidized American steamship operators in exchange for their older and less efficient ships in accordance with the terms herein stated, are the "USNS Mercury," formerly the T2-SE-A2 tanker "Mission San Juan," and the "USS Salamonie" (tanker T3-S2-A1) owned by the United States of America, represented by the Secretary of Commerce, acting by and through the Maritime Administrator. The traded-out tankers shall be converted to elongated bulk carriers, container carriers or other specialized and desirable types of ships. The traded-in ship shall have been in operation in the ocean trades during the 1 year immediately prior to the date of the exchange. Other disposition: This notice of availability of the tankers for exchange under the Ship Exchange Act shall not preclude the Maritime Administrator from pursuing such other disposition of the tankers as he may deem to be in the best interest of the United States. As required by the Ship Exchange Act, approval of the Department of Defense has been received for the trade-out of these tankers.

(a) *Basis of assignment.* Exchange of these tankers for conversion and restoration for commercial operation will be made in accordance with the provisions of the Ship Exchange Act and of General Order 92, Rev. (46 CFR Part 375), as published in the FEDERAL REGISTER issue of April 25, 1969 (34 F.R. 6929), and republished without change on August 13, 1969 (34 F.R. 13105). However, for the purpose of making assignment of the tankers, applications will be closely evaluated and allocations made among trades and among applicants within trades

which, in the judgment of the Maritime Administrator, will achieve the greatest shipping capability and productivity, taking into account the relative needs of trades, in keeping with the purposes and policies of the Merchant Marine Act, 1936, as amended, the applicant's operating ability; the applicant's financial responsibility; and other factors having a bearing on the intent of the Ship Exchange Act, as amended.

(b) *Valuation.* The basis of valuation of the trade-in and traded-out vessels will be the same as previously used in the case of the C4 troopships as announced in the FEDERAL REGISTER issues of February 1, 1964 (29 F.R. 1665, 1667), April 14, 1964 (29 F.R. 5092), June 11, 1964 (29 F.R. 7520), August 3, 1966 (31 F.R. 10425), November 17, 1967 (32 F.R. 15848), December 30, 1967 (32 F.R. 21043), March 7, 1968 (33 F.R. 4277), May 21, 1968 (33 F.R. 7500), and August 29, 1968 (33 F.R. 12202).

(c) *Applications.* Applications for the exchange of ships shall be submitted to the Chief, Office of Ship Operations, Maritime Administration, Washington, D.C. 20235, on Form MA-182. To assist the Maritime Administration in arriving at a proper determination of the ship assignments, applicants shall furnish with their applications the following information in the order listed:

(1) A statement of the applicant's ship operating ability and experience, including the number and types of American-flag ships recently owned and operated by the applicant and the trades in which operated.

(2) Names, official numbers, and types of ships to be traded-in, and their operating service during the preceding year.

(3) Financial resources available to the applicant and proposed method of financing.

(4) Outline plans and description of the proposed conversions including a description of the ship's cargo handling capability.

(5) Bale cubic and deadweight capacity after conversion.

(6) Estimated speed in knots after conversion.

(7) Proposed manning schedule.

(8) Estimated costs of proposed conversion and restoration for commercial operation.

(9) Description of proposed commercial trade of traded-out ship.

(10) Pro forma statement of anticipated operating results for operation in proposed commercial trade on an annual basis.

Applications must be received on or before January 16, 1970.

(d) *Tankers available.* The tankers available for assignment are the "USNS Mercury" (ex-"Mission San Juan"), located at the Suisun Bay, Calif., Reserve Fleet anchorage, and the "USS Salamone" (ex-"Esso Columbia") located at the James River, Va., Reserve Fleet anchorage.

The general design characteristics of the "USNS Mercury" and the "USS Salamone" are:

	Mercury (T-AGM-21)	Salamone (AO-26)
(All figures are approximate)		
LOA.....	295' 04"	553'
LBP.....	575'	623'
Breadth.....	78'	79'
Depth.....	46' 11 1/2"	39'
Deadweight tons.....	16,583	16,905
Gross tons.....	10,465	11,316
Net tons.....	7,337	
SHIP.....	10,000	13,500
Des. Sea Speed.....	16	18
Machinery.....	Turb.	Turb.

"USNS Mercury":

Lengthened to a full instrumentation ship for tracking purposes. 9-1966, New midbody 379'9" by General Dynamics Corp.; Electric Boat Division, Quincy, Mass.

1-1944, Bow 75'1 1/2" and stern 120'0 1/2" from Marinship Corp. Hull No. 29, Sausalito, Calif. For permission to inspect contact Captain W. A. Rogers, District Reserve Fleet Officer, Maritime Administration, 450 Golden Gate Avenue, Box 36073, San Francisco, Calif. 94102 (Telephone: Area Code 415, 556-4012).

"USS Salamone":

4-1941, Newport News Shipbuilding & Dry Dock Co. Hull No. 372, Newport News, Va. For permission to inspect contact Mr. John S. Negrotto, Fleet Superintendent, James River Reserve Fleet, Post Office Box 627, Port Eustis, Va. 23604 (Telephone: Area Code 703, TR7-0229).

Dated: December 12, 1969.

By order of the Maritime Administrator.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 69-15154; Filed, Dec. 18, 1969;
8:49 a.m.]

National Bureau of Standards NOTICE OF PROPOSED FEDERAL INFORMATION PROCESSING STANDARDS

Under the provisions of Public Law 89-306, the Secretary of Commerce is authorized to make appropriate recommendations to the President relating to the establishment of uniform Federal automatic data processing standards.

A proposed standard for Subsets of the Code for Information Processing is being recommended by the National Bureau of Standards. This standard, which provides specifications for three graphic subsets of the Code for Information Processing, was developed by the NBS Office of Information Processing Standards. It will be published as a Federal Information Processing Standard at such time as it may be approved by the President.

Prior to the submission of the final endorsement of this proposal to the President, it is essential to assure that proper consideration is given the needs and views of manufacturers, the public, and state and local governments. The purpose of this notice is to solicit such views.

Proposed Federal Information Processing Standards contain two basic sections: (1) An announcement section which provides information concerning

the applicability, implementation, and maintenance of the standard; and (2) a specification section which details the technical requirements of the standard.

Interested parties may submit comments to the Director, Center for Computer Sciences and Technology, National Bureau of Standards, Washington, D.C. 20234, within 30 days after publication of this notice in the FEDERAL REGISTER.

Dated: December 12, 1969.

LEWIS M. BRANSCOMB,
Director.

NOTE: Federal Information Processing Standards are issued by the National Bureau of Standards under the direction of the Bureau of the Budget in accordance with the provisions of Public Law 89-306 and Bureau of the Budget Circular No. A-86.

PROPOSED STANDARD FOR SUBSETS OF THE STANDARD CODE FOR INFORMATION INTERCHANGE

ANNOUNCEMENT

Name of Standard. Subjects of the Standard Code for Information Interchange (FIPS -----).

Category of Standards. Hardware Standard, Interchange Codes and Media.

Explanation. Subsets of 95, 64, and 16 graphic characters are provided in this standard. These are derived from the Federal Standard Code for Information Interchange (FIPS 1) which in turn was adopted from the USA Standard Code for Information Interchange (ASCII, USA Standard X3.4-1967).

The memorandum of the Secretary of Commerce on "Application of Federal ADP Code and Media Standards" dated March 7, 1969, contained in FIPS PUB 7, states in paragraph 5c: "If the full character set of ASCII cannot be applied, the largest possible character subset should be used, and the ASCII collating sequence observed." That memorandum also states, in paragraph 8b: "Use of one or more of these ASCII subsets is a powerful tool in bridging the conversion gap prior to the procurement or utilization of hardware with full ASCII capability." This FIPS PUB amends FIPS PUB 7 by requiring one of the three specific subsets described herein when a subset is used. It is emphasized that the coded representation of the 95 character subset, the 64 character subset, and the 16 character subset in input/output media and data communications will conform to the specifications cited in other applicable Federal Information Processing Standards.

Approving Authority. Bureau of the Budget.

Maintenance Agency. Department of Commerce, National Bureau of Standards (Center for Computer Sciences and Technology).

Cross Index. a. FIPS PUB 1, Code for Information Interchange.

b. FIPS PUB 7, Implementation of the Code for Information Interchange and Related Media Standards.

Applicability. These character subsets are intended to be used in those systems or applications that do not require the full 128 character set contained in FIPS 1. The use of the 64 or 16 character graphic subsets in lieu of the full set of 95 graphics, where appropriate, can result in advantageous combinations of increased speed of printing or display, decreased costs, decreased complexity, and efficient manipulation.

Implementation Schedule. All equipment brought into the Federal inventory (6 months after the publication date of this standard) which utilizes a character subset less than that provided by the 128 character set of FIPS 1 must conform to one of the

specified subsets provided herein. This requirement applies to the equipment acquired even though the use within any given application may in fact use less characters than specified in the applicable subset. In instances where deviations from this standard are considered necessary, the waiver provisions contained in FIPS PUB 7 apply.

Specifications. Federal Information Processing Standard (FIPS 1). Subsets of the Standard Code for Information Interchange, (date) (affixed).

Qualifications.
Compatibility with Full Character Set: Systems and applications employing standard character subsets should experience no difficulty in forwarding information via standard media or communications, to systems employing the full 128 character set.

Subset Recording: Systems and applications employing standard character subsets, will use the standard media and the standard code for recording the characters of the subset in input/output and interchange operations. Two (2) input/output media standards have been approved as Federal Information Processing Standards (FIPS 2 and 3). The adoption of additional input/output media standards will be announced in future FIPS PUBS.

Where to Obtain Copies of the Standards.
a. Copies of this publication are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Refer to Federal Information Processing Standards Publication (Price _____ cents a copy).

b. This publication may be copied and locally reproduced to meet agency requirements.

SPECIFICATIONS FOR SUBSETS OF THE STANDARD CODE FOR INFORMATION INTERCHANGE

1. **Name of Standard.** Subsets of the Standard Code for Information Interchange.

2. **Category of Standard.** Hardware Standard and Interchange Codes and Media.

3. **Specifications.** This specification provides standard subsets of the Code for Information Interchange (FIPS 1). Each subset is defined in detail in separate sections of this specification which follow.

Section 1—95 Character Graphic Subset.

Section 2—64 Character Graphic Subset.

Section 3—16 Character Graphic Numeric Subset.

4. **Appendix.** Factors which were considered in the establishment of these subsets are explained in an appendix to this specification. Also information is provided concerning the employment of these subsets in computers and devices based on internal codes of four or six bits.

Section 1

SPECIFICATIONS FOR 95 CHARACTER GRAPHIC CHARACTER SUBSET

Explanation. This graphic character subset is derived from the Federal Standard Code for Information Interchange (FIPS 1) which in turn was adopted from the USA Standard Code for Information Interchange (ASCII). This character subset is intended to be used in those systems or applications whose needs are adequately served by a 95 character graphic subset of the standard 128 character set contained in FIPS 1. Figure 1 shows the 7-bit code table of FIPS 1 with the 95 character graphic subset of this standard outlined. It is emphasized that the coded representation of this 95 character subset in input/output media and data communications will conform to the specifications cited in other applicable Federal Information Processing Standards.

STANDARD 95 CHARACTER SUBSET [Code table position in FIPS 1]

Column/Row	Symbol	Character name
2/0	SP	Space (normally nonprinting).
2/1	!	Exclamation point.
2/2	"	Quotation marks (diaeresis).
2/3	#	Number sign.
2/4	\$	Dollar sign.
2/5	%	Percent.
2/6	&	Ampersand.
2/7	'	Apostrophe (closing single quotation mark; acute accent).
2/8	(	Opening parenthesis.
2/9	)	Closing parenthesis.
2/10	*	Asterisk.
2/11	+	Plus.
2/12	,	Comma (cedilla).
2/13	-	Hyphen (minus).
2/14	.	Period (decimal point).
2/15	/	Slant.
2/16	0	Zero.
2/17	1	One.
2/18	2	Two.
2/19	3	Three.
2/20	4	Four.
2/21	5	Five.
2/22	6	Six.
2/23	7	Seven.
2/24	8	Eight.

STANDARD 95 CHARACTER SUBSET—Continued [Code table position in FIPS 1]

Column/Row	Symbol	Character Name
3/0	9	Nine.
3/10	:	Colon.
3/11	;	Semicolon.
3/12	<	Less than.
3/13	=	Equals.
3/14	>	Greater than.
3/15	?	Question mark.
4/0	@	Commercial at.
4/1 to 5/0	A to Z	
5/11	[	Opening bracket.
5/12	\	Reverse slant.
5/13	]	Closing bracket.
5/14	^	Circumflex.
5/15	_	Underline.
6/0	`	Grave accent (opening single quotation mark).
6/1 to 7/10	a to z	
7/11	{	Opening brace.
7/12	|	Vertical line.
7/13	}	Closing brace.
7/14	~	Overline (tilde; general accent).

NOTE: Use of certain of the above characters as diacritical marks is defined in Appendix A of the Code for Information Interchange (FIPS 1).

FEDERAL STANDARD CODE FOR INFORMATION INTERCHANGE FIPS-1 - SHOWING 95 CHARACTER GRAPHIC SUBSET

b ₇ b ₆ b ₅ b ₄ b ₃ b ₂ b ₁					Column															
Row					0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
0	0	0	0	0	NUL	DLE	SP	0	@	P	\	p								
0	0	0	0	1	SOH	DC1	!	1	A	Q	a	q								
0	0	0	1	0	2	STX	DC2	"	2	B	R	b	r							
0	0	1	1	0	3	ETX	DC3	#	3	C	S	c	s							
0	1	0	0	0	4	EOT	DC4	\$	4	D	T	d	t							
0	1	0	0	1	5	ENQ	NAK	%	5	E	U	e	u							
0	1	0	1	0	6	ACK	SYN	&	6	F	V	f	v							
0	1	1	1	0	7	BEL	ETB	'	7	G	W	g	w							
1	0	0	0	0	8	BS	CAN	(	8	H	X	h	x							
1	0	0	0	1	9	HT	EM	)	9	I	Y	i	y							
1	0	1	0	0	10	LF	SUB	*	:	J	Z	j	z							
1	0	1	0	1	11	VT	ESC	+	;	K	[	k	{							
1	1	0	0	0	12	FF	FS	,	<	L	\	l	|							
1	1	0	0	1	13	CR	GS	-	=	M	]	m	}							
1	1	1	0	0	14	SO	RS	.	>	N	^	n	~							
1	1	1	1	0	15	SI	US	/	?	O	_	o	DEL							

FIGURE 1.

tion will conform to the specifications cited in other applicable Federal Information Processing Standards.

STANDARD CHARACTER SUBSET [Code table position in FIPS 1]

Column/Row	Symbol	Character Name
2/0	SP	Space (normally nonprinting);
2/1	!	Exclamation point.
2/2	"	Quotation marks (diaeresis).
2/3	#	Number sign.
2/4	\$	Dollar sign.
2/5	%	Percent.
2/6	&	Ampersand.
2/7	'	Apostrophe (closing single quotation mark; acute accent).
2/8	(	Opening parenthesis.
2/9	)	Closing parenthesis.
2/10	*	Asterisk.

Section 2 SPECIFICATIONS FOR 64 CHARACTER GRAPHIC CHARACTER SUBSET

Explanation. This graphic character subset is derived from the Federal Standard Code for Information Interchange (FIPS 1) which in turn was adopted from the USA Standard Code for Information Interchange (ASCII). This character subset is intended to be used in those systems or applications whose needs are adequately served by a 64 character graphic subset of the standard 128 character set contained in FIPS 1. Figure 2 shows the 7-bit code table of FIPS 1 with the 64 character graphic subset of this standard outlined. It is emphasized that the coded representation of this 64 character subset in input/output media and data communication

STANDARD CHARACTER SUBSET—Continued
[Code table position in FIPS 1]

Column/Row	Symbol	Character Name
211	+	Plus
212	,	Comma (full)
213	-	Hyphen (full)
214	.	Period (full)
215	0	Zero
216	1	One
217	2	Two
218	3	Three
219	4	Four
220	5	Five
221	6	Six
222	7	Seven
223	8	Eight
224	9	Nine
225	:	Colon
226	;	Semicolon
227	<	Less than
228	=	Equals
229	>	Greater than
230	?	Question mark
231	@	Commercial at
232	A to Z	Opening bracket
233	a to z	Reverse slant
234	[	Closing bracket
235	]	Circumflex
236	^	Underline

Note: Use of certain of the above characters as display marks is defined in Appendix A of the Code for Information Interchange (FIPS 1).

FEDERAL STANDARD CODE FOR
INFORMATION INTERCHANGE
FIPS-1

SHOWING 64-CHARACTER GRAPHIC SUBSET

b ₇ b ₆ b ₅		b ₄ b ₃ b ₂ b ₁		b ₀		b ₇ b ₆ b ₅		b ₄ b ₃ b ₂ b ₁		b ₀		b ₇ b ₆ b ₅		b ₄ b ₃ b ₂ b ₁		b ₀	
Column	Row	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0	0	NUL	DLE	SP	0	@	P	'	p	0	0	0	0	0	0	0	0
1	0	SOH	DC1	!	1	A	Q	o	q	1	1	1	1	1	1	1	1
2	0	STX	DC2	"	2	B	R	b	r	2	2	2	2	2	2	2	2
3	0	ETX	DC3	#	3	C	S	c	s	3	3	3	3	3	3	3	3
4	0	EOT	DC4	\$	4	D	T	d	t	4	4	4	4	4	4	4	4
5	0	ENQ	NAK	%	5	E	U	e	u	5	5	5	5	5	5	5	5
6	0	ACK	SYN	&	6	F	V	f	v	6	6	6	6	6	6	6	6
7	0	BEL	ETB	'	7	G	W	w	w	7	7	7	7	7	7	7	7
8	0	BS	CAN	(	8	H	X	x	x	8	8	8	8	8	8	8	8
9	0	HT	EM	)	9	I	Y	y	y	9	9	9	9	9	9	9	9
10	0	LF	SUB	*	10	J	Z	z	z	10	10	10	10	10	10	10	10
11	0	VT	ESC	+	11	K	[	{	{	11	11	11	11	11	11	11	11
12	0	FF	FS	,	12	L	\	|	|	12	12	12	12	12	12	12	12
13	0	CR	GS	-	13	M	]	}	}	13	13	13	13	13	13	13	13
14	0	SO	RS	.	14	N	^	~	~	14	14	14	14	14	14	14	14
15	0	SI	US	/	15	O	_	o	o	15	15	15	15	15	15	15	15

FIGURE 2.

Information Interchange (FIPS 1) which in turn was adopted from the USA Standard Code for Information Interchange (ASCII). This subset is intended to be used in those systems or applications whose needs are adequately served by a 15 character nu-

Section 3
SPECIFICATIONS FOR 16 CHARACTER GRAPHIC
NUMERIC SUBSET

Explanation. This numeric subset is derived from the Federal Standard Code for

metric subset of the standard 128 character set contained in FIPS 1. Figure 3 shows the 7-bit code table of FIPS 1 with the 16 character graphic subset of this standard outlined. It is emphasized that the coded representation of this 16 character subset in input/output media and data communications will conform to the specifications cited in other applicable Federal Information Processing Standards.

STANDARD CHARACTER SUBSET
[Standard code table position]

Column/Row	Symbol	Character Name
20	0	Zero
21	1	One
22	2	Two
23	3	Three
24	4	Four
25	5	Five
26	6	Six
27	7	Seven
28	8	Eight
29	9	Nine

FEDERAL STANDARD CODE FOR
INFORMATION INTERCHANGE
FIPS-1

SHOWING 16 CHARACTER NUMERIC SUBSET

b ₇ b ₆ b ₅		b ₄ b ₃ b ₂ b ₁		b ₀		b ₇ b ₆ b ₅		b ₄ b ₃ b ₂ b ₁		b ₀		b ₇ b ₆ b ₅		b ₄ b ₃ b ₂ b ₁		b ₀	
Column	Row	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0	0	NUL	DLE	SP	0	@	P	'	p	0	0	0	0	0	0	0	0
1	0	SOH	DC1	!	1	A	Q	o	q	1	1	1	1	1	1	1	1
2	0	STX	DC2	"	2	B	R	b	r	2	2	2	2	2	2	2	2
3	0	ETX	DC3	#	3	C	S	c	s	3	3	3	3	3	3	3	3
4	0	EOT	DC4	\$	4	D	T	d	t	4	4	4	4	4	4	4	4
5	0	ENQ	NAK	%	5	E	U	e	u	5	5	5	5	5	5	5	5
6	0	ACK	SYN	&	6	F	V	f	v	6	6	6	6	6	6	6	6
7	0	BEL	ETB	'	7	G	W	w	w	7	7	7	7	7	7	7	7
8	0	BS	CAN	(	8	H	X	x	x	8	8	8	8	8	8	8	8
9	0	HT	EM	)	9	I	Y	y	y	9	9	9	9	9	9	9	9
10	0	LF	SUB	*	10	J	Z	z	z	10	10	10	10	10	10	10	10
11	0	VT	ESC	+	11	K	[	{	{	11	11	11	11	11	11	11	11
12	0	FF	FS	,	12	L	\	|	|	12	12	12	12	12	12	12	12
13	0	CR	GS	-	13	M	]	}	}	13	13	13	13	13	13	13	13
14	0	SO	RS	.	14	N	^	~	~	14	14	14	14	14	14	14	14
15	0	SI	US	/	15	O	_	o	o	15	15	15	15	15	15	15	15

FIGURE 3.

APPENDIX

The Code for Information Interchange (FIPS 1) contains 128 characters of which 95 in the last six columns (columns 2 through 7) are designated as a graphic subset. Contained in this graphic subset are two cases (upper and lower) of the alphabetic letters A through Z, the numerals 0 through 9, and common punctuation, mathematical and business symbols.

Not all applications have need for the full 128 characters contained in the standard code set. Some require only the graphics (95 characters). Others need only use a single case alphabet, the numbers, and certain special symbols (64 characters). Further, some applications dealing with data of a mathematical or numeric nature need only the numerics and certain mathematical symbols (16 characters).

Accordingly, it is necessary to recognize the economies to be achieved in providing adequate subsets of the standard code which are consistent with the requirements of these various applications. Likewise, it is essential in order to facilitate the interchange of data and equipment within Federal government that a family of discrete subsets be identified and standardized. The consequences and costs of an unlimited number of subsets are of such a magnitude that it is reasonable and practical to establish a limited group of subsets which meet most data systems requirements. This fundamental consideration was taken into account in the development of the standard code for information interchange. Characters were positioned in the Code in such a manner as to facilitate the identification and use of subsets. Columns 2 through 7 form the 95 character graphic subset. Columns 2 through 5 provide a 64 character subset and the 10 numerals in column 3 and the six mathematical symbols at the bottom of column 4 provide 16 character numeric subset. (These six mathematical symbols were placed in column 2 instead of column 3 so that they would collate lower than the numerals in the context of the full character set. Also they were assigned to the bottom of the column so that their low order four bits are distinct from the low order four bits of the 10 numerals, in order to be distinguishable in those instances where numerics are coded by four bits in internal machine environments without further manipulation.)

It is also recognized that many computers and devices already in the Federal inventory and even some new equipment are based upon an internal code of four or six bits. In these instances the standard code can be represented internally by six bits by suppressing bit b6 and can be represented by four bits by suppressing bits b7, b6, and b5. These limited internal representations are then expanded to the standard seven bits when transmitting data to other devices.

[F.R. Doc. 69-14967; Filed, Dec. 18, 1969; 8:45 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-146]

SAXTON NUCLEAR EXPERIMENTAL CORP.

Notice of Issuance of Amendment to Operating License

The Atomic Energy Commission (the Commission) has issued, effective as of

date of issuance, Amendment No. 7 to Operating License No. DPR-4 dated February 29, 1964. The license presently authorizes the Saxton Nuclear Experimental Corp., to possess, use and operate the demonstration power reactor located near the Borough of Saxton in Liberty Township, Bedford County, Pa. The amendment authorizes the operation of the reactor with Core III at power levels of up to 28 megawatts (thermal). The reactor has been operational since 1962 and has been previously authorized to operate at power levels up to 35 megawatts (thermal) with Core II.

The Commission has found that the application for amendment, as amended, complies with the requirements of the Atomic Energy Act of 1954, as amended ("the Act"), and the Commission's regulations published in 10 CFR chapter I. The Commission has made the findings required by the Act and the Commission's regulations which are set forth in the amendment, and has concluded that the issuance of the amendment will not be inimical to the common defense and security or to the health and safety of the public.

Within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, the applicant may file a request for a hearing and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the Commission's rules of practice in 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see (1) the licensee's application for license amendment dated August 27, 1968, and supplements dated August 30, 1968, March 12 and 19, April 1, September (day not designated), September 19, October 3 and 27, and November 20 and 26, 1969, (2) the amendment to facility license and attachment A containing revised Technical Specifications, and (3) the Safety Evaluation by the Division of Reactor Licensing, which are available for public inspection at the Commission's Public Document Room at 1717 H Street NW., Washington, D.C. Copies of items (2) and (3) may be obtained at the Commission's Public Document Room, or upon request addressed to the Atomic Energy Commission, Washington, D.C. 20545, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 10th day of December 1969.

For the Atomic Energy Commission.

PETER A. MORRIS,
Director,

Division of Reactor Licensing.

[F.R. Doc. 69-15056; Filed, Dec. 18, 1969; 8:46 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration
CITRUS CENTRAL, INC.

Termination of Temporary Permit for Market Testing Frozen Concentrate for Manufacturing Soft Frozen Orange Juice Deviating From Identity Standard

Notice was given in the FEDERAL REGISTER of August 16, 1969 (34 F.R. 13337), that a temporary permit had been issued to Citrus Central, Inc., Post Office Box 475, Plymouth, Fla. 32768. The permit, issued pursuant to § 10.5 (21 CFR 10.5), covered interstate marketing tests of frozen concentrate for manufacturing soft frozen orange juice and its end product, soft frozen orange juice from concentrate, both with added calcium cyclamate, methylcellulose, and U.S. certified food color, ingredients not provided for by the standards of identity for frozen concentrated orange juice (21 CFR 27.109) or orange juice from concentrate (21 CFR 27.111).

Citrus Central, Inc., on November 7, 1969, requested permission to withdraw its application for the temporary permit. In compliance with that request the temporary permit is terminated, effective on the date of signature of this document.

Dated: December 12, 1969.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 69-15043; Filed, Dec. 18, 1969; 8:45 a.m.]

[DESI 11163]

AMPHOTERICIN B FOR INJECTION

Drugs for Human Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated a report from the National Academy of Sciences-National Research Council, Drug Efficacy Study Group, on the following drug:

Fungizone Intravenous, containing per vial, 50 milligrams amphotericin B for injection; by E. R. Squibb & Sons, 745 Fifth Avenue, New York, N.Y. 10022 (NDA 11-163).

The Food and Drug Administration concludes that this antibiotic drug is effective in the treatment of cryptococcosis (torulosis), disseminated moniliasis, North American blastomycosis, coccidioidomycosis, and histoplasmosis. Additionally, it may be helpful in American mucocutaneous leishmaniasis, but for this indication is not the drug of choice in primary therapy.

Preparations containing amphotericin B are subject to the antibiotic certification procedures pursuant to section 507

of the Federal Food, Drug, and Cosmetic Act. Requests for certification of the drug, in a form intended for intravenous use, should provide for labeling information in accord with labeling guidelines developed on the basis of reevaluation of the drug and published in this announcement. The above named firm and any other holders of antibiotic applications approved for a drug of the kind described above are requested to submit within 60 days following publication of this announcement in the FEDERAL REGISTER, amendments to their antibiotic applications to provide for revised labeling. Those parts of the labeling indicated below should be substantially as follows: (Optional additional information applicable to the drug may be proposed under other appropriate headings and should follow the information given below.)

WARNING

This drug should be used only for treatment of patients with progressive and potentially fatal fungal infections; it should not be used to treat the common clinically inapparent forms of fungal disease which show only positive skin or serologic tests.

DESCRIPTION

This antifungal agent is obtained from *Streptomyces nodosus*. (Other descriptive information to be included by the manufacturer or distributor should be confined to an appropriate description of the physical and chemical properties of the drug and the formulation.)

ACTIONS

Amphotericin B is fungistatic in concentrations obtainable in body fluids, rather than fungicidal. It probably acts by binding to sterols in the cell membrane of the fungus with a resultant change in membrane permeability allowing leakage of intracellular components. Mammalian cell membranes also contain sterols and it has been suggested that damage to human cells (toxicity) and damage to fungal cells (antibiotic effect) may share common mechanisms.

INDICATIONS

This potent drug should not be used to treat the common inapparent forms of fungal disease which show only positive skin or serologic tests. Only patients with progressive potentially fatal infections should receive this treatment.

Cryptococcosis (torulosis).
North American blastomycosis.
The disseminated forms of:
Monilliasis.
Coccidioidomycosis.
Histoplasmosis.

It may be helpful in American mucocutaneous leishmaniasis, but is not the drug of choice in primary therapy.

CONTRAINDICATIONS

Hypersensitivity to the drug.

WARNINGS

Frequently this drug is the only effective treatment available for a potentially fatal disease. In each case, therefore, its possible lifesaving effect must be balanced against its untoward and dangerous effects.

USE IN PREGNANCY: Safe use of amphotericin B in pregnancy has not been estab-

lished. Therefore, its use in pregnant women should be determined by the above facts.

PRECAUTIONS

This drug should be used only in hospitalized patients or those under close observation by medically trained persons. Laboratory facilities must be available to perform the tests referred to below.

The diagnosis of a progressive, potentially fatal infection with a susceptible organism should be firmly established preferably by positive culture or histologic study.

Other nephrotoxic antibiotics and antineoplastic agents such as nitrogen mustard should not be given concomitantly except with great caution.

Blood urea nitrogen, serum creatinine or endogenous creatinine clearance should be performed at least weekly during therapy. If the blood urea nitrogen exceeds 40 mg. per 100 ml. or the serum creatinine exceeds 3.0 mg. per 100 ml. the drug should be discontinued or the dosage markedly reduced until renal function has improved. Weekly hemograms and serum potassium determinations are also advisable. Low serum magnesium levels have been noted during treatment with drug.

Wherever medication is interrupted for a period longer than 7 days, therapy should be resumed by starting with the lowest dosage level, i.e., 0.25 mg./kg. of body weight, and increasing gradually to an optimum level as outlined under "Administration and Dosage."

ADVERSE REACTIONS

Most patients will show some of these reactions. They may be made less severe by giving aspirin or antihistamines. Administering the drug on alternate days may decrease anorexia and phlebitis. Intravenous administration of small doses of adrenal corticosteroids just prior to or during the amphotericin B infusion may decrease febrile reactions. The dosage and duration of such corticosteroid therapy should be kept to a minimum. Adding a small amount of heparin to the infusion may lessen the incidence of thrombophlebitis. Extravascular extravasation can cause chemical irritation.

The following adverse reactions are common:

Fever, sometimes with shaking chills.
Headache.
Anorexia, weight loss.
Nausea and vomiting.
Malaise.
Muscle and joint pains.
Dyspepsia, cramping epigastric pain.
Diarrhea.
Local pain at the site of the intravenous needle with phlebitis and thrombophlebitis.
Normochromic normocytic anemia.
Hypokalemia.
Abnormal renal function with improvement on stopping the drug but often with some permanent impairment, especially in those receiving large amounts (over 5 Grams) of amphotericin B.

The following adverse reactions are less frequent or rare:

Melena or hemorrhagic gastroenteritis.
Maculopapular rash.
Transient vertigo.
Blurred vision or diplopia.
Peripheral neuropathy.
Convulsions and other neurologic symptoms.
Hypotension.
Anaphylactoid reaction.
Ventricular fibrillation.
Cardiac arrest.
Acute liver failure.
Thrombocytopenia.
Leucopenia.

ADMINISTRATION AND DOSAGE

Administration: The drug should be given by slow intravenous infusion over a

period of approximately 6 hours. The recommended concentration is 0.1 mg./ml.

Dosage: This must be individualized according to the response of the patient's disease and the development of adverse reactions. Therapy is usually begun with a daily dose of 0.25 mg./kg. of body weight and gradually increased as tolerance permits. The optimum dose is unknown. Daily dosages range up to 1.0 mg./kg. and alternate day dosages to 1.5 mg./kg. Several months of therapy are usually necessary.

CAUTION: Under no circumstances should a total daily dosage of 1.5 mg./kg. be exceeded. Preparation of solution: (To be supplied by the manufacturer.)

The drug is regarded as possibly effective for the following indication: For the treatment of South American blastomycosis. Such drugs when labeled with this indication but otherwise in accord with the labeling guidelines set forth herein will be accepted for certification by the Food and Drug Administration for a period of 6 months from the publication date of this announcement, to allow any applicant to obtain and submit data to provide substantial evidence of effectiveness of the drug for use in that condition for which it has been evaluated to be possibly effective.

Representatives of the Administration are willing to meet with any interested person who desires to have a conference concerning proposed changes in the labeling set forth in this notice. A request for such meeting should be made to the Division of Anti-Infective Drugs, Bureau of Medicine, at the address given below, within 30 days after the publication of this notice in the FEDERAL REGISTER.

A copy of the NAS-NRC report has been furnished to the firm referred to above. Any other interested person may obtain a copy by request to the appropriate office named below.

Communications forwarded in response to this announcement should be identified with the reference number DESI 11163, and be directed to the attention of the following appropriate office and addressed to the Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204:

Requests for NAS-NRC reports: Press Relations Office (CE-300).
Amendments (identify with NDA number):
Division of Anti-Infective Drugs (MD-140).
Office of New Drugs, Bureau of Medicine.
All other communications regarding this announcement: Special Assistant for Drug Efficacy Study Implementation (MD-16), Bureau of Medicine.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 507, 52 Stat. 1050-51, as amended; 59 Stat. 463, as amended; 21 U.S.C. 352, 357) and under the authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: December 12, 1969.

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

[F.R. Doc. 69-15044; Filed, Dec. 18, 1969; 8:45 a.m.]

Office of Education
COLLEGE LIBRARY RESOURCES
PROGRAM

Notice of Establishment of Closing
Date for Receipt of Applications for
Grants for Library Materials

Title II-A of the Higher Education Act of 1965, as amended, authorizes the U.S. Commissioner of Education to make basic, supplemental, and special purpose grants to institutions of higher education to assist them in the acquisition of books and other materials to be used for library purposes.

Notice is hereby given that February 20, 1970, is established as the closing date upon which applications for basic, supplemental, and special purpose grants for fiscal year expiring June 30, 1970, may be filed with and received by the U.S. Commissioner of Education.

Application forms, instructions, and other pertinent information will be sent to all institutions which have previously participated in the program. Other institutions desiring to participate in the program may obtain such application forms, instructions, and other information from the Division of Library Programs, Bureau of Adult, Vocational, and Library Programs, U.S. Office of Education, Washington, D.C. 20302.

Dated: December 10, 1969.

JAMES E. ALLEN, Jr.,
Commissioner of Education.

[P.R. Doc. 69-15058; Filed, Dec. 18, 1969;
8:46 a.m.]

CIVIL AERONAUTICS BOARD

[Dockets Nos. 21176, 18381; Order 69-12-49]

COMMUTER AIRLINES, INC.

Order To Show Cause Regarding Mail
Rates

Issued under delegated authority December 11, 1969.

Commuter Airlines, Inc. (Commuter), is an air taxi operator providing services pursuant to Part 298 of the Board's economic regulations. By Order 69-12-39, December 8, 1969, the Board approved Agreement C.A.B. 20174 between Eastern Air Lines, Inc. (Eastern), and Commuter which contemplates that Commuter will discharge Eastern's certificate obligation to serve Binghamton, N.Y., through the operation of small aircraft between Binghamton and Washington, D.C.

No service mail rate is currently in effect for this service by Commuter. By petition filed July 8, 1969, Commuter requested the establishment of service mail rates for the transportation of priority and nonpriority mail by air between Binghamton and Washington. Commuter requests that the multi-element rates established in Orders E-25610 and E-17255, which provided for payments to Eastern, be made applicable to this route. On July 17, 1969, the Postmaster

General filed an answer in support of Commuter's petition.¹

The rate in Order E-25610, August 28, 1967, for the air transportation of priority mail was established by the Board in the Domestic Service Mail Rate Investigation. We propose to establish a service rate for the air transportation of priority mail by Commuter at the level established in Order E-25610, as amended, and the terms and provisions of that order also shall be applicable to Commuter in the same manner as they were applicable to Eastern in providing mail services between Binghamton, and Washington.

An open-rate situation has existed for the air transportation of nonpriority mail since April 6, 1967, when the Post Office petitioned for new nonpriority mail rates in Docket 18381. The rates currently being paid air carriers (including Eastern) for the transportation of nonpriority mail, established by Order E-17255, July 31, 1961, in the Nonpriority Mail Rate Case, are subject to such retroactive adjustment to April 6, 1967, as the final decision in Docket 18381 may provide. Since it is equitable that Commuter receive the same compensation as Eastern for the same services, we propose to establish temporary service rates for nonpriority mail for Commuter at the level established in Order E-17255, as amended. We will also make Commuter a party to the proceedings in Docket 18381 so the temporary nonpriority mail rates established herein will be subject to any retroactive adjustment ordered in that proceeding.

The Board finds it in the public interest to fix and determine the fair and reasonable rates of compensation to be paid to Commuter Airlines, Inc., by the Postmaster General for the air transportation of mail, and the facilities used and useful therefor, and the services connected therewith, between Binghamton, N.Y., and Washington, D.C. Upon consideration of the petition, the answer of the Postmaster General, and other matters officially noticed, the Board proposes to issue an order² to include the following findings and conclusions:

1. The fair and reasonable final service mail rates to be paid on and after December 8, 1969, to Commuter Airlines, Inc., pursuant to section 406 of the Act, for the transportation of priority mail by aircraft, the facilities used and useful therefor, and the services connected therewith between Binghamton, N.Y., and Washington, D.C., shall be the rates established by the Board in Order

¹ The present rates are as follows:
Priority Mail by Air: 24 cents per ton-mile plus 4.68 cents per pound at Binghamton and 2.34 cents per pound at Washington.
Nonpriority Mail by Air: 15.115 cents per ton-mile plus 1.16 cents per pound at both Binghamton and Washington.

² As this order to show cause is not a final action and merely provides for interested persons to be heard on the matters herein proposed, it is not subject to the review provisions of Part 385 (14 CFR Part 385). Those provisions will apply to any final action taken by the staff in this matter under authority delegated in § 385.14(g).

E-25610, August 28, 1967, as amended, and shall be subject to the other provisions of that order;

2. The fair and reasonable temporary service mail rates to be paid on and after December 8, 1969, to Commuter Airlines, Inc., pursuant to section 406 of the Act for the transportation of nonpriority mail by aircraft, the facilities used and useful therefor, and the services connected therewith between Binghamton, N.Y., and Washington, D.C., shall be the rates established by the Board in Order E-17255, July 31, 1961, as amended, subject to any retroactive adjustment made in Docket 18381; and

3. The service mail rates here fixed and determined are to be paid entirely by the Postmaster General.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly sections 204(a) and 406 thereof, and regulations promulgated in 14 CFR Part 302 and 14 CFR 385.14(f):

It is ordered, That:

1. All interested persons and particularly Commuter Airlines, Inc., the Postmaster General, and Eastern Air Lines, Inc., are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final and temporary rates specified above, as the fair and reasonable rates of compensation to be paid to Commuter Airlines, Inc., for the transportation of priority and nonpriority mail by aircraft, the facilities used and useful therefor, and the services connected therewith as specified above;

2. Further procedures herein shall be in accordance with 14 CFR Part 302 and notice of any objection to the rates or to the other findings and conclusions proposed herein shall be filed within 10 days, and if notice is filed, written answer and supporting documents shall be filed within 30 days after service of this order;

3. If no notice of objection is filed within 10 days after service of this order, or if notice is filed and no answer is filed within 30 days after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed herein and fix and determine the final and temporary rates specified herein;

4. If answer is filed presenting issues for hearing, the issues involved in determining the fair and reasonable final and temporary rates shall be limited to those specifically raised by the answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302.307);

5. Commuter Airlines, Inc., is hereby made a party in Docket 18381; and

6. This order shall be served upon Commuter Airlines, Inc., the Postmaster General, and Eastern Air Lines, Inc.

This order will be published in the FEDERAL REGISTER.

[SEAL]

MABEL McCART,
Acting Secretary.

[P.R. Doc. 69-15077; Filed, Dec. 18, 1969;
8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 18128; FCC 69-1345]

AMERICAN TELEPHONE AND TELEGRAPH CO.

Memorandum Opinion and Order Designating Revised Tariff Sched- ules for Hearing

1. The Commission has before it for consideration proposed revisions to The Western Union Telegraph Co.'s Tariff FCC No. 254, Private Line Services, filed on November 19, 1969, under Transmittal No. 6406, to become effective on December 21, 1969, which provide for changes in the rates for base capacity and service terminals and in the telegraph/voice channel equivalency provisions, in connection with Series 5000 (TELPAK) channels. These revisions are identical to the tariff amendments previously filed by the American Telephone and Telegraph Co., to its Tariff FCC No. 260 to become effective November 1, 1969. By order adopted October 29, 1969, and released November 6, 1969 (FCC 69-1196), the Commission suspended the aforementioned tariff amendments of A.T. & T. for the statutory period until February 1, 1970, and ordered the proposed revisions of the TELPAK rates to be included in the investigation into the lawfulness of charges by A.T. & T. for private line services in general (Docket No. 18128).

2. By order adopted July 24, 1968, and released July 29, 1968 (FCC 68-756), the Commission instituted an investigation and hearing into the lawfulness of charges by A.T. & T. for private line services in general and inasmuch as Western Union has similar service offerings which are competitive with A.T. & T., the same questions were raised as to the lawfulness of the equivalent Western Union tariffs. Therefore, the Commission ordered that the hearing and investigation in Docket No. 18128 concerning the lawfulness of the private line tariff schedules of A.T. & T. should include like schedules of Western Union in its Tariff FCC No. 254, and that the issues specified in that docket should apply with equal force to the tariff schedules of The Western Union Telegraph Co.

3. In view of our order of October 29, 1969 (FCC 69-1196), instituting an investigation into the lawfulness of the revised TELPAK schedules of A.T. & T. and the inclusion thereof in the general investigation in Docket No. 18128, together with our order of July 24, 1968, which expanded the investigation to include the Western Union general private line services tariff schedules, it is the opinion of the Commission that the lawfulness of the Western Union revised TELPAK schedules should also be determined and that for the sake of orderliness the effective date for the revised TELPAK tariff schedules of Western Union should be suspended from the proposed December 21, 1969, date until February 1, 1970, the effective date of

the directly competitive TELPAK charges of A.T. & T.

4. Accordingly, it is ordered, That, pursuant to sections 201, 202, 204, 205, and 403 of the Communications Act of 1934, as amended, the hearing and investigation in Docket No. 18128 concerning the lawfulness of the private line tariff schedules of A.T. & T. shall include the revised TELPAK schedules of Western Union in its Tariff FCC No. 254, which were filed on November 19, 1969, under Transmittal No. 6406, as enumerated in the Appendix hereto,¹ and that the issues heretofore specified in that docket shall apply with equal force to the tariff schedules of The Western Union Telegraph Co.

5. It is further ordered, That, pursuant to section 204 of the Communications Act of 1934, as amended, the operation of the tariff schedules listed in the Appendix as becoming effective December 21, 1969, is hereby suspended, unless otherwise ordered by the Commission, until February 1, 1970, and that during said period of suspension, no changes shall be made in said tariff schedules or in the charges sought to be altered thereby unless authorized by special permission of the Commission.

6. It is further ordered, That, in the event a decision as to the lawfulness of all the provisions suspended has not been made during the suspension period, and said revised schedules go into effect, The Western Union Telegraph Co., shall, as provided in section 204 of the Communications Act of 1934, as amended, and until further ordered by the Commission, keep accurate account of all amounts received by reason of such increases, specifying by whom and in whose behalf such amounts are paid, and upon completion of the hearing and decision therein, the Commission may by further order require the refund thereof, with interest, pursuant to section 205 of the Act, and the carrier shall file with the Commission a report on or before the 10th day of each month, commencing March 10, 1970, showing the amounts accounted for as aforesaid during the previous calendar month.

7. It is further ordered, That, a copy of this order be filed in the offices of the Commission with said tariff schedules herein suspended; that Western Union is hereby made Party Respondent to this proceeding; and that a copy hereof be served upon such Respondent, upon the agency of each State and the District of Columbia which has regulatory jurisdiction with respect to communications rates and services and the National Association of Regulatory Utility Commissioners.

Adopted: December 10, 1969.

Released: December 16, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-15080; Filed, Dec. 18, 1969;
8:47 a.m.]

¹ Filed as part of the original document.

² Commissioner Cox concurring in the result.

[Docket No. 18764; FCC 69-1343]

MARTIN DOSS, JR.

Order Designating Application for Hearing on Stated Issues

The Commission has under consideration the above-entitled application for a Class D radio station license in the Citizens Radio Service.

There is a substantial question as to whether the applicant, Martin Doss, Jr., Pasadena, Tex., possesses the requisite qualifications to be a licensee of the Commission because of the following reasons:

(a) His repeated and/or willful violations of the following sections of the Commission's rules while he was licensee of Citizens radio station 9W1371:

Section 95.37(c) (2) [overheight antenna] on various dates between June 7, 1962, and March 26, 1963, especially on June 7 and December 14, 1962, and March 26, 1963; and

Section 95.83(a) (13) [hobby or diversion] on various dates between August 14, 1961, and March 4, 1963, especially on August 14, 1961; August 13 and October 25, 1962; and March 4, 1963.

(b) His willful operation of radio station KEE-3496 licensed to Shirley Roach Doss, in violation of §§ 95.37(c) [overheight antenna] and 95.83(a) (1) [transmission of technical information] on various dates between January 4, 1965, and August 18, 1965, especially on May 21 and August 18, 1965.

(c) His unlicensed operation of radio equipment on April 2, 3, 4, 10, and 11, and July 12, 15, 16, 17, 18, and 19, 1968.

(d) His repeated refusal to accept official correspondence from the Commission.

(e) His conviction on June 19, 1969, in the U.S. District Court, Southern District of Texas, for operating unlicensed radio transmitting equipment.

The Commission is unable to find that a grant of the captioned application would serve the public interest, convenience and necessity, and, must, therefore, designate the application for hearing. Except for the issues specified herein, the applicant is otherwise qualified to hold a Citizens radio station license.

Accordingly, it is ordered, Pursuant to section 309(e) of the Communications Act of 1934, as amended, and § 1.973(b) of the Commission's rules, that the captioned application is designated for hearing, at a time and place to be specified by subsequent order upon the following issues:

(1) To determine the facts concerning applicant's violations of §§ 95.37(c) and 95.83(a) (1) as set forth in (a) and (b), above.

(2) To determine the facts concerning applicant's unlicensed operation of radio transmitting equipment and his refusal to accept official correspondence from the Commission.

(3) To determine the facts concerning the conviction of applicant by the U.S. District Court on June 19, 1969, for operating unlicensed radio transmitting equipment.

(4) To determine whether, in view of the evidence adduced in the above-specified issues, Martin Doss, Jr., possesses

the requisite qualifications to be a licensee of the Commission.

(5) To determine whether, in light of the evidence adduced with respect to the foregoing issues, the grant of the subject application would serve the public interest, convenience and necessity.

It is further ordered, That, to avail himself of the opportunity to be heard, the applicant herein, pursuant to § 1.221(c) of the Commission's rules, in person or by attorney shall, within 20 days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intent to appear on the date fixed for hearing and present evidence on the issues specified in this order.

It is further ordered, That the Chief, Safety and Special Radio Services Bureau, shall, within 10 days after the release of this order, furnish a bill of particulars to the applicant herein setting forth the basis for the above issues.

Adopted: December 10, 1969.

Released: December 16, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-15081; Filed, Dec. 18, 1969;
8:48 a.m.]

FEDERAL RESERVE SYSTEM

MIDLANTIC BANKS, INC.

Notice of Application for Approval of Acquisition of Shares of Banks

Notice is hereby given that application has been made to the Board of Governors of the Federal Reserve System pursuant to section 3(a) (1) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a) (1)) by Midlantic Banks, Inc., Newark, N.J., for prior approval of the Board of action whereby Applicant would become a bank holding company through the acquisition of 100 percent (less directors' qualifying shares) of the voting shares of the following banks: the successor by merger to National Newark & Essex Bank, Newark; the successor by merger to The Sussex and Merchants National Bank of Newton, Newton; the successor by merger to Raritan Valley National Bank, Edison; and 100 percent of the voting shares of Elmer Bank and Trust Co., Elmer, all in New Jersey.

Section 3(c) of the Act provides that the Board shall not approve:

(1) Any acquisition or merger or consolidation under section 3 which would result in a monopoly or which would be in furtherance of any combination or conspiracy to monopolize or to attempt to monopolize the business of banking in any part of the United States, or

(2) Any other proposed acquisition or merger or consolidation under section 3 whose effect in any section of the country may be substantially to lessen competition, or to tend to create a monopoly, or which in any other manner would be in restraint of trade, unless the Board finds that the anticompetitive effects of the proposed transaction are clearly outweighed in the public interest by the probable effect of the transaction in meeting the convenience and needs of the community to be served.

Section 3(c) further provides that, in every case, the Board shall take into consideration the financial and managerial resources and future prospects of the company or companies and the banks concerned, and the convenience and needs of the community to be served.

Not later than thirty (30) days after the publication of this notice in the FEDERAL REGISTER, comments and views regarding the proposed acquisition may be filed with the Board. Communications should be addressed to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551. The application may be inspected at the office of the Board of Governors or the Federal Reserve Bank of New York.

Dated at Washington, D.C., this 12th day of December 1969.

By order of the Board of Governors.

[SEAL] ROBERT P. FORRESTAL,
Assistant Secretary.

[F.R. Doc. 69-15057; Filed, Dec. 18, 1969;
8:46 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RI70-818, etc.]

AMERADA HESS CORP. ET AL.

Order Providing for Hearing on and Suspension of Proposed Changes in Rates, and Allowing Rate Changes To Become Effective Subject to Refund¹

DECEMBER 12, 1969.

The respondents named herein have filed proposed changes in rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed change rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

¹ Does not consolidate for hearing or dispose of the several matters herein.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however*, That the supplements to the rate schedules filed by Respondents, as set forth herein, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order Respondents shall each execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of copies thereof upon all purchasers under the rate schedule involved. Unless Respondents are advised to the contrary within 15 days after the filing of their respective agreements and undertakings, such agreements and undertakings shall be deemed to have been accepted.²

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before January 28, 1970.

By the Commission.

[SEAL] GORDON M. GRANT,
Secretary.

² If an acceptable general undertaking, as provided in Order No. 377, has previously been filed by a producer, then it will not be necessary for that producer to file an agreement and undertaking as provided herein. In such circumstances the producer's proposed increased rate will become effective as of the expiration of the suspension period without any further action by the producer.

APPENDIX A

Docket No.	Respondent	Rate scheduled No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
RI70-818	Amerada Hess Corp., Post Office Box 2040, Tulsa, Okla. 74102.	155	1	Tennessee Gas Pipeline Co., a division of Tenneco Inc. (Block 174 Field, West Cameron Area, Offshore Louisiana).	\$9,120	11-17-69	* 12-18-69	* 12-19-69	* 18.5	* 20.0	
RI70-819	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex. 77001.	408	2	Trunkline Gas Co. (Block 172, South Timbalier Area, Offshore Louisiana).	162,000	11-17-69	* 12-18-69	* 12-19-69	* 18.5	* 20.0	
	do.	113	7	Coastal States Gas Producing Co. (Brownlee Field Jim Wells County, Tex.) (R.R. District No. 4).	3,192	11-20-69	* 1-1-70	* 1-2-70	11.1469	* 12.1602	
RI70-820	Shell Oil Co., 50 West 50th St., New York, N.Y. 10020.	377	2	Sea Robin Pipeline Co. (Block 27 Field, South Marsh Island Area, Block 170 Field, Vermilion Area, Offshore Louisiana).	219,000	11-17-69	* 12-18-69	* 12-19-69	* 18.5	* 20.0	
RI70-821	Forest Oil Corp. (Operator) et al., 1300 National Bank of Commerce Bldg., San Antonio, Tex., 78205.	46	4	Trunkline Gas Co. (Cage Band Area, Brooks County, Tex.) (R.R. District No. 4).	3,146	11-21-69	* 12-22-69	* 12-23-69	* 14.0	* 14.4369	

* Deliveries commenced on August 14, 1969.

* The stated effective date is the first day after expiration of the statutory notice.

* The suspension period is limited to 1 day.

* Rate increase filed pursuant to ordering paragraph (A) of opinion No. 546-A.

* Pressure base is 15.025 p.s.i.a.

* Subject to quality adjustments.

* Initial rate for gas well gas as conditioned by temporary certificate issued July 3, 1969, in Docket No. CI69-1162.

* Area base rate for the sale of gas well gas sold under contracts dated after Oct. 1, 1968, as established in Opinion No. 546.

* The stated effective date is the first day after expiration of the statutory notice period, or the date of initial delivery, whichever is later.

* Initial rate for gas well gas as conditioned by temporary certificate issued Oct. 29, 1969, in Docket No. CI70-63.

* Initial rate for gas well gas as conditioned by temporary certificate issued Nov. 3, 1969, in Docket No. CI70-79.

* Resells the gas to Trunkline Gas Co. under its Rate Schedule No. 46 at a rate of 13.3556.

* Contractual rate date.

* Periodic rate increase.

* Pressure base is 14.65 p.s.i.a.

* Includes Texas tax increase which has been filed.

* Dehydration (0.25¢) and tax reimbursement (0.1869¢).

* Permanently certificated initial rate.

[Docket No. RI70-810, etc.]

ATLANTIC RICHFIELD CO. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

DECEMBER 12, 1969.

The Respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made

Amerada Hess Corp. (Amerada), request that its proposed rate increase be permitted to become effective as of November 12, 1969. Forest Oil Corp. (Operator) et al. (Forest), requests an effective date of October 1, 1969, for its proposed rate increase. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit earlier effective dates for Amerada and Forest's rate filings and such requests are denied.

Amerada, Humble Oil & Refining Co. (Humble) (Supplement No. 2 to Humble's FPC Gas Rate Schedule No. 468), and Shell Oil Co.'s proposed rate increases, from 18.5 cents to 20 cents per Mcf, involve sales of third vintage gas well gas in Offshore Louisiana and were filed pursuant to Ordering Paragraph (A) of Opinion No. 546-A which lifted the indefinite moratorium imposed in Opinion No. 546 as to sales of offshore gas well gas under contracts entitled to a third vintage price (18.5 cents as adjusted for quality) and permitted such producers to file for contractually authorized increases up to the 20 cents base rate established in Opinion No. 546 for onshore gas well gas. These producers were issued temporary certificates authorizing the collection of third vintage price established in Opinion No. 546 (18.5 cents for offshore gas well gas and 17 cents for casinghead gas subject to quality adjustments).²

Consistent with previous Commission action on similar rate filings, we conclude that Amerada, Humble, and Shell's proposed rate increases should be suspended for 1 day from the date of expiration of the statutory notice, or for 1 day from the date of initial delivery, whichever is later. Thereafter, the producers proposed increased rates may be placed in effect subject to refund under the provisions of section 4(e) of the Natural Gas Act pend-

ing the outcome of the area rate proceeding instituted in Docket No. AR69-1.

Supplement No. 7 to Humble's FPC Gas Rate Schedule No. 113 involves an increase from 11.1469 cents, currently in effect subject to refund, to 12.1602 cents per Mcf, for a sale of gas to Coastal States Gas Producing Co. (Coastal), in Texas Railroad District No. 4. Coastal gathers and resells the subject gas under its FPC Gas Rate Schedule No. 46 to Trunkline Gas Co., at a currently effective rate of 13.3556 cents. Coastal is contractually due a periodic increase to 15 cents on January 1, 1970.³ Should Coastal file for this increase, such increase would be suspended as exceeding the area increased rate ceiling. The area increased rate ceiling is applicable to the resale rate by Coastal, but not to Humble's rate. In these circumstances, we conclude that the instant increase should be suspended for 1 day from January 1, 1970, the contractually due date.

Forest has submitted a proposed dehydration allowance and tax reimbursement increase under its FPC Gas Rate Schedule No. 46 involving gas sold in Texas Railroad District No. 4. Forest was granted a permanent certificate in Docket No. CI69-474, by order issued January 14, 1969, authorizing a partial succession to the interests of Associated Programs, Inc., at an initial price of 14 cents, although the gas under Associated's rate schedule was being sold at a price of 14.3844 cents (14 cents base plus 0.25 cent dehydration allowance plus 0.1344 cent tax reimbursement based on three-quarters of all new taxes levied by Texas after Oct. 23, 1951) subject to refund in Docket No. RI65-561. We therefore conclude that Forest's proposed rate should be suspended for 1 day from December 22, 1969, the expiration date of the statutory notice.

[F.R. Doc. 69-15030; Filed, Dec. 18, 1969; 8:45 a.m.]

² These are base rates and are exclusive of tax reimbursement and dehydration charges.

³ Does not consolidate for hearing or dispose of the several matters herein.

¹ Deliveries have not as yet commenced under the proposed sales of Humble and Shell but deliveries started Aug. 14, 1969, under the sale for Amerada.

effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until dis-

position of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the

rules of practice and procedure (18 CFR 1.8 and 1.37 (f)) on or before January 28, 1970.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf		Rate in effect subject to refund in docket Nos.
RI79-810	Atlantic Richfield Co., Post Office Box 2819, Dallas, Tex. 75221.	375	6	Trunkline Gas Co. (San Carlos Field, Hidalgo County, Tex.) (RR. District No. 4).	\$2,128	11-19-69	* 1-1-70	6-1-70	13.4	** 14.494	
	do.	400	5	do.	1,787	11-19-69	* 1-1-70	6-1-70	13.4	** 14.494	
	do.	289	4	South Texas Natural Gas Gathering Co. (Schneider Field, Hidalgo County, Tex.) (District No. 4).	1,056	11-17-69	* 1-1-70	6-1-70	17.0638	*** 18.0675	RI65-371.
RI79-811	Atlantic Richfield Co. (Operator) et al.	565	15	Champlin Petroleum Co. (San Salvador Field, Hidalgo County, Tex.) (District No. 4).	77,519	11-10-69	* 1-1-70	6-1-70	** 14.178	*** 15.183	
RI79-812	Union Producing Co. (Operator) et al., 909 Southwest Tower, Houston, Tex. 77002.	70	23	Trunkline Gas Co. (East Edinburg and San Carlos Fields, Hidalgo County, Tex.) (RR. District No. 4).	114,482	11-12-69	* 1-1-70	6-1-70	13.4001	* 14.4038	
RI79-813	Union Producing Co.	81	15	Coastal States Gas Producing Co. (Hidalgo Field, Hidalgo County, Tex.) (RR. District No. 4).	33,275	11-12-69	* 1-1-70	6-1-70	13.3899	*** 14.1899	
RI79-814	Highland Resources, Inc., 1201 San Jacinto Bldg., Houston, Tex. 77002.	6	* 11	Texas Eastern Transmission Corp. (Brusky Creek Field, De Witt and Lavaca Counties, Tex.) (RR. District No. 4).	8,664	11-13-69	* 12-14-69	5-14-70	15.608	*** 16.673	
RI79-815	Gulf Oil Corp., Post Office Box 1589, Tulsa, Okla. 74102.	157	* 10	Florida Gas Transmission Co. (East Corpus Christi Bay, West Corpus Christi Bay and Encinal Channel Fields, Nueces County, Tex.) (RR. District No. 4).	28,409	11-14-69	* 12-15-69	5-15-70	11.6.5	*** 12.18.5	
	do.	158	* 6	Florida Gas Transmission Co. (East Mustang Island Field, Nueces County, Tex.) (RR. District No. 4).	63,875	11-14-69	* 12-15-69	5-15-70	17.8	*** 18.5	
RI79-816	George R. Brown (Operator) et al., 1201 San Jacinto Bldg., Houston, Tex. 77002.	6	2	Trunkline Gas Co. (South Little Field, Wharton County, Tex.) (RR. District No. 3).	2,379	11-20-69	1-1-70	6-1-70	* 15.05625	*** 17.063	
RI79-817	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex. 77001.	4	* 19	United Gas Pipe Line Co. (Cabrera Creek Field, Goliad County, Tex.) (RR. District No. 2).	486	11-20-69	* 12-21-69	Accepted	14.2142	*** 15.3458	

* The stated effective date is the contractually due date.

* Periodic rate increase.

* Pressure base is 14.65 p.s.i.a.

* Includes Texas tax which has been filed.

* Includes 0.2131-cent dehydration charge.

* Coastal resells the gas to Trunkline Gas Co. under its Rate Schedule No. 1 at a settlement rate of 14.6 cents per Mcf.

* As corrected.

* The stated effective date is the first day after expiration of the statutory notice.

* The stated effective date is the requested effective date.

* For gas produced from the East Corpus Christi Bay Field. Effective subject to refund in Docket No. RI65-599.

* For gas produced from the West Corpus Christi Bay and Encinal Channel Fields. Effective subject to refund in Docket No. RI69-238.

* Two-step periodic rate increase.

* Includes 0.25-cent dehydration charge.

* Contract Amendment dated Sept. 19, 1969, which provides for the proposed increased rate.

* Renegotiated rate increase.

[Docket No. RI70-797, etc.]

CHAMPLIN PETROLEUM CO. ET AL.

Order Providing for Hearing on and Suspension of Proposed Changes in Rates, and Allowing Rate Changes To Become Effective Subject to Refund¹

DECEMBER 12, 1969.

The Respondents named herein have filed proposed changes in rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the law-

¹ Does not consolidate for hearing or dispose of the several matters herein.

fulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however*, That the supplements to the rate schedules filed by Respondents, as set forth herein, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order Respondents shall each execute and file under its above-designated docket number with

Highlands Resources, Inc. (Highland), requests that its proposed rate increase be permitted to become effective as of November 1, 1969. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Highland's rate filing and such request is denied.

Concurrently with the filing of its rate increase, Humble Oil & Refining Co. (Humble), submitted a contract amendment dated September 19, 1969, designated as Supplement No. 19 to Humble's FPC Gas Rate Schedule No. 4, which provides the basis for its proposed rate increase. We believe that it would be in the public interest to accept for filing Humble's proposed contract amendment to become effective as of December 21, 1969, the expiration date of the statutory notice, but not the proposed rate contained therein which is suspended as ordered herein.

All of the producers' proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR 2.56).

[P.R. Doc. 69-15031; Filed, Dec. 18, 1969; 8:45 a.m.]

the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of copies thereof upon all purchasers under the rate schedule involved. Unless Respondents are advised to the contrary within 15 days after the filing of their respective agreements and undertakings, such agreements and undertakings shall be deemed to have been accepted.²

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37 (f)) on or before January 26, 1970.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

*If an acceptable general undertaking, as provided in Order No. 377, has previously been filed by a producer, then it will not be necessary for that producer to file an agreement and undertaking as provided herein. In such circumstances the producer's proposed increased rate will become effective as of the expiration of the suspension period without any further action by the producer.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf ²		Rated in effect subject to refund in Dockets Nos.
									Rate in effect	Proposed increased rate	
RI70-797..	Champlin Petroleum Co.....	4	13	Tennessee Gas Pipeline Co., a division of Tenneco Inc.	.....	11-20-69	11-20-69	11-21-69	15.0	15.05625	
RI70-798..	Champlin Petroleum Co. (Operator) et al.	5	14	do.	.....	11-20-69	11-20-69	11-20-69	15.0	15.05625	
RI70-799..	Champlin Petroleum Co.....	6	7	do.	.....	11-20-69	11-20-69	11-20-69	15.0	15.05625	
RI70-800..	Champlin Petroleum Co. (Operator) et al.	7	7	do.	.....	11-20-69	11-20-69	11-21-69	15.0	15.05625	
RI70-801..	Champlin Petroleum Co.....	8	8	do.	.....	11-20-69	11-20-69	11-21-69	15.0	15.05625	
RI70-802..	Champlin Petroleum Co. (Operator) et al.	21	6	do.	.....	11-20-69	11-20-69	11-21-69	15.0	15.05625	
RI70-803..	Sutton Producing Co. (Operator) et al.	27	8	Texas Eastern Transmission Corp.	.....	11-20-69	11-20-69	11-21-69	15.0	15.05625	
RI70-803..	Sutton Producing Co. (Operator) et al.	2	4	Transcontinental Gas Pipe Line Co.	.....	11-14-69	11-14-69	11-15-69	14.17998	14.230960	
RI70-804..	Sun Oil Co., DX Division	297	1	United Gas Pipeline Co.	.....	11-14-69	11-14-69	11-15-69	16.0	16.06	
RI70-805..	Warren Petroleum Co.....	49	7	Tennessee Gas Pipeline Co., a division of Tenneco Inc.	.....	11-17-69	11-17-69	11-18-69	15.0	15.02794	
RI70-806..	Blair-Vreeland.....	2	2	Florida Gas Transmission Co.	.....	11-19-69	11-19-69	11-20-69	16.0	16.07	
RI70-807..	Champlin Petroleum Co.....	97	15	Tennessee Gas Pipeline Co., a division of Tenneco Inc.	.....	11-20-69	11-20-69	11-21-69	15.0	15.05625	
		16	10	do.	.....	11-20-69	11-20-69	11-21-69	14.0	14.0525	

² Pressure base is 14.65 p.s.i.a.

The proposed rate increases herein reflect the 0.5 percent increase in the production tax from 7 percent to 7.5 percent enacted by the State of Texas on September 9, 1969, to be effective as of October 1, 1969. All of the proposed rates herein exceed the applicable area ceiling for the areas involved as announced in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR 2.56).

We believe that it would be in the public interest to waive the statutory notice provided in section 4(d) of the Natural Gas Act. Pursuant to Commission's Order No. 390 issued October 10, 1969, the producers' proposed rate increases from underlying firm rates are suspended for 1 day from the date of filing since the filings involved here were made after October 31, 1969.

[F.R. Doc. 69-15032; Filed, Dec. 18, 1969; 8:45 a.m.]

[Docket No. RI70-784, etc.]

GILMER COUNTY OIL & GAS PROPERTIES ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

DECEMBER 11, 1969.

The Respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

¹ Does not consolidate for hearing or dispose of the several matters herein.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made

effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until dis-

position of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules

of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before January 30, 1970.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
R170-784	J. Phil Cramer et al., d.b.a. Gilmer County Oil & Gas Properties, Post Office Box 407, Parkersburg, W. Va. 26101.	1	111	Equitable Gas Co. (Troy District, Gilmer County, W. Va.)	\$1,110	11-13-69	*12-14-69	5-14-70	25.0	** 27.0	
R170-785	Marathon Oil Co., 539 South Main St., Findlay, Ohio 44840.	79	13	Transwestern Pipeline Co. (Waka Field, Reeves County, Tex.) (RR. District No. 8) (Permian Basin Area).	1,749 (10) 422	11-14-69	*12-15-69	5-15-70	* 16.4389 ** 16.8809 ** 14.5805	** 18.0459 ** 18.0459 ** 18.0459	R170-393, R170-393, R170-393.
do	do	101	3	Transwestern Pipeline Co. (Hulley Field, Winkler County, Tex.) (RR. District No. 8) (Permian Basin Area).	7,080	11-14-69	*12-15-69	5-15-70	17.49705	** 29.6025	R170-393.
do	do	107	2	Transwestern Pipeline Co. (Rock Tank Morrow Field, Eddy County, N. Mex.) (Permian Basin Area).	322	11-14-69	*12-15-69	5-15-70	16.48	** 17.718	
do	do	102	3	Natural Gas Pipeline Co. of America (Lockridge-South Pyote Area, Ward County, Tex.) (RR. District No. 8) (Permian Basin Area).	18,788	11-14-69	*12-15-69	5-15-70	14.60228	** 17.56563	R170-393.
R170-786	Marathon Oil Co. (Operator) et al.	95	18	Natural Gas Pipeline Co. of America (Indian Basin Area, Eddy County, N. Mex.) (Permian Basin Area).	146,708	11-14-69	*12-15-69	5-15-70	16.39	** 17.646	
do	do	51	6	Transwestern Pipeline Co. (Atoka Field, Eddy County, N. Mex.) (Permian Basin Area).	138,506	11-14-69	*12-15-69	5-15-70	14.76	** 20.5	
R170-787	Ladd Petroleum Corp. (Operator) et al., 839 Denver Club Bldg., Denver, Colo. 80202.	5	19	El Paso Natural Gas Co. (Recapture Creek Field, San Juan County, Utah) (Aneth Area).	3,925	11-17-69	*12-18-69	5-18-70	17.8549	** 22.1925	
R170-788	Texaco, Inc., Post Office Box 2100, Denver, Colo. 80201, Attention: N. G. Kittrell, Assistant Division Manager.	183	13	El Paso Natural Gas Co. (Florine Park Field, Montezuma County, Colo.).	1,300	11-17-69	*12-18-69	5-18-70	17.0	** 22.0	R169-699.
R170-789	Hanagan Petroleum Corp., et al., Post Office Box 1737, Roswell, N. Mex. 88201.	1	5	Natural Gas Pipeline Co. of America (Indian Basin Area, Eddy County, N. Mex.) (Permian Basin Area).	5,675	11-17-69	*12-18-69	5-18-70	16.639	** 17.646	
R170-790	Gulf Oil Corp., Post Office Box 1589, Tulsa Okla. 74102.	213	9	Transwestern Pipeline Co. (Atoka-Penn Field, Eddy County, N. Mex.) (Permian Basin Area).	33,952	11-14-69	*12-15-69	5-15-70	16.72	** 27.33	R169-329.
do	do	215	0	Transwestern Pipeline Co. (White City Tenn Gas Field, Eddy County, N. Mex.) (Permian Basin Area).	135,850	11-14-69	*12-15-69	5-15-70	16.88	** 27.33	R169-329.
do	do	387	4	Transwestern Pipeline Co. (Holley Field, Winkler County, Tex.) (RR. District No. 8) (Permian Basin Area).	18,019	11-14-69	*12-15-69	5-15-70	19.8766	** 22.6487	R169-329.

* Includes letter from buyer providing for increase for new wells or old wells drilled deeper and worked over.

** The stated effective date is the first day after expiration of the statutory notice.

† Renegotiated rate increase.

‡ Pressure base is 15.325 p.s.i.a.

§ The stated effective date is the effective date requested by Respondent.

|| Increase from ceiling rate plus reimbursement for the 0.5-percent increase in Texas Production Tax to contract rate.

¶ Pressure base is 14.65 p.s.i.a.

‡ Residue gas from new gas-well gas.

¶ No sales being made.

¶ New gas-well gas.

¶ Casinghead gas.

¶ Increase from ceiling rate to contract rate.

¶ Periodic rate increase.

¶ Pressure base is 15.025 p.s.i.a.

¶ Applicable to acreage added by Supplement No. 7 only. (Colorado production only).

¶ Increase from fractured rate to present contract rate plus tax reimbursement.

[F.R. Doc. 69-14984; Filed, Dec. 18, 1969; 8:45 a.m.]

[Docket No. RI70-791, etc.]

HORIZON OIL & GAS COMPANY OF TEXAS ET AL.**Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹**

DECEMBER 10, 1969.

The respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regula-

tions pertaining thereto (18 CFR ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before January 29, 1970.

By the Commission.

[SEAL] GORDON M. GRANT,
Secretary.

Texaco Inc. (Texaco) requests that its proposed rate increase be permitted to become effective as of December 1, 1969. Hanagan

Petroleum Corp., et al. (Hannagan), requests an effective date of January 27, 1969, for its proposed rate increase. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit earlier effective dates for Texaco and Hannagan's rate filings and such requests are denied.

The periodic rate increase filed by Ladd Petroleum Corp. (Operator) et al. (Ladd), is for a sale to El Paso Natural Gas Co., from the Aneth Area of Utah where no formal guideline prices have been announced by the Commission for the Aneth Area. Since the proposed rate is equal to rates now under suspension for similar sales in the Aneth Area, we conclude that Ladd's proposed rate increase should be suspended for 5 months from December 18, 1969, the expiration date of the statutory notice.

All of the producers' proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR 2.56) with the exception of the rate increases filed by the producers in the Permian Basin Area which exceed the just and reasonable rates established by the Commission in Opinion No. 468, and the exception of the rate filed by Ladd in the Aneth Area where no formal guideline prices have been announced by the Commission.

APPENDIX "A"

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in Dockets Nos.
									Rate in effect	Proposed increased rate	
RI70-791	Horizon Oil & Gas Co. of Texas (Operator) et al., 1216 Hartford Building, Dallas, Tex. 75201.	8	8	Kansas-Nebraska Natural Gas Co., Inc. (Carmick Field, Texas County, Okla.) (Panhandle Area).	\$433	11-10-69	¹ 12-11-69	5-11-70	¹ 18.0	¹ 18.4	RI68-596.
RI70-792	Texaco Inc., Post Office Box 2426, Tulsa, Okla. 74102.	193	7	Natural Gas Pipeline Co. of America (Carmick Field, Texas County, Okla.) (Panhandle Area).	116	11-12-69	¹ 12-13-69	5-13-70	17.5	¹ 18.6	RI69-508.
RI70-793	Horizon Oil & Gas Co. of Texas.	16	5	Transwestern Pipeline Co. (Horizon Field, Ochiltree County, Tex.) (R.R. District No. 10).	47,645	11-10-69	¹ 12-11-69	5-11-70	¹ 19.5853	¹ 20.0853	RI66-338.
.....do.....	.....do.....	17	16	Transwestern Pipeline Co. (Hansford Field, Hansford County, Tex.) (R.R. District No. 10).	13,779	11-10-69	¹ 12-11-69	5-11-70	¹ 19.5853	¹ 20.0853	RI66-337.
.....do.....	.....do.....	24	7	Transwestern Pipeline Co. (Dude Wilson Field, Ochiltree County, Tex.) (R.R. District No. 10).	5,697	11-10-69	¹ 12-11-69	5-11-70	¹ 19.5853	¹ 20.0853	RI66-338.
.....do.....	.....do.....	25	3	Northern Natural Gas Co. (Hansford Field, Hansford County, Tex.) (R.R. District No. 10).	4,300	11-10-69	¹ 12-11-69	5-11-70	¹ 17.0638	¹ 18.0638	RI70-663.
RI70-794	Gulf Oil Corp. (Operator) et al., Post Office Box 1389, Tulsa, Okla. 74102.	196	50	Transwestern Pipeline Co. (Panhandle Area, Okla.) (Panhandle Area).	176,000	11-14-69	¹ 12-15-69	5-15-70	¹ 18.0	¹ 20.0	RI69-297.
RI70-794	Gulf Oil Corp.	376	14	Transwestern Pipeline Co. (Panhandle Area, Okla.) (Panhandle Area).	16,200	11-14-69	¹ 12-15-69	5-15-70	17.0	¹ 20.0	
.....do.....	.....do.....	401	5	Transwestern Pipeline Co. (N. Gruver Field, Hansford County, Tex.) (R.R. District No. 10).	25,920	11-14-69	¹ 1-1-70	6-1-70	¹ 19.5843	¹ 20.7363	
.....do.....	.....do.....	320	3	Transwestern Pipeline Co. (N. W. Mendota Field, Hemphill County, Tex.) (R.R. District No. 10).	8,630	11-17-69	¹ 1-1-70	6-1-70	¹ 15.3108	¹ 19.3955	
.....do.....	.....do.....	195	45	Transwestern Pipeline Co. (Panhandle Area, Various Counties, Tex.) (R.R. District No. 10).	301,306	11-14-69	¹ 12-15-69	5-15-70	¹ 18.5809	¹ 20.1138	RI69-296.
RI70-795	John H. Crichton et al., Post Office Box 73, Shreveport, La.	1	11	United Gas Pipe Line Co. (Carthage Field, Panola County, Tex.) (R.R. District No. 6).	.....	¹ 11-13-69	¹ 12-14-69	Accepted	.....	.....
RI70-796	Sun Oil Co., Post Office Box 3383, Tulsa, Okla. 74101.	130	12	Michigan Wisconsin Pipe Line Co. (Laverne Area (Lovedale) Harper County, Okla.) (Panhandle Area).	1,272 1,800	¹ 11-13-69 ¹ 11-13-69	¹ 12-14-69 ¹ 12-13-69	5-14-70 5-13-70	11.90 ¹ 19.015	¹ 14.0193 ¹ 22.015	RI68-168.

¹ The stated effective date is the effective date requested by Respondent.

² Two-step periodic rate increase.

³ Pressure base is 14.65 p.s.i.a.

⁴ Less 1.76 cents per Mcf compression charge.

⁵ Subject to a downward B.T.U. adjustment.

⁶ The stated effective date is the first day after expiration of the statutory notice.

⁷ Periodic rate increase.

⁸ Base rate subject to upward and downward B.T.U. adjustment.

⁹ Respondent filing from fractured rate to periodic increased rate.

¹⁰ Corrected by filing of Nov. 20, 1969.

¹¹ Renegotiated rate increase.

¹² Includes 0.015 cent tax reimbursement.

Texaco Inc. (Texaco), requests that its proposed rate increase be permitted to become effective as of November 12, 1969, John H. Crichton, et al. (Crichton), requests waiver of the statutory notice to permit an effective date of November 13, 1969, for his proposed contract amendment and rate increase. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit earlier effective dates for Texaco and Crichton's rate filings and such requests are denied.

Concurrently with the filing of his rate increase, Crichton submitted a contract amendment dated October 31, 1969, designated as Supplement No. 11 to Crichton's FPC Gas Rate Schedule No. 1, which provides the basis for his proposed rate increase. We believe that it would be in the public interest to accept for filing Crichton's proposed contract amendment to become effective as of December 14, 1969, the expiration date of the statutory notice, but not the proposed rate contained therein which is suspended as hereinafter ordered.

All of the producer's proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR 2.56).

[P.R. Doc. 69-14985; Filed, Dec. 18, 1969; 8:45 a.m.]

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRO- DUCED OR MANUFACTURED IN BRAZIL

Entry or Withdrawal From Warehouse for Consumption

DECEMBER 16, 1969.

On December 8, 1969, the U.S. Government, in furtherance of the objectives of, and under the terms of, the Long-Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, including Article 6(c) thereof relating to nonparticipants, informed the Government of Brazil that it was renewing for an additional 12-month period beginning December 16, 1969, and extending through December 15, 1970, the restraint on imports to the United States of cotton textiles and cotton textile products in Categories 1, 2, 3, and 4, produced or manufactured in Brazil. Pursuant to Annex B, paragraph 3, of the Long-Term Arrangement the level of restraint for this 12-month period is 5 percent greater than the level of restraint applicable to these combined categories for the preceding 12-month period.

There is published below a letter of December 15, 1969, from the Chairman of the President's Cabinet Textile Advisory Committee to the Commissioner of Customs, directing that the amount of cotton textiles and cotton textile products in Categories 1, 2, 3, and 4, produced

or manufactured in Brazil, which may be entered or withdrawn from warehouse for consumption in the United States for the 12-month period beginning December 16, 1969, be limited to the designated level.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

SECRETARY OF COMMERCE

PRESIDENT'S CABINET TEXTILE ADVISORY
COMMITTEE

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C. 20226

DECEMBER 15, 1969.

DEAR MR. COMMISSIONER: Under the terms of the Long-Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, including Article 6(c) thereof relating to nonparticipants, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, as amended by Executive Order 11214 of April 7, 1965, you are directed to prohibit, effective December 16, 1969, and for the 12-month period extending through December 15, 1970, entry into the United States for consumption and withdrawal from warehouse for consumption, of cotton textiles and cotton textile products in Categories 1, 2, 3, and 4, produced or manufactured in Brazil, in excess of a combined level of restraint for the four categories of 6,945,750 pounds.

In carrying out this directive, entries of cotton textiles and cotton textile products in Categories 1, 2, 3, and 4, produced or manufactured in Brazil, which have been exported to the United States from Brazil prior to December 16, 1969, shall, to the extent of any unfilled balances be charged against the level of restraint established for such goods for the 12-month period beginning December 16, 1969, and extending through December 15, 1970. In the event that the above level of restraint has been exhausted by previous entries, such goods shall be subject to the directives set forth in this letter.

A detailed description of the categories in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on January 17, 1968 (33 F.R. 582), and amendments thereto on March 15, 1968 (33 F.R. 4600).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of Brazil and with respect to imports of cotton textiles and cotton textile products from Brazil have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to implementation of such actions, fall within the foreign affairs exception to the notice provisions of 5 U.S.C. 553 (Supp. IV, 1965-68). This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

MAURICE H. STANS,
Secretary of Commerce, Chairman,
President's Cabinet Textile Advisory
Committee.

[P.R. Doc. 69-15084; Filed, Dec. 18, 1969; 8:48 a.m.]

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRO- DUCED OR MANUFACTURED IN PORTUGAL

Entry or Withdrawal From Warehouse for Consumption

DECEMBER 16, 1969.

On March 23, 1967, the Governments of the United States and Portugal, in furtherance of the objectives of, and under the terms of, the Long-Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, concluded a new bilateral agreement concerning exports of cotton textiles and cotton textile products from Portugal to the United States. On September 29, 1967, the two Governments concluded an agreement amending the bilateral agreement of March 23, 1967.

Under the agreement, as amended, the Government of Portugal has undertaken to limit its exports to the United States of cotton textiles and cotton textile products to specified annual amounts. Among the provisions of the agreement, as amended, are those applying specific export limitations to Categories 1-2-3-4, 5-6, 9, 22, 24-25, 26, 41-42-43, 46, 50, 51, 52, 53, 55, 60, and parts of 62 for the 12-month period beginning January 1, 1970.

There is published below a letter of December 15, 1969, from the Chairman of the President's Cabinet Textile Advisory Committee to the Commissioner of Customs, directing that the amounts of cotton textiles and cotton textile products in the above Categories, produced or manufactured in Portugal, which may be entered or withdrawn from warehouse for consumption for the 12-month period beginning January 1, 1970, and extending through December 31, 1970, be limited to the designated levels. This letter and the actions pursuant thereto are not designed to implement all of the provisions of the bilateral agreement, as amended, but are designed to assist only in the implementation of certain of its provisions.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

SECRETARY OF COMMERCE

PRESIDENT'S CABINET TEXTILE ADVISORY
COMMITTEE

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C. 20226.

DECEMBER 15, 1969.

DEAR MR. COMMISSIONER: Under the terms of the Long-Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, pursuant to the bilateral cotton textile agreement of March 23, 1967, as amended, between the United States and Portugal, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, as

amended by Executive Order 11214 of April 7, 1966, you are directed, effective January 1, 1970 and for the 18-month period extending through December 31, 1970, to prohibit entry into the United States for consumption and withdrawal from warehouse for consumption of cotton textiles and cotton textile products in Categories 1-2-3-4, 5-6, 9, 22, 24-25, 26, 41-42-43, 46, 50, 51, 52, 53, 55, 60, and parts of 62, produced or manufactured in Portugal, in excess of the following designated levels of restraint:

Category	12-month level of restraint
1-2-3-4 ----- pounds	17,012,065
5-6 ----- square yards	9,859,493
9 ----- do	11,576,250
22 ----- do	1,736,438
24-25 ----- do	6,366,938
26 ----- do	2,778,300
41-42-43 ----- dozen	104,186
46 ----- do	46,305
50 ----- do	26,626
51 ----- do	26,626
52 ----- do	39,359
53 and parts of 62 (T.S.U.S.A. Nos. 382.0012, 382.0014, 382.0635 and 382.0640) ----- dozen	39,359
55 ----- do	26,626
60 ----- do	19,680
Parts of 62 (T.S.U.S.A. Nos. 380.0024, 380.0645, 382.0024, and 382.0665) ----- pounds	64,364

¹ Of this combined level, not more than 5,521,871 square yards may be in Category 6.

² Of this combined level, not more than 2,315,250 square yards may be in Category 25.

In carrying out this directive, entries of cotton textiles and cotton textile products in Categories 1-2-3-4, 5-6, 9, 22, 24-25, 26, 41-42-43, 46, 50, 51, 52, 53, 55, 60 and parts of 62 (T.S.U.S.A. Nos. 382.0012, 382.0014, 382.0635, 382.0640, 380.0024, 380.0645, 382.0024, and 382.0665), produced or manufactured in Portugal, which have been exported to the United States from Portugal prior to January 1, 1970, shall, to the extent of any unfilled balances, be charged against the levels of restraint established for such goods during the period January 1, 1969, through December 31, 1969. In the event that the levels of restraint for such goods have been exhausted by previous entries, such goods shall be subject to the directives set forth in this letter.

In carrying out this directive, entries of two or three piece ladies suits produced or manufactured in Portugal from woven or knit cotton fabrics should not be charged against any of the levels of restraint designated herein, including the level of restraint for blouses in Category 52.

A detailed description of the categories in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on January 17, 1968 (33 F.R. 582), and amendments thereto on March 15, 1968 (33 F.R. 4600).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of Portugal and with respect to imports of cotton textiles and cotton textile products from Portugal have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of 5 U.S.C.

553 (Supp. IV, 1965-68). This letter will be published in the FEDERAL REGISTER.

Sincerely,

MAURICE H. STANS,
Secretary of Commerce, Chairman,
President's Cabinet Textile Advisory Committee.

[F.R. Doc. 69-15082; Filed, Dec. 18, 1969;
8:48 a.m.]

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN THE REPUBLIC OF KOREA

Entry or Withdrawal From Warehouse for Consumption

DECEMBER 16, 1969.

On December 11, 1967, the Government of the United States, in furtherance of the objectives of, and under the terms of the Long-Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, concluded a bilateral cotton textile agreement with the Republic of Korea, concerning exports of cotton textiles and cotton textile products from the Republic of Korea to the United States. Under this agreement the Republic of Korea has undertaken to limit its exports to the United States of certain cotton textiles and cotton textile products to specified annual amounts. Among the provisions of the agreement are those applying specific export limitations to Categories 7, 9, 18-19, 22, part of 26 (duck only), parts of 26 (other than duck), 31 (wiping cloth only), 34, 45, 46, 49, 50, 51, 52, 54, 60, parts of 64 (tablecloths and napkins only), and part of 64 (zipper tapes only), for the fourth agreement year beginning January 1, 1970.

There is published below a letter of December 15, 1969, from the Chairman of the President's Cabinet Textile Advisory Committee to the Commissioner of Customs, directing that the amounts of cotton textiles and cotton textile products in the above Categories produced or manufactured in the Republic of Korea which may be entered or withdrawn from warehouse for consumption in the United States for the 12-month period beginning January 1, 1970, be limited to the designated levels. The letter published below and the actions pursuant thereto are not designed to implement all of the provisions of the bilateral agreement, but are designed to assist only in the implementation of certain of its provisions.

STANLEY NEHMER,
Chairman, Interagency Textile Administrative Committee,
and Deputy Assistant Secretary for Resources.

SECRETARY OF COMMERCE

PRESIDENT'S CABINET TEXTILE ADVISORY COMMITTEE

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C. 20226.

DECEMBER 15, 1969.

DEAR MR. COMMISSIONER: Under the terms of the Long-Term Arrangement Regarding

International Trade in Cotton Textiles done at Geneva on February 9, 1962, pursuant to the bilateral cotton textile agreement of December 11, 1967, between the United States and the Republic of Korea, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, as amended by Executive Order 11214 of April 7, 1965, you are directed effective January 1, 1970, and for the 12-month period extending through December 31, 1970, to prohibit entry into the United States for consumption and withdrawal from warehouse for consumption, of cotton textiles and cotton textile products in Categories 7, 9, 18-19, 22, 26, 31 (T.S.U.S.A. No. 366.2740 only), 34, 45, 46, 49, 50, 51, 52, 54, 60, and 64 (T.S.U.S.A. Nos.: 366.4500, 366.4600, 366.4700, and 347.8340 only), produced or manufactured in the Republic of Korea, in excess of the following 12-month levels of restraint:

Category	12-month level of restraint
7 ----- square yards	578,813
9 ----- do	2,894,063
18-19 ----- do	2,199,488
22 ----- do	926,100
26 (duck only) ----- do	12,733,875
26 (other than duck) ----- do	1,099,744
31 (only T.S.U.S.A. No. 366.2740) ----- pieces	1,100,902
34 ----- do	103,029
45 ----- dozen	34,729
46 ----- do	27,783
49 ----- do	28,941
50 ----- do	48,620
51 ----- do	65,985
52 ----- do	34,729
54 ----- do	52,094
60 ----- do	30,098
64 (only T.S.U.S.A. Nos.: 366.4500, 366.4600, and 366.4700) ----- pounds	520,035
64 (only T.S.U.S.A. No. 347.3340) ----- pounds	64,827

¹ Only T.S.U.S.A. Nos.:
320...01 through 04, 06, 08
321...01 through 04, 06, 08
322...01 through 04, 06, 08
326...01 through 04, 06, 08
327...01 through 04, 06, 08
328...01 through 04, 06, 08

In carrying out this directive, entries of cotton textiles and cotton textile products in the above categories, produced or manufactured in the Republic of Korea, which have been exported to the United States from the Republic of Korea prior to January 1, 1970, shall, to the extent of any unfilled balances be charged against the level of restraint established for such goods for the 12-month period beginning January 1, 1969, and extending through December 31, 1969. In the event that the level of restraint for the 12-month period ending December 31, 1969, has been exhausted by previous entries, such goods shall be subject to the directives set forth in this letter.

The levels of restraint set forth above are subject to adjustment pursuant to the provisions of the bilateral agreement of December 11, 1967, between the Governments of the United States and the Republic of Korea which provides in part that within the aggregate and applicable group limits, limits on certain categories may be exceeded by not more than 5 percent; for the limited carry-over of shortfalls in certain categories to the next agreement year; and for administrative arrangements. Any appropriate adjustments pursuant to the provisions of the bilateral agreement referred to above, will be made to you by letter from the Chairman of the Interagency Textile Administrative Committee.

A detailed description of the categories in terms of T.S.U.S.A. numbers was published

in the FEDERAL REGISTER on January 17, 1963 (33 F.R. 582), and amendments thereto on March 15, 1968 (33 F.R. 4600).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of the Republic of Korea and with respect to imports of cotton textiles and cotton textile products from the Republic of Korea have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of 5 U.S.C. 553 (Supp. IV, 1965-68). This letter will be published in the FEDERAL REGISTER.

Sincerely,

MAURICE H. STANS,
Secretary of Commerce, Chairman,
President's Cabinet Textile Advisory Committee.

[F.R. Doc. 69-15085; Filed, Dec. 18, 1969;
8:48 a.m.]

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRO- DUCED OR MANUFACTURED IN THE REPUBLIC OF THE PHILIPPINES

Entry or Withdrawal From Warehouse for Consumption

DECEMBER 16, 1969.

On September 21, 1967, the U.S. Government, in furtherance of the objectives of, and under the terms of, the Long-Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, concluded a comprehensive bilateral agreement with the Government of the Republic of the Philippines concerning exports of cotton textiles from the Republic of the Philippines to the United States. On December 26, 1967, the two Governments exchanged notes amending the bilateral agreement of September 21, 1967.

Under the agreement, as amended, the Republic of the Philippines has undertaken to limit its exports to the United States of certain cotton textiles and cotton textile products to specified annual amounts. Among the provisions of the agreement, as amended, are those applying specific export limitations to Categories 9, 22, 26 (including a sublimit on duck fabrics), 32, 39, 42, 43, 45, 46, 50, 51, 60, and 61, for the third agreement year beginning January 1, 1970.

There is published below a letter of December 15, 1969, from the Chairman of the President's Cabinet Textile Advisory Committee to the Commissioner of Customs, directing that the amounts of cotton textiles and cotton textile products in Categories 9, 22, 26, 32, 39, 42, 43, 45, 46, 50, 51, 60, and 61, produced or manufactured in the Republic of the Philippines which may be entered, or withdrawn from warehouse, for consumption in the United States for the 12-month period beginning on January 1, 1970, and extending through December 31, 1970, be limited to certain design-

nated levels. This letter and the actions pursuant thereto are not designed to implement all of the provisions of the bilateral agreement but are designed to assist only in the implementation of certain of its provisions.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

SECRETARY OF COMMERCE
PRESIDENT'S CABINET TEXTILE ADVISORY
COMMITTEE

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C. 20226.

DECEMBER 15, 1969.

DEAR MR. COMMISSIONER: Under the terms of the Long-Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, pursuant to the bilateral cotton textile agreement of September 21, 1967, as amended, between the Governments of the United States and the Republic of the Philippines, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, as amended by Executive Order 11214 of April 7, 1965, you are directed to prohibit, effective January 1, 1970, and for the 12-month period extending through December 31, 1970, entry into the United States for consumption and withdrawal from warehouse for consumption, of cotton textiles and cotton textile products in Categories 9, 22, 26, 32, 39, 42, 43, 45, 46, 50, 51, 60, and 61, produced or manufactured in the Republic of the Philippines, in excess of the following levels of restraint:

Category	12-Month Level of Restraint
9.....	1,378,125 square yards.
22.....	1,653,750 square yards.
26.....	1,378,125 square yards (of which not more than 330,750 square yards may be in duck ¹).
32.....	3,307,500 dozen.
39.....	303,188 dozen paid.
42.....	33,075 dozen.
43.....	66,150 dozen.
45.....	33,075 dozen.
46.....	11,025 dozen.
50.....	11,025 dozen.
51.....	11,025 dozen.
60.....	9,371 dozen.
61.....	1,708,875 dozen.

¹ Only T.S.U.S.A. Nos:

320.....	01 through 04, 06, 08
321.....	01 through 04, 06, 08
322.....	01 through 04, 06, 08
326.....	01 through 04, 06, 08
327.....	01 through 04, 06, 08
328.....	01 through 04, 06, 08

Entries of cotton textiles and cotton textile products in Categories 9, 22, 26, 32, 39, 42, 43, 45, 46, 50, 51, 60, and 61, produced or manufactured in the Republic of the Philippines and which have been exported to the United States from the Republic of the Philippines prior to January 1, 1970, shall, to the extent of any unfilled balances, be charged against the levels of restraint established for such goods during the period January 1, 1969, through December 31, 1969. In the event that the level of restraint established for the period January 1, 1969, through December 31, 1969, has been exhausted by previous entries, such goods shall be subject to the directives set forth in this letter.

The levels of restraint set forth above are subject to adjustment pursuant to the provisions of the bilateral agreement of September 21, 1967, between the Governments of the United States and the Republic of the Philippines which provide in part that within the aggregate and applicable group limits, limits on certain categories may be exceeded by not more than 5 percent, for the limited carry-over of shortfalls in certain categories to the next agreement year, and for administrative arrangements. Any appropriate adjustments pursuant to the provisions of the bilateral agreement referred to above, will be made to you by letter from the Chairman of the Interagency Textile Administrative Committee.

A detailed description of the categories in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on January 17, 1968 (33 F.R. 582), and amendments thereto on March 15, 1968 (33 F.R. 4600).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of the Republic of the Philippines and with respect to imports of cotton textiles and cotton textile products from the Republic of the Philippines have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of 5 U.S.C. 553 (Supp. IV, 1965-68). This letter will be published in the FEDERAL REGISTER.

Sincerely,

MAURICE H. STANS,
Secretary of Commerce, Chairman,
President's Cabinet Textile Advisory Committee.

[F.R. Doc. 69-15083; Filed, Dec. 18, 1969;
8:48 a.m.]

INTERNATIONAL JOINT COMMISSION—UNITED STATES AND CANADA

POLLUTION OF LAKE ERIE, LAKE ONTARIO, AND INTERNATIONAL SECTION OF THE ST. LAWRENCE RIVER

Public Hearings

At the request of the Governments of the United States and Canada, the Commission is investigating pollution in the above waters to ascertain whether they are being polluted on either side of the boundary to an extent which causes or is likely to cause injury to health or property on the other side, and the sources of any such pollution. If such pollution is taking place, the Commission is also to recommend the most practicable remedial measures.

A report to the Commission by its technical advisory boards, entitled, "Pollution of Lake Erie, Lake Ontario, and the International Section of the St. Lawrence River," was released to the public on October 8, 1969. Copies may be obtained from the Commission's Secretaries in Ottawa or Washington.

In order to provide convenient opportunity for all interested persons to be

heard regarding the matter under investigation and the report of the technical advisory boards, the Commission will conduct public hearings at the times and places listed hereunder. Oral and documentary evidence and relevant argument may be presented at the hearings in person or by counsel. While not mandatory written statements are desirable to ensure accuracy of the record. It is desirable also that fifteen (15) copies of any written statement be filed with each Secretary ten (10) days in advance of the hearing for the advance information of the Commission and its advisers, whenever possible. A statement thus filed in advance should indicate at which hearing it is desired for it to be placed in the record and whether an oral summary will be made at that hearing. Additional copies of written statements may be deposited with the Secretaries at the hearings, for distribution to the news media and others interested.

DATES AND PLACES OF HEARINGS

Date	Time	Place
Jan. 30, 1970	9:30 a.m.	Little Theater, Mercyhurst College, Erie, Pa.
Jan. 31, 1970	do	Ingram Room, Student Union Building, Toledo University, Toledo, Ohio.
Jan. 23, 1970	do	School of Business Administration, Room 40, University of Western Ontario, London, Ontario.
Feb. 2, 1970	do	Education Centre, 100 Main Street West, Hamilton, Ontario.
Feb. 4, 1970	do	Auditorium, Rochester Academy of Medicine, 1441 East Avenue, Rochester, N.Y.
Feb. 6, 1970	do	Auditorium, Brockville Collegiate, Institute and Vocational School, Brockville, Ontario.

WILLIAM A. BULLARD,
Secretary, United States Section,
International Joint Commission,
Washington, D.C. 20440.

D. G. CHANCE,
Secretary, Canadian Section,
International Joint Commission,
Room 850, 151 Slater Street,
Ottawa 4, Ontario, Canada.

DECEMBER 15, 1969.

[P.R. Doc. 69-15086; Filed, Dec. 18, 1969;
8:48 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[812-2614]

ACORN FUND, INC., ET AL.

Notice of Filing of Application for Order Exempting Transactions

DECEMBER 12, 1969.

Notice is hereby given that The Acorn Fund, Inc., % Bell, Boyd, Lloyd, Haddad & Burns, 135 South La Salle Street, Chicago, Ill. 60603, a Delaware corporation, registered as a diversified, open-end

management investment company under the Investment Company Act of 1940 ("Act"), and, R. J. Levy, Harris, Inc., Stelk, Inc., Irving B. Harris, James H. Lorie, Donald Paul Nathanson, Ralph L. Wanger, Jr., and Lynn A. Williams (hereinafter referred to collectively as "applicants"), have filed a joint application (1) pursuant to section 17(b) of the Act for an order exempting from section 17(a) of the Act certain transactions incident to the proposed merger of Stelk, Inc. ("Stelk"), into Acorn and (2) pursuant to section 17(d) and Rule 17d-1 thereunder for an order granting the application with respect to a series of transactions culminating in the proposed merger. All interested persons are referred to the application on file with the Commission for a statement of the representations made therein which are summarized below.

Stelk, an Illinois corporation which is engaged in the business of investing in securities, states that all of its stock outstanding is owned by about 30 persons and that it is excepted from the definition of an investment company under the Act by reason of the provisions of section 3(c) (1) thereof.

R. J. Levy, Harris, Inc. ("Levy Harris"), is a broker-dealer registered under the Securities Exchange Act of 1934, a member of the New York Stock Exchange, and an investment adviser registered under the Investment Advisers Act of 1940. Levy Harris is also the investment adviser of Stelk and promoter of Acorn. None of the officers, directors or shareholders of Levy Harris is a director, officer or shareholder of Stelk.

Irving B. Harris, Ralph L. Wanger, Jr., James H. Lorie, Donald Paul Nathanson, and Lynn A. Williams (hereinafter referred to collectively as the "individual applicants"), are directors of Acorn. Harris is also President and majority shareholder of Levy Harris, and president and a member of the executive committee of Acorn; Wanger owns more than 5 percent of the stock outstanding of Levy Harris and is vice-president thereof.

Under the program described in the application it is proposed (a) that the individual applicants and four other persons, hereinafter referred to as the "investors", acquire stock of Stelk in exchange for cash and securities; (b) that thereafter, Acorn (which now has no assets or securities outstanding) become a fully-owned subsidiary of Stelk through the sale by Acorn, and the purchase by Stelk, of the initial issue of Acorn stock, for a cash consideration of \$1,000; and (c) that Stelk and Acorn merge with Acorn as the surviving company.

As a result of the relationships described above Levy Harris and the individual applicants are affiliated persons of Acorn as defined in section 2(a) (3) of the Act; and, after consummation of the proposed acquisition by Stelk of shares of Acorn and prior to the proposed merger of those companies, Stelk will be an affiliated person of Acorn as defined in section 2(a) (3).

Pursuant to an agreement between the investors and Stelk, the investors will transfer to Stelk securities and cash with a value of approximately \$3 million in exchange for shares of Stelk capital stock. The shares of Stelk to be delivered to the investors will have an aggregate net asset value based on market quotations equal to the market value (both on the valuation date) of the securities and cash (subject to adjustments as set forth in detail in the application), to be transferred by the investors. The cash to be paid by the investors will be increased, if necessary, so that upon consummation of this transaction the value of the total investment made by the investors shall be equal to not less than 30 percent of the total net assets of Stelk, including the amount of such investment.

The tax basis to Stelk of the securities to be acquired by it from the investors will be their market value at the time of acquisition.

In connection with the proposed acquisition by Stelk of the Acorn stock, the present directors and officers of Acorn will be succeeded by persons nominated by Stelk.

Under the terms of the merger each share of Stelk stock (other than shares held in Stelk's treasury) will be converted at the identical rate as every other share into a number of Acorn shares to be specified prior to the merger. Stelk's holdings of Acorn stock will be cancelled. The board of directors of Acorn will consist of seven or eight members, five of whom will be the individual applicants.

The proposed merger agreement will contain the following provision with respect to computation of the net asset value of the shares of Acorn, the surviving corporation.

If, at the time of the computation of the net asset value of the surviving corporation on the date on which the merger becomes effective (after giving effect to the merger), the algebraic sum of the (a) net unrealized gain or loss on investment, (b) net loss or undistributed gain realized on investments during tax years beginning January 1, 1969 and (c) unused capital loss carry-over (if any) from 1968 and prior tax years, should be a positive amount (sometimes referred to below as "merger date appreciation") then an amount equal to 13 1/4 percent of merger date appreciation would initially be deducted in computing the net asset value of the surviving corporation, as a reserve to reflect the federal income tax effect of merger date appreciation upon shareholders, provided, however, that if and so long as the surviving corporation might be subject to federal income taxation as a personal holding company, the rate of such reserve would be 27 1/2 percent rather than 13 1/4 percent to reflect the federal income tax effect of merger date appreciation upon both the surviving corporation and its shareholders. Such reserve initially established against merger date appreciation would be reduced from time to time as appropriate to give effect to subsequent changes in or reduction in value of the securities held by the surviving corporation at the time of merger date appreciation.

Section 17(a) of the Act, as here pertinent, prohibits an affiliated person of a registered investment company from knowingly selling any security to such

registered company. Section 17(b) provides that the Commission, upon application, may grant an exemption from the provisions of section 17(a) after finding that the terms of the proposed transaction are reasonable and fair and do not involve overreaching on the part of any persons concerned and that the proposed transactions are consistent with the policy of the registered investment company and the general purposes of the Act. Since the proposed transfer of assets by Stelk to Acorn is a sale, the proposed merger is prohibited by section 17(a) unless exempted pursuant to section 17(b).

Section 17(d) of the Act and Rule 17d-1 thereunder, taken together provide, as here pertinent, that it shall be unlawful for any affiliated person of a registered investment company or any affiliated person of such a person, acting as principal, to participate in, or to effect any transaction in connection with any joint enterprise or other joint arrangement in which such registered investment company or a company controlled by such registered company is a participant, unless an application regarding such arrangement has been granted by the Commission, and that in passing upon such an application the Commission will consider whether the participation of such registered investment company or controlled company in such arrangement is consistent with the provisions, policies and purposes of the Act and the extent to which such participation is on a basis different from or less advantageous than that of other participants.

The application states that if any adjustment to the Stelk portfolio should be required to bring its portfolio into conformity with the policies of Acorn, such adjustments will be made prior to consummation of the proposal. The application represents that the proposed sale and arrangements meet the requirements of section 17(b) and section 17(d) and Rule 17d-1.

Notice is further given that any interested person may, not later than December 26, 1969, at 12:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicants at the address stated above. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 9-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application,

unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority),

[SEAL] ORVAL L. DuBOIS,
Secretary.

[P.R. Doc. 69-15046; Filed, Dec. 18, 1969; 8:45 a.m.]

RAJAC INDUSTRIES, INC.

Order Suspending Trading

DECEMBER 12, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Rajac Industries, Inc. (a New York corporation), and all other securities of Rajac Industries, Inc., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15 (c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period December 13, 1969, through December 22, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[P.R. Doc. 69-15047; Filed, Dec. 18, 1969; 8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATION FOR RELIEF

DECEMBER 15, 1969.

Protests to the granting of an application must be prepared in accordance with Rule 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 41827—*Superphosphate from Florida producing points*. Filed by O. W. South, Jr., agent (No. A 6144), for interested rail carriers. Rates on superphosphate, not defluorinated superphosphate, nor feed grade superphosphate, in bulk, in carloads, as described in the application, from specified producing points in Florida, to Norfolk and Newport News, Va.

Grounds for relief—Rail-barge competition.

Tariff—Supplement 81 to Southern Freight Association, agent, tariff ICC S-762.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-15065; Filed, Dec. 18, 1969; 8:46 a.m.]

[Notice 960]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

DECEMBER 15, 1969.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 1131), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 9325 (Sub-No. 46 TA), filed December 8, 1969. Applicant: K. LINES, INC., Post Office Box 567, Lake Grove, Ore. Applicant's representative: Norman E. Sutherland, 1200 Jackson Tower, Portland, Ore. 97205. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lime, in bulk, both quick and hydrated, between Tacoma, Wash., and the United States-Canadian border at Blaine and Sumas, Wash., for furtherance to points in British Columbia, Canada, for 180 days. Supporting shipper: Domtar Chemicals Limited, 395 deMaisonville Boulevard West, Montreal, P.Q., Canada. Send protests to: A. E. Odoms, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 450 Multnomah Building, Portland, Ore. 97204.

No. MC 55889 (Sub-No. 32 TA), filed December 4, 1969. Applicant: COOPER TRANSFER CO., INC., Post Office Box 496, Brewton, Ala. 36426. Applicant's representative: G. Mack Dove (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading,

between Brewton, Ala., and Opp, Ala., from Brewton, over U.S. Highway 299 to Andalusia, Ala., thence over U.S. Highway 84 to Opp, and return over the same route, serving the intermediate point of Andalusia, Ala., for 180 days. Note: Applicant intends to tack this authority with its authority in Docket MC 55889 and subs. Supporting shippers: Alatec, Inc., Post Office Drawer 1109, Andalusia, Ala. 36420; Andalusia Tire Co., Andalusia, Ala. 36420; Brewton Iron Works, Inc., Post Office Box 409, Brewton, Ala. 36426; Mr. James J. Thomas, Monroeville, Ala. 36460; Pensacola Mill Supply Co., Post Office Box 788, Brewton, Ala. 36426; Judy Bond, Inc., East Rankin Street, Brewton, Ala. 36436; Brewton Weaving Co., Inc., Box C, Brewton, Ala. 36426; Floyd Pine Products Co., Post Office Box 25, Andalusia, Ala. 36420. Send protests to: Clifford W. White, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 814, 2121 Building, Birmingham, Ala. 35203.

No. MC 76472 (Sub-No. 14 TA), filed December 8, 1969. Applicant: MATERIAL TRUCKING, INC., 924 South Heald Street, Wilmington, Del. 19901. Applicant's representative: William Saienni (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Salt, in bulk, from Wilmington, Del., to points in Philadelphia County, Pa., for 180 days. Supporting shipper: Diamond Crystal Salt Co., St. Clair, Mich. 48079; James D. Streeter, Senior Traffic Analyst-Motor. Send protests to: Paul J. Lowry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 206 Old Post Office Building, 129 East Main Street, Salisbury, Md. 21801.

No. MC 107295 (Sub-No. 262 TA), filed December 9, 1969. Applicant: PRE-FAB TRANSIT CO., 100 South Main Street, Farmer City, Ill. 61842. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Wallboard, fiberboard, pulpboard, adhesive cement, plastic or fiber glass plate or sheet, nails, eave filler strips, wood moldings and aluminium flashing, from the plants of Barclay Industries, Inc., Lodi, N.J., to points in the States of Michigan, Indiana, Illinois, Kentucky, and Missouri, for 180 days. Supporting shipper: Barclay Industries, Inc., 65 Industrial Road, Lodi, N.J. 07644. Send protests to: Harold C. Jolliff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 476, Land of Lincoln Building, 325 West Adams Street, Springfield, Ill. 62704.

No. MC 110098 (Sub-No. 105 TA), filed December 13, 1969. Applicant: ZERO REFRIGERATED LINES, Post Office Box 20380, San Antonio, Tex. 78220. Applicant's representative: T. W. Cuthren (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Foodstuffs, cleaning compounds, bleach, textile softeners, (except commodities in bulk, in tank vehicles), in

temperature controlled vehicles, from Sunnyvale, Calif., to points in Oregon and Washington (except oleomargarine, salad products, candy and confectionery, vegetable oils, table sauces, beverage preparations, peanut butter and jelly, from Sunnyvale, Calif., to Portland, Bend, Grants Pass, Roseburg, Albany, Eugene, Salem, Cornelius, Veneta, Coos Bay, Sweethome, Gladstone, Hood River, Newport, Toledo, Turner, Oregon City, Philmath, La Grande, and Scappoose, Oreg., and Seattle, Tacoma, Kent, Mt. Vernon, Hoquiam, Olympia, Port Angeles, Battleground, Bellevue, Auburn, Spokane, Yakima, Walla Walla, and Pasco, Wash., for 180 days. Supporting shipper: Norman D. Sullivan, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Shedd-Bartush Foods, 1484 Kife Road, Sunnyvale, Calif. 94086. Send protests to: Richard H. Dawkins, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 301 Broadway, Room 206, San Antonio, Tex. 78205.

No. MC 111812 (Sub-No. 393 TA), filed December 4, 1969. Applicant: MIDWEST COAST TRANSPORT, INC., 405½ East Eighth Street, Post Office Box 1233, Sioux Falls, S. Dak. 57101. Applicant's representative: Ralph H. Jinks (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fresh and frozen meats and packinghouse products; and prepared foodstuffs, from St. Paul, Minn., to points in Maine, Vermont, New Hampshire, Connecticut, Massachusetts, Rhode Island, New York, Pennsylvania, New Jersey, Maryland, Delaware, Washington, D.C., Ohio, and Michigan, for 180 days. Supporting shipper: D. A. Chute, Manager, Transportation Distribution Services Dept., Armour and Co., Sun Times Building, 401 North Wabash, Chicago, Ill. 60611. Send protests to: J. L. Hammond, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 369, Federal Building, Pierre, S. Dak. 57501.

No. MC 113855 (Sub-No. 211 TA), filed December 3, 1969. Applicant: INTERNATIONAL TRANSPORT, INC., South Highway 52, Rochester, Minn. 55901. Applicant's representative: Michael E. Miller, 502 First National Bank Building, Fargo, N. Dak. 58102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Special purpose vehicles, and special purpose trailers (except automobiles, trucks and trailers equipped with fifth wheel couplers, and mobile homes), in truck-away service, and parts and attachments for such vehicles and trailers when shipped in mixed loads with the commodities described in above, from the plant and warehouse sites of Selma Trailers & Manufacturing Co., in Fresno County, Calif., to points in the United States (except Alaska and Hawaii), for 180 days. Supporting shipper: Selma Trailer & Manufacturing Co., Post Office Box 120, Selma, Calif. 93662. Send protests to: District Supervisor A. N. Spath, Interstate Commerce Commission, Bu-

reau of Operations, 448 Federal Building and U.S. Court House, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 113951 (Sub-No. 4 TA), filed December 8, 1969. Applicant: CRESSY TRANS. CO., INC., 109 Glenellen Road, West Roxbury (Boston), Mass. 02132. Applicant's representative: George C. O'Brien, 15 Court Square, Boston, Mass. 02108. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Bananas, from Wilmington, Del., Providence, R.I.; and Fall River, Mass.; to Bath, and Gardiner, Maine; and Manchester, N.H., for 180 days. Supporting shipper: S. Prawer & Co., 120-154 Commercial Street, Bath, Maine. Send protests to: District Supervisor Richard D. Mansfield, Interstate Commerce Commission, Bureau of Operations, John F. Kennedy Federal Building, Government Center, Boston, Mass. 02203.

No. MC 128570 (Sub-No. 11 TA), filed December 3, 1969. Applicant: BROOKS ARMORED CAR SERVICE, INC., 13 East 35th Street, Wilmington, Del. 19802. Applicant's representative: William F. Brooks (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Exposed and processed films and prints; complimentary replacement film; incidental dealer handling supplies and advertising literature moving therewith (except motion picture film used primarily for commercial theater and television exhibition), between Wilmington, Del., on the one hand, and points in Delaware, on the other, restricted to traffic moving interstate commerce for 180 days. Note: Applicant states interline arrangements with American Courier Corp., at Wilmington, Del., will be conducted under that carrier's Sub 169, MC 111729. Supporting shipper: Eastman Kodak Co., Rochester, N.Y. 14650; Donald P. Goodrich, General Traffic Department. Send protests to: Paul J. Lowry, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 206 Old Post Office Building, 129 East Main Street, Salisbury, Md. 21801.

No. MC 134190 TA, filed December 5, 1969. Applicant: BUCKINGHAM TRUCKING, LTD., 1366 Bernard Avenue, Kelowna, British Columbia, Canada. Applicant's representative: Donald A. Ericson, Suite 708, Old National Bank Building, Spokane, Wash. 99201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Boats, boat parts, supplies and equipment, including motors; and boat molds and plugs, between Spokane Industrial Park at Trentwood, Wash., on the one hand, and on the other, the international boundary between the United States and Canada at or near the Port of Entry at Oroville, Wash., for 180 days. Supporting shipper: Canadian Fiberform Ltd., Box 9, West Bank, B.C., Canada. Send protests to: L. C. Taylor, District Supervisor, Interstate Commerce Commission, Bureau of

Operations, 401 U.S. Post Office, Spokane, Wash. 99201.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-15066; Filed, Dec. 18, 1969;
8:46 a.m.]

[Notice 462]

MOTOR CARRIER TRANSFER PROCEEDINGS

DECEMBER 15, 1969.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-71562. By order of December 2, 1969, the Motor Carrier Board approved the transfer to Carl Wayne Prins, doing business as Carl Prins Trucking, Hudsonville, Mich.; of Certificate in No. MC-129593 and a portion of the operating rights in Certificate No. MC-129593 (Sub-No. 1), issued August 6, 1968, and May 22, 1968, respectively, to Tigelaar & DeWeerd, Inc., Hudsonville, Mich.; authorizing the transportation of: Garden seeds and dried beans, insecticides, fungicides, and parts for sprayers and spray equipment, and limestone, except in bulk, from Middleport, N.Y.; and a plantsite near Greencastle, Ind.; to specified points in Michigan. James R. Sebastian, Jr., 540 Old Kent Building, Grand Rapids, Mich. 49502, attorney for applicants.

No. MC-FC-71696. By order of December 2, 1969, the Motor Carrier Board approved the transfer to Leon Draper, doing business as A B C Truck Line, Elko, Nev., of Certificate of Registration in No. MC-121240 (Sub-No. 1), issued October 19, 1966, to Anthony J. Bojorques and Ignia C. Bojorques, a partnership, doing business as A B C Truck Line, Elko, Nev.; authorizing the transportation of: Commodities generally, between specified points in Nevada. Joseph O. McDaniel, 530 Idaho Street, Elko, Nev. 89801, attorney for applicants.

No. MC-FC-71730. By order of December 1, 1969, the Motor Carrier Board approved the transfer to Ray Kolnik, doing business as Ray Kolnik Trucking, Walworth, Wis., of Permits Nos. MC-114055 and MC-114055 (Sub-No. 2) issued August 14, 1957, and August 18, 1966, respectively, to Ray Kolnik and Harvey Kyle, Jr., doing business as Werrbach Trucking Service, 115 Grove St., Woodstock, Ill. 60098, authorizing the transportation of: Malt beverages, from La

Crosse and Sheboygan, Wis., to Elgin and Fox River Grove, Ill. Allen Silver, 405½ South State Street, Belvidere, Ill. 61008, attorney for transferee.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-15067; Filed, Dec. 18, 1969;
8:46 a.m.]

[S.O. 994; ICC Order 26, Amdt. 3]

ATCHISON, TOPEKA AND SANTA FE RAILWAY CO.

Rerouting or Diversion of Traffic

Upon further consideration of ICC Order No. 26 (Atchison, Topeka and Santa Fe Railway Co.) and good cause appearing therefor:

It is ordered, That:

ICC Order No. 26 be, and it is hereby amended by substituting the following paragraph (e) for paragraph (e) thereof:

(e) *Expiration date.* This order shall expire at 11:59 p.m., March 31, 1970, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., December 31, 1969, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., December 15, 1969.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[SEAL]

[P.R. Doc. 69-15068; Filed, Dec. 18, 1969;
8:47 a.m.]

[S.O. 994; ICC Order 30, Amdt. 4]

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD CO.

Rerouting or Diversion of Traffic

Upon further consideration of ICC Order No. 30 (Chicago, Rock Island and Pacific Railroad Co.) and good cause appearing therefor:

It is ordered, That:

ICC Order No. 30 be, and it is hereby amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) *Expiration date.* This order shall expire at 11:59 p.m., March 31, 1970, unless otherwise modified, changed or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., December 31, 1969, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., December 15, 1969.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[SEAL]

[P.R. Doc. 69-15069; Filed, Dec. 18, 1969;
8:47 a.m.]

[S.O. 994; ICC Order 35, Amdt. 2]

ILLINOIS CENTRAL RAILROAD CO. AND MISSOURI PACIFIC RAILROAD CO.

Rerouting or Diversion of Traffic

Upon further consideration of ICC Order No. 35 (The Illinois Central Railroad Co., and the Missouri Pacific Railroad Co.) and good cause appearing therefor:

It is ordered, That:

ICC Order No. 35 be, and it is hereby amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) *Expiration date.* This order shall expire at 11:59 p.m., March 31, 1970, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., December 31, 1969, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., December 15, 1969.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[SEAL]

[P.R. Doc. 69-15070; Filed, Dec. 18, 1969;
8:47 a.m.]

[S.O. 994; ICC Order 19, Amdt. 2]

LOUISVILLE AND NASHVILLE RAILROAD CO. AND BIRMINGHAM SOUTHERN RAILROAD CO.

Rerouting or Diversion of Traffic

Upon further consideration of ICC Order No. 19 (Louisville and Nashville Railroad Co., Birmingham Southern Railroad Co.) and good cause appearing therefor:

It is ordered, That:

ICC Order No. 19 be, and it is hereby amended by substituting the following paragraph (e) for paragraph (e) thereof:

(e) *Expiration date.* This order shall expire at 11:59 p.m., June 30, 1970, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., December 31, 1969, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing

to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., December 15, 1969.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] R. D. PFAHLER,
Agent.

[F.R. Doc. 69-15071; Filed, Dec. 18, 1969;
8:47 a.m.]

[S.O. 994; ICC Order 12, Amdt. 7]

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD CO.

Rerouting or Diversion of Traffic

Upon further consideration of ICC Order No. 12 (New York, Susquehanna and Western Railroad Co.) and good cause appearing therefor:

It is ordered, That:

ICC Order No. 12 be, and it is hereby, amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) *Expiration date.* This order shall expire at 11:59 p.m., March 31, 1970, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., December 31, 1969, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., December 15, 1969.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] R. D. PFAHLER,
Agent.

[F.R. Doc. 69-15073; Filed, Dec. 18, 1969;
8:47 a.m.]

[S.O. 994; ICC Order 16, Amdt. 4]

PENN CENTRAL

Rerouting or Diversion of Traffic

Upon further consideration of ICC Order No. 16 (Penn Central) and good cause appearing therefor:

It is ordered, That:

ICC Order No. 16 be, and it is hereby amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) *Expiration date.* This order shall expire at 11:59 p.m., June 30, 1970, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., December 31, 1969, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that

agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., December 15, 1969.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] R. D. PFAHLER,
Agent.

[F.R. Doc. 69-15072; Filed, Dec. 18, 1969;
8:47 a.m.]

[Ex Parte No. MC-65]

MOTOR SERVICE ON INTERSTATE HIGHWAYS; PASSENGERS

Present: Virginia Mae Brown, Chairman, to whom the matter which is the subject of this order has been assigned for action thereon.

Order. Upon consideration of the record in the above-entitled proceeding and of the joint petition (letter) of National Bus Traffic Association, Inc., petitioner, and National Association of Motor Bus Owners, a party, filed December 4, 1969, for extension of the time for filing petitions for reconsideration, and for concurrent postponement of the effective date; and good cause appearing therefor:

It is ordered, That the due date for filing of petitions for reconsideration in Ex Parte No. MC-65 be, and it is hereby, extended to January 15, 1970.

It is further ordered, That the effective date of the order of October 22, 1969, in Ex Parte No. MC-65 be, and it is hereby, fixed as January 20, 1970.

Dated at Washington, D.C., this 15th day of December 1969.

By the Commission, Chairman Brown.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-15074; Filed, Dec. 18, 1969;
8:47 a.m.]

[Ex-Parte No. MC-65]

MOTOR SERVICE ON INTERSTATE HIGHWAYS; PASSENGERS

DECEMBER 16, 1969.

Notice. By order of December 15, 1969, the taking effect of the rules and regulations adopted by the Commission on October 22, 1969, in Ex Parte No. MC-65, Motor Service on Interstate Highways-Passengers, reported at 110 M.C.C. 514 (as recodified in 34 F.R. 18459-18463), was postponed to January 20, 1970. The same order also fixed January 15, 1970, as the due date for filing of petitions for reconsideration in Ex Parte No. MC-65.

The rules and regulations adopted by the Commission on October 22, 1969, in Ex Parte No. MC-65 (Sub-No. 2), Motor Service on Interstate Highways-Property, reported at 110 M.C.C. 514 (as recodified in 34 F.R. 18463-18466), became effective as of December 15, 1969.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-15075; Filed, Dec. 18, 1969;
8:47 a.m.]

[Notice 463]

MOTOR CARRIER TRANSFER PROCEEDINGS

DECEMBER 16, 1969.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-71666. By order of December 4, 1969, the Motor Carrier Board approved the transfer to Westmoreland Warehouse & Service, Inc., Greensburg, Pa., of the operating rights in certificates Nos. MC-123745 and MC-123745 (Sub-No. 1) issued March 15, 1963, and January 8, 1965, respectively, to Packers Refrigerated Service Corp., Irwin, Pa., authorizing the transportation, over irregular routes, of soaps and packing-house products from Pittsburgh, Pa., to points in Pennsylvania within 60 miles of Pittsburgh, with exceptions, and meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses, in refrigerated vehicles, from points in Allegheny and Westmoreland Counties, Pa., to points in described portions of Pennsylvania, Ohio, and West Virginia. John A. Vuono, 2310 Grant Building, Pittsburgh, Pa. 15219, attorney for applicants.

No. MC-FC-71749. By order of December 4, 1969, the Motor Carrier Board approved the transfer to Stewart Drayage Lines, a corporation, Emeryville, Calif., of the certificate of registration in No. MC-120823 (Sub-No. 1) issued February 28, 1964, to Harold S. Scott, doing business as Stewart Drayage Lines, Emeryville, Calif., authorizing the transportation of general commodities between described areas in California. Daniel W. Baker, 405 Montgomery Street, San Francisco, Calif. 94104, attorney for applicants.

No. MC-FC-71761. By order of December 11, 1969, the Motor Carrier Board approved the transfer to Michael Casserino, Jr., doing business as Casserino's, Middletown, Conn., of the certificate No. MC-100315 issued July 3, 1941, to Michael Casserino, doing business as Casserino's, Middletown, Conn., authorizing the transportation of: Household goods, used office furniture, and nursery stock, between Middletown, Conn., and 10 miles thereof, on the one hand, and, on the other, points in Connecticut, Massachusetts, Rhode Island, and New York. Paul J. Goldstein, 109 Church Street, New

Haven, Conn. 06510, attorney for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-15172; Filed, Dec. 18, 1969;
8:49 a.m.]

[Notice 463A]

MOTOR CARRIER TRANSFER PROCEEDINGS

DECEMBER 16, 1969.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's general rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 30 days from the date of service of the order. Pursuant to sec-

tion 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-71311. By order of December 4, 1969, Division 3, acting as an Appellate Division, approved the transfer to Rogers Moving Co., Inc., Baileys Cross Roads, Va., of certificate No. MC-94146 issued March 25, 1959, to Cannon Ball Transit Co., Inc., Alexandria, Va., authorizing the transportation of household goods, as defined by the Commission, between the District of Columbia, on the one hand, and, on the other, points in Maryland and Virginia within 100 miles of the District of Columbia, and points in southeastern Pennsylvania; household goods, between Washington, D.C., on the one hand, and, on the other, points in Virginia, Maryland, Pennsylvania, New Jersey, and New York; household goods,

as defined by the Commission, and emigrant movables, between points in Culpeper, Madison, and Rappahannock Counties, Va., on the one hand, and, on the other, points in Maryland, Pennsylvania, Delaware, New Jersey, New York, North Carolina, South Carolina, West Virginia, and the District of Columbia; and household goods, as defined by the Commission, and carnival and show equipment, between points in Virginia, on the one hand, and, on the other, points in Virginia, North Carolina, South Carolina, Tennessee, Kentucky, West Virginia, Ohio, Indiana, Illinois, Maryland, Delaware, Pennsylvania, New York, New Jersey, and the District of Columbia. Robert J. Gallagher, 111 State Street, Boston, Mass. 02109, attorney for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-15173; Filed, Dec. 18, 1969;
8:49 a.m.]

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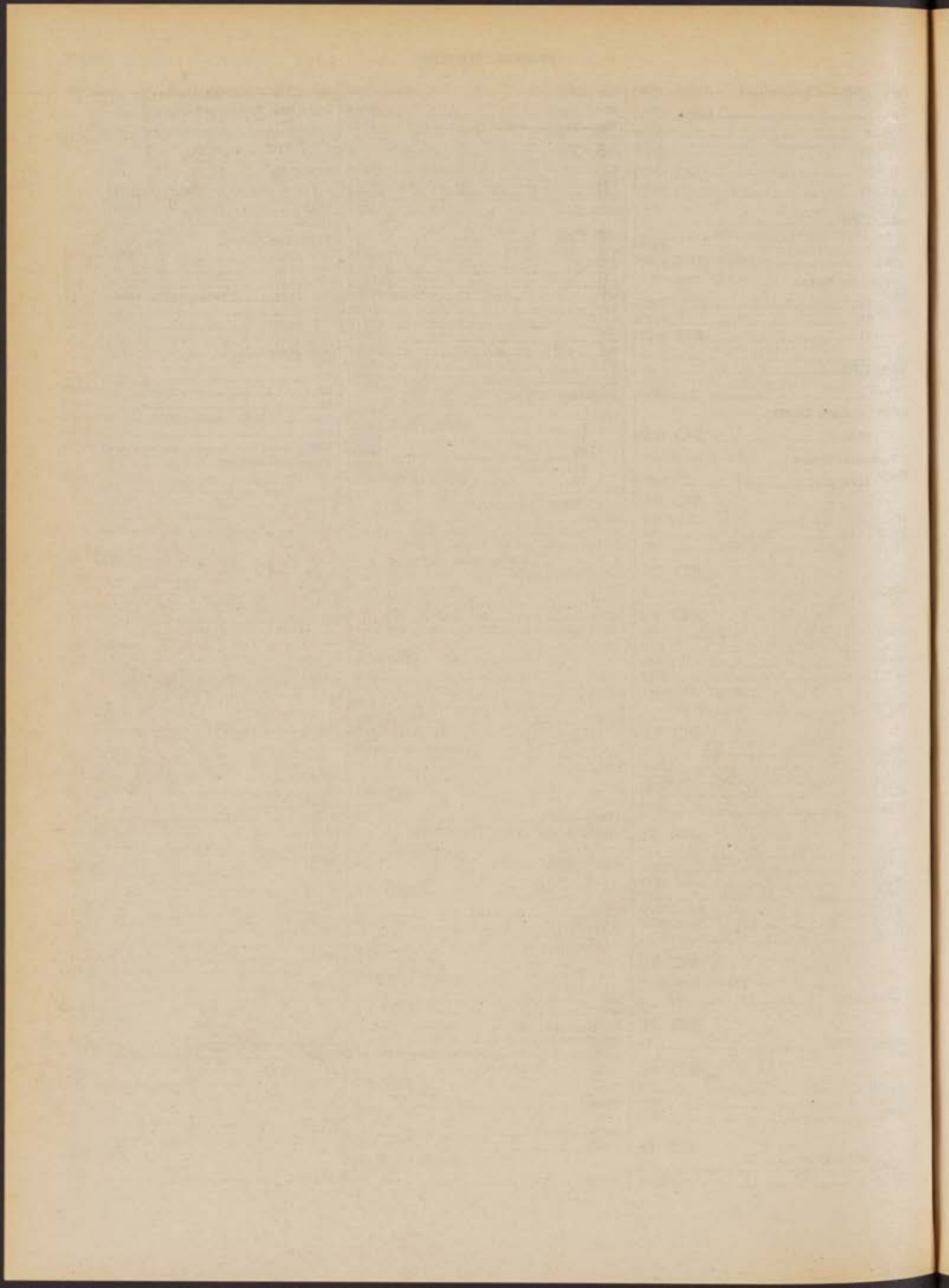
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FEDERAL REGISTER

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Friday, December 19, 1969 • Washington, D.C.

PART II

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

•

Advisory Circular Checklist
and
Status of
Federal Aviation Regulations



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[AC 00-2N—Effective October 31, 1969]

ADVISORY CIRCULAR CHECKLIST AND STATUS OF FEDERAL AVIATION REGULATIONS

1. *Purpose.* This notice contains the revised checklist of current FAA advisory circulars and the status of Federal Aviation Regulations as of October 31, 1969.

2. *Explanation.* The FAA issues advisory circulars to inform the aviation public in a systematic way of nonregulatory material of interest. Unless incorporated into a regulation by reference, the contents of an advisory circular are not binding on the public. Advisory circulars are issued in a numbered-subject system corresponding to the subject areas in the recodified Federal Aviation Regulations (14 CFR Ch. I). This checklist is issued triannually listing all current circulars and now includes information concerning the status of the Federal Aviation Regulations.

3. The Circular Numbering System.

a. *General.* The advisory circular numbers relate to the subchapter titles and correspond to the parts, and when appropriate, the specific sections of the Federal Aviation Regulations. Circulars of a general nature bear a number corresponding to the number of the general subject (subchapter) in the FAR's.

b. *Subject numbers.* The general subject matter areas and related numbers are as follows:

Subject Number and Subject Matter

00	General.
10	Procedural.
20	Aircraft.
60	Airmen.
70	Airspace.
90	Air Traffic Control and General Operations.
120	Air Carrier and Commercial Operators and Helicopters.
140	Schools and Other Certified Agencies.
150	Airports.
170	Air Navigational Facilities.
180	Administrative.
210	Flight Information.

c. *Breakdown of subject numbers.* When the volume of circulars in a general series warrants a subsubject breakdown, the general number is followed by a slash and a subsubject number. Material in the 150, Airports, series is issued under the following subsubjects:

Number and Subject

150/1900	Defense Readiness Program.
150/4000	Resource Management.
150/5000	Airport Planning.
150/5100	Federal-aid Airport Program.
150/5150	Surplus Airport Property Conveyance Programs.
150/5190	Airport Compliance Program.
150/5200	Airport Safety—General.
150/5210	Airport Safety Operations (Recommended Training, Standards, Manning).
150/5220	Airport Safety Equipment and Facilities.
150/5230	Airport Ground Safety System.

150/5240	Civil Airports Emergency Preparedness.
150/5300	Design, Construction, and Maintenance—General.
150/5320	Airport Design.
150/5325	Influence of Aircraft Performance on Aircraft Design.
150/5335	Runway, Taxiway, and Apron Characteristics.
150/5340	Airport Visual Aids.
150/5345	Airport Lighting Equipment.
150/5360	Airport Buildings.
150/5370	Airport Construction.
150/5380	Airport Maintenance.
150/5390	Heliports.

d. *Individual circular identification numbers.* Each circular has a subject number followed by a dash and a sequential number identifying the individual circular. This sequential number is not used again in the same subject series. Revised circulars have a letter A, B, C, etc., after the sequential number to show complete revisions. Changes to circulars have CH 1, CH 2, CH 3, etc., after the identification number on pages that have been changed. The date on a revised page is changed to the effective date of the change.

4. The Advisory Circular Checklist.

a. *General.* Each circular issued is listed numerically within its subject-number breakdown. The identification number (AC 120-1), the change number of the latest change, if any, to the right of the identification number, the title, and the effective date for each circular are shown. A brief explanation of the contents is given for each listing.

b. *Omitted numbers.* In some series sequential numbers omitted are missing numbers, e.g., 00-8 through 00-11 have not been used although 00-7 and 00-12 have been used. These numbers are assigned to advisory circulars still in preparation which will be issued later or were assigned to advisory circulars that have been canceled.

c. *Free and sales circulars.* This checklist contains advisory circulars that are for sale as well as those distributed free of charge by the Federal Aviation Administration. Please use care when ordering circulars to ensure that they are ordered from the proper source.

d. *Internal directives for sale.* A list of certain internal directives sold by the Superintendent of Documents is shown at the end of the checklist. These documents are not identified by advisory circular numbers, but have their own directive numbers.

5. How to get circulars.

a. When a price is listed after the description of a circular, it means that this circular is for sale by the Superintendent of Documents. When (Sub.) is included with the price, the advisory circular is available on a subscription basis only. After your subscription has been entered by the Superintendent of Documents, supplements or changes to the basic document will be provided automatically at no additional charge until the subscription expires. When no price is given, the circular is distributed free of charge by FAA. Paragraph 5 tells how to get copies of circulars from these two sources.

b. Request free advisory circulars shown without an indicated price from:

Department of Transportation, Federal Aviation Administration, Distribution Unit, TAD 484.3, Washington, D.C. 20590.

NOTE: Persons who want to be placed on FAA's mailing list for future circulars should write to the above address. Be sure to identify the subject matter desired by the subject numbers and titles shown in paragraph 3b because separate mailing lists are maintained for each advisory circular subject series. Checklists and circulars issued in the general series will be distributed to every addressee on each of the subject series lists. Persons requesting more than one subject classification may receive more than one copy of related circulars and this checklist because they will be included on more than one mailing list. Persons already on the distribution list for AC's and changes to FAR's will automatically receive related circulars.

c. Order advisory circulars and internal directives with purchase price given from:

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

Send check or money order with your order to the Superintendent of Documents. Make the check or money order payable to the Superintendent of Documents in the amounts indicated in the list. Orders for mailing to foreign countries should include an additional amount of 25 percent of the price to cover postage. No c.o.d. orders are accepted.

6. *Reproduction of Advisory Circulars.* Advisory circulars may be reproduced in their entirety or in part without permission from the Federal Aviation Administration.

7. *Cancellations.* The following advisory circulars are canceled:

- AC 00-2M Advisory Circular Checklist, 5-29-69. Canceled by AC 00-2N, Advisory Circular Checklist, 10-31-69.
- AC 20-1 Limitations of Self-Locking Castellated Nuts, 6-29-63. Canceled.
- AC 20-3A Status and Availability of Military Handbooks and ANC Bulletins for Aircraft, 1-15-64. Canceled by AC 20-3B, Status and Availability of Military Handbooks and ANC Bulletins for Aircraft, 5-12-69.
- AC 20-6K U.S. Civil Aircraft Register, 1-1-69. Canceled by AC 20-6L, U.S. Civil Aircraft Register, 7-1-69.
- AC 20-7E General Aviation Inspection Aids, Summary, August 1968, and Supplements 1 through 11. Canceled by AC 20-7F, General Aviation Inspection Aids, Summary, August 1969.
- AC 20-14 Aircraft Airworthiness; Restricted Category: Certification of Aircraft With Uncertificated Engines or Engines to Which Major Alterations Have Been Made, 10-25-63. Canceled by AC 21-8, Aircraft Airworthiness; Restricted Category: Certification of Aircraft With Uncertificated or Altered Engines or Propellers, 5-21-69.
- AC 21-4A Special Flight Permits for Operation of Overweight Aircraft, 9-16-66. Canceled by AC 21-4B, Special Flight Permits for Operation of Overweight Aircraft, 7-30-69.
- AC 61-24 Student Pilot Certificate Endorsements for Solo Flight in Single-Control Aircraft, 7-20-65. Canceled.

- AC 61-26 *Flight Instructor Requalification Program and Increased Student Pilot Operating Requirements*, 9-23-65. Canceled by AC 61-46, *Flight Instructor Procedures*, 6-4-69.
- AC 61-35A *Gold Seal Flight Instructor Certificate*, 2-11-69. Canceled by AC 61-46, *Flight Instructor Procedures*, 6-4-69.
- AC 61-44 *Valid Flight Instructor Certificates*, 11-30-67. Canceled.
- AC 63-2 *Flight Navigator Written Examination Guide*, 10-26-66. Canceled by AC 63-2A, *Flight Navigator Written Test Guide*, Rev. 1969.
- AC 65-95-2 *Handbook and Study Guide for Aviation Mechanics' Inspection Authorization*, 5-3-67. Canceled by AC 65-95-2A, *Handbook and Study Guide for Aviation Mechanics' Inspection Authorization*, 4-15-69.
- AC 70/7460-2 *Proposed Construction or Alteration of Objects That May Affect the Navigable Airspace*, 4-5-68. Canceled by AC 70/7460-2A, *Proposed Construction or Alteration of Objects That May Affect the Navigable Airspace*, 7-2-69.
- AC 90-10 *Holding Pattern*, 3-1-64. Canceled.
- AC 90-15 *Pilot's Response to ATC Clearances and Instructions*, 7-2-64. Canceled.
- AC 90-24 *Service A Weather Teletypewriter Circuit Loading Adjustment*, 3-15-65. Canceled.
- AC 90-27 *Operation of Pictorial Display/ Course Line Computer Equipment in the National Airspace System*, 8-20-65. Canceled by AC 90-45, *Approval of Area Navigation Systems for Use in the U.S. National Airspace System*, 8-18-69.
- AC 90-28 *Course Changes While Operating Under Instrument Flight Rules Below 18,000 Feet Mean Sea Level*, 9-2-65. Canceled.
- AC 90-30A *Precision Approach Radar (PAR) Service*, 11-21-67. Canceled.
- AC 91-5 *Waivers Part 91, Federal Aviation Regulations*, 2-27-64. Canceled by AC 91-5A, *Waivers of Subpart B, Part 91 of the Federal Aviation Regulations (FARs)*, 5-8-69.
- AC 140-2D *List of Certificated Pilot Flight and Ground Schools*, 3-13-68. Canceled by AC 140-2E, *List of Certificated Pilot Flight and Ground Schools*, 1-1-69.
- AC 147-2E *Federal Aviation Administration Certificated Mechanic School Directory*, 1-15-69. Canceled by AC 147-2F, *Federal Aviation Administration Certificated Mechanic School Directory*, 7-15-69.
- AC 150/5100-2 *Priorities Under the Federal-Aid Airport Program for Fiscal Year 1967*, 5-9-66. Canceled.
- AC 150/5340-4A *Installation Details for Runway Centerline and Touchdown Zone Lighting Systems*, 8-4-66. Canceled by AC 150/5340-4B, *Installation Details for Runway Centerline and Touchdown Zone Lighting Systems*, 5-6-69.
- AC 150/5345-14 *Specification for L-827 "A" Frame Hinged Support for 12-Foot Wind Cone*, 2-13-64. and *Change 1*. Canceled by AC 150/5345-27A, *Specifications for L-807 8-foot and 12-foot Unlighted or Externally Lighted Wind Cone Assemblies*, 6-16-69.
- AC 150/5345-27 *Specification for L-807 8-Foot Illuminated Wind Cone*, 2-10-65. Canceled by AC 150/5345-27A, *Specification for L-807 Eight-foot and Twelve-foot Unlighted or Externally Lighted Wind Cone Assemblies*, 6-16-69.
- AC 210-2 *Schedule of Effective Dates for Flight Information*, 6-26-68. Canceled by AC 210-2A, *Established Schedule for Flight Information Effective Dates*, 9-19-69.
8. *Additions*. The following advisory circulars are added to the list:
- AC 00-2N *Advisory Circular Checklist* (10-31-69).
- AC 20-3B *Status and Availability of Military Handbooks and ANC Bulletins for Aircraft* (5-12-69).
- AC 20-6L *U.S. Civil Aircraft Register* (6-4-69).
- AC 20-7F *General Aviation Inspection Aids, Summary* (August 1969).
- Supplement 1, *General Aviation Inspection Aids* (September 1969).
- Supplement 2, *General Aviation Inspection Aids* (October 1969).
- AC 20-63 *Airborne Automatic Direction Finder Installations (Low and Medium Frequency)* (7-7-69).
- AC 20-64 *Maintenance Inspection Notes for Lockheed L-188 Series Aircraft* (8-1-69).
- AC 20-65 *U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft* (8-11-69).
- AC 21-4B *Special Flight Permits for Operation of Overweight Aircraft* (7-30-69).
- AC 21-8 *Aircraft Airworthiness; Restricted Category: Certification of Aircraft with Un certificated or Altered Engines or Propellers* (5-21-69).
- AC 39-6A *Distribution of Airworthiness Directives* (8-8-69).
- AC 43.13-1 *Ch 6 Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair* (5-1-69).
- AC 60-2F *Annual Aviation Mechanic Safety Awards Program* (6-16-69).
- AC 61-46 *Flight Instructor Procedures* (6-4-69).
- AC 63-2A *Flight Navigator Written Test Guide* (4-4-69).
- AC 65-95-2A *Handbook and Study Guide for Aviation Mechanics' Inspection Authorization* (4-15-69).
- AC 70/7460-2A *Proposed Construction or Alteration of Objects That May Affect the Navigable Airspace* (7-2-69).
- AC 90-45 *Approval of Area Navigation Systems for Use in the U.S. National Airspace System* (8-18-69).
- AC 90-46 *Depiction of Holding Patterns* (8-19-69).
- AC 91-5A *Waivers of Subpart B, Part 91 of the Federal Aviation Regulations (FARs)* (5-8-69).
- AC 91-21 *Inspection Schedule—For Handley-Page Model HP-137* (4-24-69).
- AC 91-22 *Altitude Alerting Devices/Systems* (7-7-69).
- AC 91-24 *Aircraft Hydroplaning or Aquaplaning on Wet Runways* (9-4-69).
- AC 91-25 *Loss of Visual Cues During Low Visibility Landings* (9-22-69).
- AC 140-2E *List of Certificated Pilot Flight and Ground Schools* (1-1-69).
- AC 147-2F *Federal Aviation Administration Certificated Mechanic School Directory* (7-15-69).
- AC 150/5040-2 *Announcement of Report—Aviation Demand and Airport Facility Requirement Forecasts for Medium Air Transportation HUBS Through 1980* (5-22-69).
- AC 150-5040-3 *Announcement of Report—A Suggested Action Program for the Relief of Airfield Congestion at Selected Airports* (6-19-69).
- AC 150/5060-3 *Airport Capacity Criteria Used in Long-Range Planning* (4-7-69).
- AC 150/5100-6 *Labor Requirements in Federal-Aid Airport Program Contracts* (6-6-69).
- AC 150/5220-8 *Guide Specification for 2,000-Gallon Tank Truck* (6-13-69).
- AC 150/5325-8 *Compass Calibration Pad* (5-8-69).
- AC 150/5340-4B *Installation Details for Runway Centerline and Touchdown Zone Lighting Systems* (5-6-69).
- AC 150/5345-3A *CH 2 Specification for L-821 Airport Lighting Panel for Remote Control of Airport Lighting* (9-17-69).
- AC 150/5345-20 *CH 4 Specification for L-802 Runway and Strip Light* (8-5-69).
- AC 150/5345-23 *CH 3 Specification for L-822 Taxiway Edge Light* (8-5-69).
- AC 150/5345-27A *Specification for L-807 Eight-foot and Twelve-foot Unlighted or Externally Lighted Wind Cone Assemblies* (6-16-69).
- AC 150/5355-2 *Pallout Shelters in Terminal Buildings* (4-1-69).
- AC 150/5370-4 *Procedures Guide for Using the Standard Specifications for Construction of Airports* (5-29-69).
- AC 210-2A *Established Schedule for Flight Information Effective Dates* (9-19-69).

ADVISORY CIRCULAR CHECKLIST

NOTICE

Superintendent of Documents catalogue numbers have been included to aid Superintendent of Documents personnel in processing orders. Please use them when ordering—along with the title and FAA number. To avoid unnecessary delays, do not order single-sales material and subscription-sales material on the same order form, as orders are separated for processing by different departments when they arrive at Superintendent of Documents.

General

SUBJECT NO. 00

00-1 *The Advisory Circular System* (12-4-62).

Describes the FAA Advisory Circular System.

00-2N *Advisory Circular Checklist* (10-31-69).

Transmits the revised checklist of current FAA advisory circulars and the status of the Federal Aviation Regulations as of 10-31-69.

00-6 *Aviation Weather* (5-20-65).

Provides an up-to-date and expanded text for pilots and other flight operations personnel whose interest in meteorology is primarily in its application to flying. Reprinted 1969. (\$4 GPO.) FAA 5.8/2: W 37.

00-7 *State and Regional Defense Airlift Planning* (4-30-64).

Provides guidance for the development of plans by the FAA and other Federal and State agencies for the use of non-air-carrier aircraft during an emergency.

00-7 CH 1 *Provision of Appendix 4 and Addition of New Appendix 9 to State and Regional Defense Airlift Planning* (1-5-65).

The title is self-explanatory.

00-7 CH 2 *State and Regional Defense Airlift Planning* (2-20-67).

Change 2 to basic document.

00-14 *Flights by U.S. Pilots Into and Within Canada* (4-16-65).

Provides information concerning flights into and within Canada.

00-15 *Potential Hazard Associated With Passengers Carrying "Anti-Mugger" Spray Devices* (8-20-65).

Advises aircraft operators, crewmembers, and others who are responsible for

flight safety, of a possible hazard to flight should a passenger inadvertently or otherwise discharge a device commonly known as an "anti-mugger" spray device in the cabin of an aircraft.

00-17 Turbulence in Clear Air (12-16-65).

Provides information on atmospheric turbulence and wind shear, emphasizing important points pertaining to the common causes of turbulence, the hazards associated with it, and the conditions under which it is most likely to be encountered.

00-19 System Description for a Modernized Weather Teletypewriter Communications System (7-8-66).

Transmits a technical report of the system improvements which the Federal Aviation Agency plans to make in the operation of the Services A, C, and O weather teletypewriter communications network.

00-20 Cancellation of Flight Standards Service Releases (9-7-66).

Cancels all outstanding Flight Standards Service Releases.

00-21 Shoulder Harness (10-5-66).

Provides information concerning the installation and use of shoulder harnesses by pilots in general aviation aircraft.

00-23A Near Midair Collision Reporting (12-18-68).

Advises that the FAA will continue through December 31, 1969, to handle reports of near midair collisions in accordance with the policy established January 1, 1968.

00-24 Thunderstorms (6-12-68).

Contains information concerning flights in or near thunderstorms.

00-25 Forming and Operating a Flying Club (3-24-69).

Provides preliminary information that will assist anyone or any group of people interested in forming and operating a flying club. (\$0.35 GPO.) TD 4.8; F 67.

00-26 Definition of "U.S. National Aviation Standards" (1-22-69).

Informs the aviation community of the approval by the FAA Administrator of a definition of U.S. National Aviation Standards, the need for such standards, and their relationship to the Federal Aviation Regulations.

00-27 U.S. National Standard for the IFF Mark X (SIF) Air Traffic Control Radar Beacon System Characteristics (ATCRBS) 1-24-69.

Informs the aviation community of the approval by the FAA Administrator of the U.S. National Aviation Standard for the ATCRBS.

Procedural

SUBJECT NO. 10

11-1 Airspace Rule-Making Proposals and Changes to Air Traffic Control Procedures (10-28-64).

Emphasizes the need for the early submission of proposals involving air-

space rule-making activity or changes to existing procedures for the control of air traffic.

Aircraft

SUBJECT NO. 20

20-3B Status and Availability of Military Handbooks and ANC Bulletins for Aircraft (5-12-69).

Announces the status and availability of Military Handbooks and ANC Bulletins prepared jointly with FAA.

20-5A Plane Sense (4-4-67).

Provides general aviation information for the private aircraft owner.

20-6L U.S. Civil Aircraft Register Vol. I and II (7-1-69).

Lists all active U.S. civil aircraft by registration number. Published in 1969. (\$13.25 GPO.) TD 4.18/2; 969.

20-7F General Aviation Inspection Aids, Summary (August 1969).

Provides the aviation community with a uniform means for interchanging service experience that may improve the durability and safety of aeronautical products. Of value to mechanics, operators of repair stations, and others engaged in the inspection, maintenance, and operation of aircraft in general. (\$3, \$3.75 foreign—Sub. GPO.) TD 4.409; 968.

20-7F Supplement 1 (September 1969).

20-7F Supplement 2 (October 1969).

20-9 Personal Aircraft Inspection Handbook (12-2-64).

Provides a general guide, in simple, nontechnical language, for the inspection of aircraft. Reprinted 1967. (\$1 GPO.) FAA 5.8/2; A1 7/2.

20-10 Approved Airplane Flight Manuals for Transport Category Airplanes (7-30-63).

Calls attention to the regulatory requirements relating to FAA Approved Airplane Flight Manuals.

20-13A Surface-Effect Vehicles (8-28-64).

States FAA policy on surface-effect vehicles (vehicles supported by a cushion of compressed air).

20-15A Qualification of Type Certified Engines and Propellers for Aircraft Installations (3-24-66).

Calls attention to the relationship between both Federal Aviation Regulations, Parts 33 (Aircraft Engine Airworthiness) and 35 (Propeller Airworthiness), and various aircraft airworthiness parts.

20-17 Surplus Military Aircraft (1-6-64).

Informs how to obtain copies of regulations required for certification of surplus military aircraft.

20-18A Qualification Testing of Turbojet Engine Thrust Reversers (3-16-66).

Discusses the requirements for the qualification of thrust reversers and sets forth an acceptable means of compliance with the tests prescribed in Federal Avi-

ation Regulations, Part 3, when run under nonstandard ambient air conditions.

20-20A Flammability of Jet Fuels (4-9-65).

Gives information on the possibility of combustion of fuel in aircraft fuel tanks.

20-23C Interchange of Service Experience—Mechanical Difficulties (5-9-69).

Explains the advantages of a voluntary exchange of service experience data.

20-24A Qualification of Fuels, Lubricants, and Additives (4-1-67).

Establishes procedures for the approval of the use of subject materials in certificated aircraft.

20-25A Identification of Technical Standard Order (TSO) Safety Belts (3-14-69).

Describes the markings which indicate that a safety belt has been manufactured under the FAA TSO system and approved for use in certificated aircraft.

20-27A Certification and Operation of Amateur-Built Aircraft (8-12-68).

Provides information and guidance material for amateur aircraft builders.

20-28 Nationally Advertised Aircraft Construction Kits (8-7-64).

Explains that using certain kits could render the aircraft ineligible for the issuance of an experimental certificate as an amateur-built aircraft.

20-29A Use of Anti-Icing Additive PFA-55MB (6-19-67).

Provides information on the use of anti-icing additive for jet fuels to assure compliance with FAR's that require assurance of continuous fuel flow under icing conditions.

20-30A Airplane Position Lights and Supplementary Lights (4-18-68).

Provides an acceptable means for complying with the position light requirements for airplane airworthiness and acceptable criteria for the installation of supplementary lights on airplanes.

20-32A Carbon Monoxide (CO) Contamination in Aircraft—Detection and Prevention (9-13-68).

Informs aircraft owners, operators, maintenance personnel, and pilots of the potential dangers of carbon monoxide contamination and discusses means of detection and procedures to follow when contamination is suspected.

20-33 Technical Information Regarding Civil Aeronautics Manuals 1, 3, 4a, 4b, 5, 6, 7, 8, 9, 10, 13, and 14 (2-8-65).

Advises the public that policy information contained in the subject Civil Aeronautics Manuals may be used in conjunction with specific sections of the Federal Aviation Regulations.

20-34A Prevention of Retractable Landing Gear Failures (4-21-69).

Provides information and suggested procedures to minimize landing accidents involving aircraft having retractable landing gear.

20-35A Tie-Down Sense (10-29-68).

Provides information of general use on aircraft tie-down techniques and procedures.

20-36A Index of Materials, Parts and Appliances Certified Under the Technical Standard Order System—March 1, 1966 (4-8-66).

Lists the materials, parts, and appliances for which the Administrator has received statements of conformance under the Technical Standard Order system as of March 1, 1966. Such products are deemed to have met the requirements for FAA approval as provided in Part 37 of the Federal Aviation Regulations.

20-37A Aircraft Metal Propeller Blade Failure (4-4-69).

Provides information and suggested procedures to increase service life and to minimize blade failures of metal propellers.

20-38A Measurement of Cabin Interior Emergency Illumination in Transport Airplanes (2-8-66).

Outlines acceptable methods, but not the only methods, for measuring the cabin interior emergency illumination on transport airplanes, and provides information as to suitable measuring instruments.

20-39 Installation Approval of Entertainment Type Television Equipment in Aircraft (7-15-65).

Presents an acceptable method (but not the only method) by which compliance may be shown with Federal Aviation Regulations 23.1431, FAR 25.1309(b), FAR 27.1309(b), or FAR 29.1309(b) as applicable.

20-40 Placards for Battery-Excited Alternators Installed in Light Aircraft (8-11-65).

Sets forth an acceptable means of complying with placarding rules in Federal Aviation Regulations 23 and 27 with respect to battery-excited alternator installations.

20-41 Replacement TSO Radio Equipment in Transport Aircraft (8-30-65).

Sets forth an acceptable means for complying with rules governing transport category aircraft installations in cases involving the substitution of technical standard order radio equipment for functionally similar radio equipment.

20-42 Hand Fire Extinguishers in Transport Category Airplanes and Rotorcraft (9-1-65).

Sets forth acceptable means (but not the sole means) of compliance with certain hand fire extinguisher regulations in FAR 25 and FAR 29, and provides related general information.

20-43 Aircraft Fuel Contamination (9-3-65).

Informs the aviation community of the potential hazards of fuel contamination, its control, and recommended fuel servicing procedures.

20-44 Glass Fiber Fabric for Aircraft Covering (9-3-65).

Provides a means, but not the sole means, for acceptance of glass fiber fabric for external covering of aircraft structure.

20-45 Safelying of Turnbuckles on Civil Aircraft (9-17-65).

Provides information on turnbuckle safelying methods that have been found acceptable by the Agency during past aircraft type certification programs.

20-46 Suggested Equipment for Gliders Operating Under IFR (9-23-65).

Provides guidance to glider operators on how to equip their gliders for operation under instrument flight rules (IFR), including flight through clouds.

20-47 Exterior Colored Band Around Exits on Transport Airplanes (2-8-66).

Sets forth an acceptable means, but not the only means, of complying with the requirement for a 2-inch colored band outlining exits required to be openable from the outside on transport airplanes.

20-48 Practice Guide for Decontaminating Aircraft (5-5-66).

The title is self-explanatory.

20-49 Analysis of Bird Strike Reports on Transport Category Airplanes (7-27-66).

Provides the results of a statistical study on the frequency of collisions of birds with transport aircraft and the resulting damages.

20-50 Ultrasonic Nondestructive Testing (11-9-66).

Provides FAA personnel and the general aviation public with some of the theory and processes of ultrasonic testing which will assist them in the more advanced uses of this system for the inspection of aircraft and aircraft components during manufacture or maintenance. (\$0.45 GPO.) TD 4.8 : UI 8.

20-51 Procedures for Obtaining FAA Approval of Major Alterations to Type Certificated Products (4-12-67).

Provides assistance to persons who desire to obtain FAA approval of major alterations to type certificated products.

20-52 Maintenance Inspection Notes for Douglas DC-6/7 Series Aircraft (8-24-67).

Describes maintenance inspection notes which can be used for the maintenance support of certain structural parts of DC-6/7 series aircraft.

20-53 Protection of Aircraft Fuel System Against Lightning (10-6-67).

Sets forth acceptable means, not the sole means, by which compliance may be shown with fuel system lightning protection airworthiness regulations.

20-54 Hazards of Radium-Activated Luminous Compounds Used on Aircraft Instruments (10-24-67).

Provides information concerning health hazards associated with the repair

and maintenance of instruments containing luminous markings activated with radium-226 or radium-228 (mesothorium).

20-55 Turbine Engine Overhaul Standard Practices Manual—Maintenance of Fluorescent Penetrant Inspection Equipment (1-22-68).

Advises operators of the necessity for periodic checking of black light lamps and filters used during fluorescent penetrant inspection of engine parts.

20-56 Marking of TSO-C72a Individual Flotation Devices (1-19-68).

Outlines acceptable methods for marking individual flotation devices which also serve as seat cushions.

20-57 Automatic Landing Systems (1-29-68).

Sets forth an acceptable means of compliance but not the only means for the installation approval of automatic landing systems in transport category aircraft which may be used initially in Category II operations.

20-58A Acceptable Means of Testing Automatic Altitude Reporting Equipment for Compliance with FAR 91.36(b) (4-28-69).

Title is self-explanatory.

20-59 Maintenance Inspection Notes for Convair 240, 340/440, 240T, and 340T Series Aircraft (2-19-68).

Describes maintenance inspection notes which can be used for the maintenance support of certain structural parts of Convair 240, 340/440, 240T, and 340T series aircraft.

20-60 Accessibility to Excess Emergency Exits (7-18-68).

Sets forth acceptable means of compliance with the "readily accessible" provisions in the Federal Aviation Regulations dealing with excess emergency exits.

20-62 Eligibility, Quality, and Identification of Approved Aeronautical Replacement Parts (4-30-69).

Provides information relative to the determination of the eligibility of aeronautical parts and materials for installation on certificated aircraft.

20-63 Airborne Automatic Direction Finder Installations (Low and Medium Frequency) (7-7-69).

Sets forth one means, but not the only means, of demonstrating compliance with the airworthiness rules governing the functioning of airborne automatic direction finders. It does not pertain to installations previously approved.

20-64 Maintenance Inspection Notes for Lockheed L-188 Series Aircraft (8-1-69).

Describes maintenance inspection notes which can be used for the maintenance support of certain structural parts of Lockheed L-188 series aircraft.

20-65 U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft (8-11-69).

Provides general information and guidance concerning issuance of air-

worthiness certificates for U.S. registered aircraft, and issuance of special flight authorizations for operation in the United States of foreign aircraft not having standard airworthiness certificates issued by the country of registry.

21-1 Production Certificates (6-15-65).

Provides information concerning Subpart G of Federal Aviation Regulations (FAR) Part 21, and sets forth acceptable means of compliance with its requirements.

21-2A Export Airworthiness Approval Procedures (2-16-67).

Announces the adoption of new regulations and provides guidance to the public regarding the issuance of export airworthiness approvals for aeronautical products to be exported from the United States.

21-2A CH 1 (8-30-67).

21-2A CH 2 (10-30-67).

21-2A CH 3 (3-20-68).

21-2A CH 4 (11-6-68).

21-3 Basic Glider Criteria Handbook (1962).

Provides individual glider designers, the glider industry, and glider operating organizations with guidance material that augments the glider airworthiness certification requirements of the Federal Aviation Regulations. Reprinted 1969. (\$1 GPO.) FAA 5.8/2 : G 49/962.

21-4B Special Flight Permits for Operation of Overweight Aircraft (7-30-69).

Furnishes guidance concerning special flight permits necessary to operate an aircraft in excess of its usual maximum certificated takeoff weight.

21-5 Summary of Supplemental Type Certificates (2-24-66).

Announces the availability to the public of a new Summary of Supplemental Type Certificates (STC's), Part 21 of the Federal Aviation Regulations.

21-6 Production Under Type Certificate Only (5-29-67).

Provides information concerning Subpart F of FAR Part 21, and sets forth examples, when necessary, of acceptable means of compliance with its requirements.

21-7 Certification and Approval of Import Products (6-13-67).

Provides guidance and information relative to U.S. certification and approval of import aircraft, aircraft engines, propellers manufactured in a foreign country with which the United States has an acceptance agreement of those products for export and import.

21-8 Aircraft Airworthiness: Restricted Category: Certification of Aircraft With Uncertificated or Altered Engines or Propellers (5-21-69).

Sets forth acceptable means of substantiating that uncertificated or altered engines and propellers have no unsafe features for type certification of aircraft in the restricted category.

21.25-1 Use of Restricted Category Airplanes for Glider Towing (4-20-65).

Announces that glider towing is now considered to be a special purpose for type and airworthiness certification in the restricted category.

21.303-1 Replacement and Modification Parts (3-2-66).

Provides information concerning section 21.303 of Federal Aviation Regulations, Part 21, and sets forth examples of acceptable means of compliance with its requirements.

23-1 Type Certification Spin Test Procedures (4-1-64).

Sets forth an acceptable means by which compliance may be shown with the one-turn spinning requirement in Part 3 of the CAR's.

23.1329-1 Automatic Pilot Systems Approval (Non-Transport) (12-23-65).

Sets forth an acceptable means by which compliance with the automatic pilot installation requirements of FAR 23.1329 may be shown.

25-1 Airplane Flight Manual Procedures Associated with Performance Limitations (9-4-63).

Provides acceptable means for compliance with Special Regulation SR-422B, section 4T.743(c).

25-2 Extrapolation of Takeoff and Landing Distance Data Over a Range of Altitude for Turbine-Powered Transport Aircraft (7-9-64).

Sets forth acceptable means by which compliance may be shown with the requirements in CAR 4b and SR-422B.

25-4 Inertial Navigation Systems (INS) (2-18-66).

Sets forth an acceptable means for complying with rules governing the installation of inertial navigation systems in transport category aircraft.

25.253-1 High-Speed Characteristics (11-24-65).

Sets forth an acceptable means by which compliance may be shown with FAR 25.253 during certification flight tests.

25.253-1 CH 1 (1-10-66).

Provides amended information for the basic advisory circular.

25.1329-1A Automatic Pilot System Approval (7-8-68).

Sets forth an acceptable means by which compliance with the automatic pilot installation requirements of FAR 25.1329 may be shown.

25.1457-1 Cockpit Voice Recorder Installations (4-7-65).

Sets forth an acceptable means of compliance with provisions in FAR Part 25 pertaining to cockpit voice recorder location and erasure features.

27.1581-1 Sea Rotorcraft Autorotative Landing on Land (8-3-65).

Sets forth acceptable means, not the sole means, with which to provide suitable warning information to crews of

float-equipped rotorcraft (pneumatic bag type) when a safe autorotative landing on land may not be possible.

29-1 Approval Basis for Automatic Stabilization Equipment (ASE) Installations in Rotorcraft (12-26-63).

Gives means for compliance with flight requirements in various CAR's.

29-1 CH 1 (3-26-64).

Transmits revised information about the time delay of automatic stabilization equipment.

29.773-1 Pilot Compartment View (1-19-66).

Sets forth acceptable means, not the sole means, by which compliance with FAR 29.773(a)(1), may be shown.

33-1A Turbine-Engine Foreign Object Ingestion and Rotor Blade Containment Type Certification Procedures (6-19-68).

Provides guidance and acceptable means, not the sole means, by which compliance may be shown with the design and construction requirements of Part 33 of the Federal Aviation Regulations.

33-2 Aircraft Engine Type Certification Handbook (3-30-66).

Contains guidance relating to type certification of aircraft engines which will constitute acceptable means, although not the sole means, of compliance with the Federal Aviation Regulations.

33-2 CH 1 (9-13-67).

Transmits revised material to the basic advisory circular.

33-3 Turbine and Compressor Rotors Type Certification Substantiation Procedures (9-9-68).

Sets forth guidance and acceptable means, not the sole means, by which compliance may be shown with the turbine and compressor rotor substantiation requirements in FAR Part 33.

37-2 Test Procedures for Maximum Allowable Airspeed Indicators (12-9-68).

Provides guidance concerning test procedures which may be used in showing compliance with the standards in FAR 37.145 (TSO-C46a).

37-3 Radio Technical Commission for Aeronautics Document DO-138 (1-10-69).

This circular announces RTCA Document DO-138 and discusses how it may be used in connection with technical standard order authorizations.

39-1 Jig Fixtures; Replacement of Wing Attach Angles and Doublers on Douglas Model DC-3 Series Aircraft (8-1-63).

Describes methods of determining that jig fixtures meet the requirements of Airworthiness Directive 63-4-1.

39-3 Distribution of Airworthiness Directives (3-29-67).

Announces a new procedure for the distribution of airworthiness directives.

39-5 Distribution of Airworthiness Directives (10-3-67).

Announces the availability to the public of a subscription service for airworthiness directives.

39-6A Distribution of Airworthiness Directives (8-8-69).

Announces an improved distribution service for airworthiness directives, amended to show a change in price.

43-1 Matching VHF Navigation Receiver Outputs With Display Indicators (8-2-65).

Alerts industry to the possibility of mismatching outputs, both guidance and flag alarm, of certain VHF navigation receivers when used with some types of display indicators causing the receiver to fail without providing a flag alarm.

43-2 Minimum Barometry for Calibration and Test of Atmospheric Pressure Instruments (9-10-65).

Sets forth guidance material which may be used to determine the adequacy of barometers used in the calibration of aircraft static instruments and presents information concerning the general operation, calibration, and maintenance of such barometers.

43.9-1B Instruction for Completion of FAA Form 337 (6-27-66).

Provides instructions for completing revised FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance).

43.11-1B Aircraft Use and Inspection Report (8-29-68).

Provides instructions for the completion of FAA Form 8320-3 (11-67), Aircraft Use and Inspection Report formerly FAA 2350.

43.13-1 Acceptable Methods, Techniques and Practices—Aircraft Inspection and Repair (5-16-66).

Contains methods, techniques, and practices acceptable to the Administrator for inspection and repair to civil aircraft. Published in 1965. (\$3—Sub. GPO.) FAA 5.15 : 965.

Subscription now includes: Ch. 1 (5-1-67); Ch. 2 (8-9-67); Ch. 3 (1-24-68); Ch. 4 (1-29-68); Ch. 5 (9-20-68); Ch. 6 (5-1-69).

43.13-2 Acceptable Methods, Techniques, and Practices—Aircraft Alterations (4-19-66).

Contains methods, techniques, and practices acceptable to the Administrator in altering civil aircraft. Published in 1965. (\$2—Sub. GPO.) FAA 5.16 : 965.

Subscription now includes: Ch. 1 (1-2-67); Ch. 2 (5-26-67); Ch. 3 (6-26-67); Ch. 4 (9-12-67); Ch. 5 (11-9-67); Ch. 6 (4-12-68).

43-202 Maintenance of Weather Radar Radomes (6-11-65).

Provides guidance material useful to repair facilities in the maintenance of weather radar radomes.

43-203A Altimeter and Static System Tests and Inspections (6-6-67).

Specifies acceptable methods for testing altimeter and static system. Also, provides general information on test equipment used and precautions to be taken.

Airmen

SUBJECT No. 60

60-1 Know Your Aircraft (6-12-63).

Describes potential hazards associated with operation of unfamiliar aircraft and recommends good operating practices.

60-2F Annual Aviation Mechanic Safety Awards Program (6-16-69).

Provides details of the annual Aviation Mechanic Safety Awards Program which is a joint effort of FAA, the Flight Safety Foundation, and the aviation community.

60-4 Pilot's Spatial Disorientation (2-9-65).

Acquaints pilots flying under visual flight rules with the hazards of disorientation caused by the loss of reference with the natural horizon.

60-5 Advisory Information on Written Test Questions Missed (4-24-67).

Announces a new automated method of reporting written test results to airman applicants. The applicant will be provided information concerning the subject matter areas in which one or more questions were answered incorrectly on the test.

60-6 FAA Approved Airplane Flight Manuals, Placards, Listings, Instrument Markings—Small Airplanes (12-13-68).

Alerts pilots to the regulatory requirements relating to the subject and provides information to aid pilots to comply with the provisions of FAR section 91.31.

61-1B Aircraft Type Ratings (12-14-67).

Lists the aircraft type ratings issued to pilots and advises the public of the designations used for the aircraft on which type ratings are issued.

61-2A Private Pilot (Airplane) Flight Training Guide (9-1-64).

Contains a complete private pilot flight training syllabus which consists of 30 lessons. Published in 1964. (\$1 GPO.) FAA 5.8/2 : P 64/4/964.

61-3B Flight Test Guide—Private Pilot—Airplane—Single Engine (4-2-68).

Assists the private pilot applicant in preparing for his certification flight test. Published in 1968. (\$0.20 GPO.) TD 4.408 : P 64/2.

61-4B Flight Test Guide—Multiengine Airplane Class or Type Rating (4-1-68).

Assists the private pilot applicant in preparing for certification or rating flight tests. Reprinted in 1969. (\$0.25 GPO.) TD 4.408 : M 91.

61-5A Helicopter Pilot Written Test Guide—Private—Commercial (8-14-67).

Gives guidance to applicants preparing for the aeronautical knowledge requirements for a private or commercial pilot certificate with a helicopter rating.

61-8A Instrument Pilot Examination Guide (1-12-66).

Assists pilots in preparing for the Instrument Pilot Examination. Reprinted 1969. (\$0.55 GPO.) FAA 5.8/2 : In 7/966.

61-9 Pilot Transition Courses for Complex Single-Engine and Light Twin-Engine Airplanes (6-16-64).

Provides training syllabuses and check-out standards for pilots who seek to qualify on additional types of airplanes. Published in 1964. (\$0.15 GPO.) FAA 5.8/2 : P 64/7.

61-10 Private and Commercial Pilots Refresher Courses (9-1-64).

Provides a syllabus of ground instruction periods and training lessons. Reprinted in 1969. (\$0.25 GPO.) FAA 5.8/2 : P 64/9.

61-11A Airplane Flight Instructor Written Test Guide (9-5-67).

Provides information to prospective airplane flight instructors about certification requirements, application procedures, and reference study materials; a sample examination is presented with explanations of the correct answers. Reprinted in 1969. (\$0.70 GPO.) TD 4.408 : In 7.

61-12C Student Pilot Guide (10-3-68).

Serves as a guide for prospective student pilots and presents general procedures for obtaining student and private pilot certificates. Published in 1969. (\$0.20 GPO.) TD 4.8 : P 64/968.

61-13 Basic Helicopter Handbook (1-20-66).

Provides detailed information to applicants preparing for private, commercial, and flight instructor pilot certificates with a helicopter rating about helicopter aerodynamics, performance, and flight maneuvers. It will also be useful to certificated helicopter flight instructors as an aid in training students. Published in 1965. (\$0.75 GPO.) FAA 5.8/2 : H 36.

61-14 Flight Instructor Practical Test Guide (1-19-65).

Provides assistance to the certificated pilot in preparing for the practical demonstration required for the issuance of the flight instructor certificate. Reprinted in 1969. (\$0.15 GPO.) FAA 5.8/2 : F 64/8.

61.15-1 Helicopter or Gyroplane Class Rating Requirement for Rotorcraft Pilots (1-15-63).

Calls the attention of certificated rotorcraft pilots to the fact that helicopter or gyroplane class ratings are required for the operation of rotorcraft after 2-1-63.

61-16 Flight Instructor's Handbook (1-19-65).

Contains study and reference material on the principles of teaching and flight training procedures. Reprinted 1969. (\$1.25 GPO.) FAA 5.8/2 : F 64/7.

61-17A Flight Test Guide—Instrument Pilot Airplane (6-6-67).

Provides assistance for the instrument pilot applicant in preparing for his instrument rating flight test. Published in 1967. (\$0.10 GPO.) TD 4.408 : In 7/2.

61-18B Airline Transport Pilot (Airplane) Written Test Guide (7-1-68).

Describes the type and scope of aeronautical knowledge covered by the written examination, lists appropriate references for study, and presents sample examination questions. Published in 1968. (\$0.55 GPO.) TD 4.408 : P 64/3.

61-19 Safety Hazard Associated With Simulated Instrument Flights (12-4-64).

Emphasizes the need for care in the use of any device restricting visibility while conducting simulated instrument flights that may also restrict the view of the safety pilot.

61-21 Flight Training Handbook (1-11-66).

Provides information and direction in the introduction and performance of training maneuvers for student pilots, pilots requalifying or preparing for additional ratings, and flight instructors. Reprinted in 1969. (\$1.25 GPO.) FAA 1.8 : F 64/4.

61-22A Pilot Flight Tests in Small Airplanes With Stability/Control Augmentation (3-16-66).

Rescinds the limitation published in AC 61-22 for pilot certificates issued on the basis of flight training and tests in airplane equipped with gyroscopic stability/control augmentation systems.

61-23 Private Pilot's Handbook of Aeronautical Knowledge (5-27-66).

Contains essential, authoritative information used in training and guiding applicants for private pilot certification, flight instructors, and flying school staffs. Reprinted in 1969. (\$2.75 GPO.) FAA 5.8/2 : P 64/5/965.

61-25 Flight Test Guide—Helicopter, Private and Commercial Pilot (12-7-65).

Assists the helicopter pilot applicant in preparing for the certification flight tests; provides information concerning applicable procedures and standards. Published in 1965. (\$0.10 GPO.) FAA 1.8 : H 36/2.

61-27A Instrument Flying Handbook (4-30-68).

Provides the pilot with basic information needed to acquire an FAA instrument rating. It is designed for the reader who holds at least a private pilot certificate and is knowledgeable in all areas covered in the "Private Pilot's Handbook

of Aeronautical Knowledge." Published in 1969. (\$2.50 GPO.) TD 4.408 : In 7/3.

61-28 Commercial Pilot Examination Guide (5-17-66).

Guides prospective applicants toward a clear understanding of the requirements, the reference materials, the form of the examination, and the examining procedures. Published in 1966. (\$0.75 GPO.) FAA 5.8/2 : P 64/3/966.

61-29 Instrument Flight Instructor Written Examination Guide (9-28-66).

Designed to aid those preparing for the Instrument Flight Instructor Written Examination, this guide outlines basic knowledge necessary to an instrument flight instructor, indicates sources helpful in acquiring this knowledge, and provides sample questions and answers for practice. Reprinted 1969. (\$1.00 GPO.) FAA 1.8 : In 7.

61-30 Flight Test Guide—Gyroplane, Commercial Pilot (2-8-66).

Assists commercial pilot operator in preparing for certification test. Revised in 1966. (\$0.15 GPO.) FAA 5.8/2 : G 99/2/966.

61-31 Gyroplane Pilot Examination Guide, Private and Commercial (2-9-66).

Outlines information basic to a gyroplane pilot, lists sources useful in acquiring this knowledge, and presents sample examination questions.

61-32 Private Pilot Written Examination Guide (3-15-67).

A combination workbook, written test guide. Includes 71 exercises covering every section of the Private Pilot's Handbook of Aeronautical Knowledge plus a sample written test presented in a fashion similar to the current Private Pilot Written Examination. Reprinted in 1969. (\$1.75 GPO.) TD 4.408 : P 64.

61-33 Gyroplane Flight Instructor Examination Guide (3-25-66).

Assists applicants who are preparing for the Flight Instructor Rotorcraft Gyroplane Written Examination. Revised in 1966.

61-34 Federal Aviation Regulations Written Examination Guide for Private, Commercial, and Military Pilots (11-17-67).

Outlines the scope of the basic knowledge required of civilian pilots who are studying regulations as they pertain to certification of private and commercial pilots. Additionally, it accomplishes the same for military pilots or qualified former military pilots who are applying for FAA private or commercial pilot certificates on the basis of military competency. Reprinted 1969. (\$0.50 GPO.) TD 4.8 : P 64.

61-36 Use of Other Than U.S. Coast and Geodetic Survey Charts on Pilot Flight Tests (2-6-67).

Clarifies the requirement governing the use on pilot flight tests of en route

and instrument approach charts prepared by other than the U.S. Coast and Geodetic Survey.

61-37 Correction to Koch Chart in AC 61-11 and AC 61-28 (2-14-67).

Notifies holders of AC 61-11, Airplane Flight Instructor Examination Guide, (1965) and AC 61-28, Commercial Pilot Written Examination Guide (1966), of inaccuracies in the Koch Charts for Altitude and Temperature Effects which appear in these publications.

61-38 Rotorcraft Helicopter Written Test Guide (8-16-67).

Gives guidance to applicants preparing for the aeronautical knowledge requirement for a flight instructor certificate with a helicopter rating.

61-39 Flight Test Guide, Private and Commercial Pilot—Glider (8-28-67).

Assists applicants for private and commercial pilot flight tests in gliders.

61-41 Glider Flight Instructor Written Test Guide (11-7-67).

Outlines the scope of the basic aeronautical knowledge requirements for a glider flight instructor; acquaints the applicant with source material that may be used to acquire this basic knowledge; and presents a sample test with correct answers and explanations.

61-42 Airline Transport Pilot (Helicopter) Written Test Guide (11-7-67).

Provides guidance to applicants preparing for the Airline Transport Pilot Rotorcraft/Helicopter (VFR and/or IFR) Written Tests. Describes the type and scope of required aeronautical knowledge covered by the written test. (\$0.25 GPO.) TD 4.408 : H 36.

61-43 Glider Pilot Written Test Guide—Private and Commercial (11-30-67).

Outlines the scope of the basic aeronautical knowledge requirements for a glider pilot; acquaints the applicant with source material that may be used to acquire this basic knowledge; and presents a sample test with correct answers and explanations.

61-45 Instrument Rating (Helicopter) Written Test Guide (1-24-68).

Assists applicants who are preparing for the helicopter instrument rating. Presents a study outline, study materials and a sample test with answers.

61-46 Flight Instructor Procedures (6-4-69).

Notifies flight instructors of the procedures involved in the renewal or reinstatement of Flight Instructor Certificates, qualification for "Gold Seal" certificates, and endorsing student pilot logbooks for various operations.

61-117-1C Flight Test Guide—Commercial Pilot, Airplane (2-7-69).

Assists the commercial applicant in preparing for his certification flight test. (\$0.20 GPO.) TD 4.8 : P 64/3.

63-1A Flight Engineer Written Test Guide (5-10-68).

Contains information about certification requirements and describes the type and scope of the examination. It also lists appropriate study and reference material and presents sample examinations with test items similar to those found in the official examinations. Published in 1968. (\$0.50 GPO.) TD 4.408 : En 3.

63-2A Flight Navigator Written Test Guide (4-4-69).

Defines the scope and narrows the field of study to the basic knowledge required for the Flight Navigator Certificate. Published in 1969. (\$0.40 GPO.) TD 4.8 : F 64/2.

65-2A Airframe and Powerplant Mechanics Certification Guide (10-12-67).

Provides information to prospective airframe and powerplant mechanics and other persons interested in FAA certification of aviation mechanics. Reprinted in 1969. (\$0.65 GPO.) TD 4.8 : A1 7/6.

65-4A Aircraft Dispatcher Written Test Guide (8-16-68).

Describes the type and scope of aeronautical knowledge covered by the aircraft dispatcher written examination, lists reference materials, and presents sample questions. Published in 1969. (\$0.50 GPO.) TD 4.8 : A1 7/12.

65-5 Parachute Rigger Certification Guide (6-19-67).

Provides information on how to apply for a parachute rigger certificate or rating and assists the applicant in preparing for the written, oral, and practical tests. Published in 1968. (\$0.15 GPO.) TD 4.8 : P 21.

65-6A Change in Airframe and Powerplant Mechanic Tests (12-8-67).

Provides a new effective date for the changeover to a new format for the Airframe and Powerplant mechanic written, oral, and practical tests announced by the earlier circular.

65-8 1969 Aviation Maintenance Symposium—Advances in Aviation Maintenance Technology (5-14-69).

Announces the fifth annual aviation maintenance symposium to be held in Oklahoma City—December 9, 10, and 11, 1969.

65.33-1 List of Study References for the ATC Tower Operator Examination (5-25-66).

The title is self-explanatory.

65.95-2A Handbook and Study Guide for Aviation Mechanics' Inspection Authorization (4-15-69).

Gives guidance to persons conducting annual and progressive inspection and approving major repairs or alterations of aircraft. While the handbook is primarily intended for mechanics holding or preparing for an Inspection Authorization, it may be useful to aircraft manufacturers and certificated repair stations who have these privileges.

Airspace**SUBJECT NO. 70****70/7460-1 Obstruction Marking and Lighting (2-29-68). (Consolidated reprint includes change 1, 1969.)**

Describes the agency standards on obstruction marking and lighting and establishes the methods, procedures, and equipment types as official FAA policy. (\$0.60 GPO.) TD 4.8 : Ob 7/968.

70/7460-2A Proposed Construction or Alterations of Objects That May Affect the Navigable Airspace (7-2-69).

Alerts those persons proposing to erect or alter an object that may affect the navigable airspace of the requirement to submit a notice to the Administrator of the FAA.

70/7460-3 Petitioning the Administrator for Discretionary Review; Section 77.37, FAR (8-8-68).

Revises and updates information concerning the submission of petitions to the Administrator for review, extension, or revision of determinations issued by regional directors or their designees.

73-1 Establishment of Alert Areas (3-11-68).

Announces the establishment of alert areas and sets forth the procedures which FAA will follow in establishing such areas.

77-1 Objects Affecting Navigable Airspace (7-2-65).

Announces the availability of the revised Part 77 of the Federal Aviation Regulations (FAR), dated May 1, 1965. This revised Part 77 supersedes the edition dated December 12, 1962.

Air Traffic Control and General Operations**SUBJECT NO. 90****90-1A Civil Use of U.S. Government Produced Instrument Approach Charts (4-10-68).**

Clarifies landing minimums requirements and revises instrument approach charts.

90-5 Coordination of Air Traffic Control Procedures and Criteria (6-13-63).

States Air Traffic Service policy respecting coordination of air traffic procedures and criteria with outside agencies and/or organizations.

90-8 Radio Identification of Student Pilots (8-15-63).

Encourages student pilots to identify themselves when communicating with FAA facilities.

90-11A Air Traffic Control Radio Frequency Assignment Plan (6-7-68).

Describes the civil air traffic control very high frequency assignment plan and the allocation of frequencies in the 118-136 MHz band.

90-12 Severe Weather Avoidance (4-15-64).

Provides information regarding air traffic control assistance in avoiding severe weather conditions.

90-14A Altitude—Temperature Effect on Aircraft Performance (1-26-68).

Introduces the Denalt Performance Computer and reemphasizes the hazardous effects density altitude can have on aircraft.

90-19 Use of Radar for the Provision of Air Traffic Control Services (10-29-64).

Advises the aviation community of FAA practice in the use of radar information to provide air traffic control services.

90-20 Weather Radar Radomes (11-12-64).

Highlights some important points to consider in the selection and maintenance of weather radar radomes.

90-22A Automatic Terminal Information Service (ATIS) (10-9-68).

Provides updated information concerning the operation of Automatic Terminal Information Service (ATIS).

90-23A Wake Turbulence (12-21-65).

Provides information on the subject of wake turbulence and suggests techniques that may help pilots avoid the hazards associated with wing tip vortex turbulence.

90-31 Retention of Flight Service Station (FSS) Civil Flight Plans and Related Records (7-1-67).

Establishes new retention periods for flight plans, preflight briefing logs, visual flight rule flight progress strips, and related records with FSSs.

90-32 Radar Capabilities and Limitations (8-15-67).

Advises the aviation community of the inherent capabilities and limitations of radar systems and the effect of these factors on the service provided by air traffic control (ATC) facilities.

90-33 VFR Communications for General Aviation (11-20-67).

Describes VHF (118-136 MHz band) air/ground communications channel utilization for general aviation aircraft in the VFR environment and includes information on the use of channels in the private aircraft (122-123 MHz) band recently made available by the Federal Communications Commission (Docket 17177).

90-34 Accidents Resulting from Wheelbarrowing in Tricycle Gear Equipped Aircraft (2-27-68).

Explains "wheelbarrowing", the circumstances under which it is likely to occur, and recommended corrective action.

90-35 Frequency Discipline (5-17-68).

Reemphasizes the need for pilots to be constantly aware of the importance of

practicing frequency discipline in normal conduct of operations.

90-36 The Use of Chaff as an In-Flight Emergency Signal (5-22-68).

Advises of the value and proper usage of chaff to alert radar controllers to the presence of an aircraft in distress which has a two-way radio failure.

90-37 Flight Operations Near Airports (6-19-68).

Emphasizes to pilots the necessity of adhering to good operating practices and procedures, particularly when operating at or near airports.

90-38 Use of Preferred IFR Routes (8-4-68).

Outlines the background, intent, and requested actions pertaining to the use of preferred IFR routes.

90-39 Identification of Civil Aircraft in Radio Communications (8-5-68).

Outlines an important change in the Federal Communications Commission (FCC) rules for the aviation services concerning the methods of identifying aircraft in radio transmissions.

90-40 Intersection Takeoffs (9-5-68).

Apprises pilots concerning procedures governing intersection takeoffs.

90-41 Standard Terminal Arrival Routes (9-6-68).

Describes a program for establishment and use of standard terminal arrival (STARS).

90-42 Traffic Advisory Practices at Nontower Airports (12-9-68).

This circular establishes, as good operating practices, procedures for pilots to exchange traffic information when operating to or from nontower airports.

90-43 Operations Reservations for High-Density Traffic Airports. (3-25-69).

Advises the aviation community of the means for all aircraft operators, except scheduled and supplemental air carriers and scheduled air taxis, to obtain a reservation to operate to and/or from designated high-density traffic airports.

90-44 Airport Ground Operations During Low Visibility Conditions (4-25-69).

Alerts the aviation community to potential problem areas which may exist on airport movement areas during periods of extremely low visibility.

90-45 Approval of Area Navigation Systems for Use in the U.S. National Airspace System (8-18-69).

Provides guidelines for implementation of area navigation (RNAV) within the National Airspace System (NAS).

90-46 Depiction of Holding Patterns (8-19-69).

Provides information concerning the Federal Aviation Administration's plan to chart holding patterns and the course of action to be followed when holding is required.

91-3 Aerobatic Flight (9-30-63).

Sets safe operating practices for the conduct of aerobatic flight operations.

91-5A Waivers of Subpart B, Part 91 of the Federal Aviation Regulations (FARs) (5-6-69).

Provides updated information concerning the submission of applications for and the issuance of waivers of Subpart B, FAR 91.

91-6 Water, Slush, and Snow on the Runway (1-21-65).

Provides background and guidelines concerning the operation of turbojet aircraft with water, slush, and/or snow on the runway.

91-7 Hazards Associated With In-Flight Use of "Visible-Fluid" Type Cigarette Lighters (3-16-65).

Discusses the potential hazards associated with in-flight use of "visible-fluid" type cigarette lighters.

91-8 Use of Oxygen by General Aviation Pilots/Passengers (5-16-65).

Provides general aviation personnel with information concerning the use of oxygen.

91-9 Potential Hazards Associated With Turbojet Ground Operations (6-19-65).

Alerts turbojet operators and flight crews to potential hazards involving turbojet operations at airports.

91-10A Suggestions for Use of ILS Minima by General Aviation Operators of Turbojet Airplanes (10-8-65).

Provides general aviation operators of turbojet airplanes with information on practices and procedures to be considered before utilizing the lowest published IFR minima prescribed by FAR Part 97 and provides information on pilot-in-command experience, initial and recurrent pilot proficiency, and airborne airplane equipment.

91-11 Periodic Inspection Reminder (8-10-65).

Provides the aviation community with a uniform visual reminder of the date a periodic inspection becomes due.

91-11-1 Guide to Drug Hazards in Aviation Medicine (7-19-63).

Lists all commonly used drugs by pharmacological effect on airmen with side effects and recommendations. Published in 1962. (\$0.35 GPO.) FAA 7.9 : D 84.

91-12 Required Inspection for Air Carrier Aircraft Reverting to General Operation Under FAR 91 (5-24-66).

Describes acceptable methods for complying with the required inspections established by FAR Part 91.

91-13 Cold Weather Operation of Aircraft (11-16-66).

Emphasizes factors to be considered for the effective preparation, maintenance, and operation of aircraft in cold weather.

91-14 Altimeter Setting Sources (2-15-67).

Provides the aviation public, industry, and FAA field personnel with guidelines for setting up reliable altimeter setting sources.

91-15 Terrain Flying (2-2-67).

A pocket-size booklet designed as a tool for the average private pilot. Contains a composite picture of the observations, opinions, warnings, and advice from veteran pilots who have flown this vast land of ours that can help to make flying more pleasant and safer. Tips on flying into Mexico, Canada, and Alaska. (\$0.55 GPO.) TD 4.2 : T 27.

91-16 Category II Operations—General Aviation Airplanes (3-7-67).

Sets forth acceptable means by which Category II operations may be approved in accordance with FAR Parts 23, 25, 61, 91, 97, and 135.

91-17 The Use of View Limiting Devices on Aircraft (2-20-68).

Alerts pilots to the continuing need to make judicious and cautious use of all view limiting devices on aircraft.

91-18 Course Needle Oscillations on VHF Omnidirectional Range (VOR) Receivers (12-6-68).

Advises all operators of aircraft equipped with VHF omnidirectional range (VOR) receivers regarding course needle oscillations.

91-19 Emergency Locator Beacons—Crash, Survival, Personnel (3-17-69).

Provides information concerning recent activities relating to emergency locator radio beacons. Describes for users the means by which such signals will be monitored or heard.

91-20 Inspection Schedule—for Beech Model B-99 (3-14-69).

Provides information for use by persons planning to develop an inspection schedule for Beech Model B-99.

91-21 Inspection Schedule—for Handley-Page Model HP-137 (4-24-69).

Provides information for use by persons planning to develop an inspection schedule for the Handley-Page Model HP-137 aircraft.

91-22 Altitude Alerting Devices/Systems (7-7-69).

Provides guidelines for installing and evaluating altitude alerting systems.

91-24 Aircraft Hydroplaning or Aquaplaning on Wet Runways (9-4-69).

Provides information to the problem of aircraft tires hydroplaning on wet runways.

91-25 Loss of Visual Cues During Low Visibility Landings (9-22-69).

Provides information regarding the importance to the pilot of maintaining unbroken visual cues during the final stages of an instrument approach when reaching the DH or MDA and continuing further descent.

91.29-1 Special Structural Inspections (1-8-68).

Discusses occurrences which may cause structural damage affecting the airworthiness of aircraft.

91.83-1 Canceling or Closing Flight Plans (3-12-64).

Outlines the need for canceling or closing flight plans promptly to avoid costly search and rescue operations.

91.83-2 IFR Flight Plan Route Information (2-16-66).

Clarifies the air traffic control needs for the filing of route information in an IFR (Instrument Flight Rules) flight plan.

95-1 Airway and Route Obstruction Clearance (6-17-65).

Advises all interested persons of the airspace areas within which obstruction clearance is considered in the establishment of Minimum En Route Instrument Altitudes (MEAs) for publication in FAR Part 95.

99.11-1 Flight Plan Requirements: Coastal or Domestic ADIZ (11-15-63).

Provides recommended flight plan filing procedures for operation within or into an Air Defense Identification Zone (ADIZ).

99.27-1 Flight Plan Tolerances for Air Defense Identification Zones (9-30-63).

Provides recommended flight plan tolerances for operations within or into the ADIZ.

101-1 Waivers of Part 101, Federal Aviation Regulations (1-13-64).

Provides information on submission of applications and issuances of waivers to FAR Part 101.

103-1 Hazard Associated With Sublimation of Solid Carbon Dioxide (Dry Ice) Aboard Aircraft (12-16-63).

Discusses potential hazards of dry ice and gives precautionary measures.

105-2 Sport Parachute Jumping (9-6-68).

Provides suggestions to improve sport parachuting safety; information to assist parachutists in complying with FAR Part 105; and a list of aircraft which may be operated with one cabin door removed, including the procedures for obtaining FAA authorization for door removal.

Air Carrier and Commercial Operators and Helicopters

SUBJECT NO. 120

120-1A Reporting Requirements of Air Carriers, Commercial Operators, and Travel Clubs (4-24-69).

Advises of the mechanical reliability reporting requirements contained in FAR Parts 121 and 127 and the accident and incident reporting requirements of NTSB Part 430, Safety Investigation Regulations.

120-2A Precautionary Propeller Feathering To Prevent Runaway Propellers (8-20-63).

Emphasizes the need for prompt feathering when there is an indication of internal engine failure.

120-4B Criteria for Turbojet Landing Weather Minima—Air Carriers and Commercial Operators of Large Aircraft (6-14-68).

Sets forth the criteria for approval of landing weather minima for turbojet aircraft below $\frac{3}{4}$ -mile visibility or RVR 4,000 but above Category II minima.

120-5 High Altitude Operations in Areas of Turbulence (8-26-63).

Recommends procedures for use by jet pilots when penetrating areas of severe turbulence.

120-7 Minimum Altitudes for Conducting Certain Emergency Flight Training Maneuvers and Procedures (9-4-63).

Recommends minimum altitudes for conducting simulated emergency flight training maneuvers be established.

120-12 Private Carriage Versus Common Carriage by Commercial Operators Using Large Aircraft (6-24-64).

Provides guidelines for determining whether current or proposed transportation operations by air constitute private or common carriage.

120-13 Jet Transport Aircraft Attitude Instrument Systems (6-26-64).

Provides information about the characteristics of some attitude instrument systems presently installed in some jet transport aircraft.

120-14 Air Taxi Operators and Commercial Operators of Small Aircraft (7-6-64).

Clarifies the requirements of Part 135 of the FAR's and provides additional information not readily available.

120-16 Continuous Airworthiness Program (10-19-64).

Provides air carriers and commercial operators with guidance and information pertinent to the regulatory amendments concerned with requirements for air carrier continuous airworthiness program.

120-17 Handbook for Maintenance Control by Reliability Methods (12-31-64).

Provides information and guidance material which may be used to design or develop maintenance reliability programs which include a standard for determining time limitations.

120-17 CH 1 (6-24-66).**120-17 CH 2 (5-6-68).****120-18 Preservation of Maintenance Records (5-10-65).**

Provides information and guidance relative to the microfilming of maintenance records.

120-20 Criteria for Approval of Category II Landing Weather Minima (6-6-66).

Sets forth criteria, guidelines, and procedures which provide an acceptable basis for the approval of Category II ILS minima and the installation approval of the associated airborne systems.

120-20 CH 1 (1-12-68).

Transmits a revised Appendix 3 of the Advisory Circular.

120-20 CH 2 (5-21-68).

Clarifies use of minimum glide slope threshold crossing height in Par. 11, Appendix 3.

120-21 Aircraft Maintenance Time Limitations (6-24-66).

Provides method and procedures for the initial establishment and revision of time limitations on inspections, checks, maintenance or overhaul.

120-24A Establishment and Revision of Aircraft Engine Overhaul and Inspection Periods (2-25-69).

Describes methods and procedures used by the FAA in the establishment and revision of aircraft engine overhaul periods.

120-26 Civil Aircraft Operator Designators (1-25-68).

States the criteria and the procedures for the assignment of a designator and a corresponding air/ground call sign to civil aircraft operators engaged in domestic services on a repetitive basis.

120-27 Aircraft Weight and Balance Control (10-15-68).

Provides a method and procedures for weight and balance control.

121-1 Standard Maintenance Specifications Handbook (12-15-62).

Consolidated reprint 5-15-69, includes Changes 1 through 18.

Provides procedures acceptable to FAA which may be used by operators when establishing inspection intervals and overhaul times.

121-3H Maintenance Review Board Reports (2-7-68).

Adds the Boeing 727, Supplement No. 1; Boeing 737; Fairchild-Hiller FH-227; and Fairchild-Hiller FH-227, Revision 1 to the list of available Maintenance Review Board Reports.

121-6 Portable Battery-Powered Megaphones (1-5-66).

Sets forth an acceptable means for complying with rules (applicable to various persons operating under Part 121 of the Federal Aviation Regulations) that prescribe the installation of approved megaphones.

121-7 Use of Seat Belts by Passengers and Flight Attendants To Prevent Injuries (7-14-66).

Concerned with the prevention of injury due to air turbulence.

121-8 Additional Airport Aids—Runway Marking and Lighting—Air Carrier Turbojet Operations (9-19-66).

Emphasizes the importance of runway markings and approach slope guidance in assisting turbojet airplane pilots to touchdown at the proper runway point.

121-9 Maintenance of Evacuation Slides (9-22-66).

Provides information and guidance to air carriers and commercial operators in the maintenance of emergency evacuation slides.

121-10 Doppler Radar Navigational Aids (3-23-67).

States an acceptable means, not the only means, of compliance with the referenced sections of the FAR as they apply to persons operating under Part 121 who desire approval of Doppler RADAR navigation systems for use in their operations.

121-10 CH 1 (1-10-68).

Transmits a page change to the subject advisory circular.

121-11 Approval of Inertial Navigation Systems (INS) (3-23-67).

States an acceptable means, not the only means, of compliance with the referenced sections of the FAR as they apply to persons operating under Part 121 who desire approval of inertial navigation systems as the sole means of navigation in their operations.

121-11 CH 1 (1-10-68).

Transmits a page change to the subject advisory circular.

121-12 Wet or Slippery Runways (3-17-67).

Provides uniform guidelines in the application of the "wet runway" rule by certificate holders operating under FAR 121 (8-17-67).

121.195(d)-1 Alternate Operational Landing Distances for Wet Runways; Turbojet Powered Transport Category Airplanes (11-19-65).

Sets forth an acceptable means, but not the only means, by which the alternate provision of section 121.195(d) may be met.

123-1 Air Travel Clubs (10-17-63).

Sets forth guidelines and procedures to assist air travel clubs using large aircraft in meeting safety requirements of FAR Part 123.

135.155-1 Alternate Static Source for Altimeters and Airspeed and Vertical Speed Indicators (2-16-65).

Sets forth an acceptable means of compliance with provisions in FAR Part 135 and Part 23 dealing with alternate static sources.

135-1 Air Taxi Aircraft Weight and Balance Control (9-17-68).

Provides a method and procedures for developing a weight and balance control system for small aircraft operating in the air taxi fleet under FAR Part 135.

137-1 Agricultural Aircraft Operations (11-29-65).

Explains and clarifies the requirements of FAR Part 137 and provides additional information, not regulatory in nature, which will assist interested persons in understanding the operating privileges and limitations of this part.

Schools and Other Certificated Agencies

SUBJECT NO. 140

140-1D Consolidated Listing of FAA Certificated Repair Stations (7-1-68).

Gives the name, address, certificate number, and ratings of repair stations.

140-2E List of Certificated Pilot Flight and Ground Schools (1-1-69).

Lists FAA certificated pilot schools as of January 1969.

140-3A Approval of Pilot Training Courses Under Subpart D of Part 141 of the FAR (6-12-68).

The title is self-explanatory.

140-4 Use of Audio-Visual Courses in Approved Pilot Ground Schools Certificated Under Part 141 (8-7-68).

Inform operators of certificated pilot schools on the use of audio-visual training aids for instruction in approved ground school courses conducted under the FARs.

143-1B Ground Instructor Examination Guide—Basic—Advanced (4-18-67).

Designed to assist applicants preparing for the Basic or Advanced Ground Instructor Written Examination by outlining the required knowledge and by providing sample questions for practice. Revised in 1967. (\$1 GPO.) TD 4408 : G91.

143-2A Ground Instructor—Instrument—Written Test Guide (9-29-67).

Provides information to applicants for the instrument ground instructor rating about the subject areas covered in the examination and illustrated by a study outline, a list of study materials, and a sample examination with answers. Reprinted in 1969. (\$0.70 GPO.) TD 4.8 : G91.

145.101-1A Application for Air Agency Certificate—Manufacturer's Maintenance Facility (3-10-69).

Explains how to obtain a repair station certificate.

147-2F Federal Aviation Administration Certificated Mechanic School Directory (7-15-69).

Provides a revised listing of all FAA certificated mechanic schools as of July 15, 1969.

149-2D Listing of Federal Aviation Administration Certificated Parachute Lofts (8-1-68).

Provides a revised list of all FAA certificated parachute lofts.

Airports

SUBJECT NO. 150

DEFENSE READINESS PROGRAM

150/1930-1 Radiological Decontamination of Civil Airports (8-19-66).

Offers guidance in preattack preparations, emergency action and decontamination methods.

AIRPORT PLANNING

150/5040-1A Announcement of Report—Aviation Demand and Airport Facility Requirement Forecasts for Large Air Transportation Hubs Through 1980 (3-27-69).

Announces the availability of the new report and where to obtain it.

150/5040-2 Announcement of Report—Aviation Demand and Airport Facility Requirement Forecasts for Medium Air Transportation Hubs Through 1980 (5-22-69).

Announces the availability to the public, Federal Aviation Administration personnel, airport and local government planning officials, the aviation industry, and the interested public with forecasts of aviation demand and selected airport facility requirements for medium hubs through 1980.

150/5040-3 Announcement of Report—A Suggested Action Program for the Relief of Airfield Congestion at Selected Airports (6-19-69).

Announces the availability of the report to the public which identifies and analyzes the possible improvements leading to reduced aircraft delays at 18 of the Nation's highest density airports.

150/5050-2 Compatible Land Use Planning in the Vicinity of Airports (4-13-67).

Advises Federal Aviation Administration personnel, local government officials and the public of the availability of the following two reports prepared under the auspices of the FAA by the firm of Transportation Consultants, Inc. *Compatible Land Use Planning On and Around Airports*, and *Aids Available for Compatible Land Use Planning Around Airports*.

150/5050-3 Announcement of a Report Entitled "Planning the State Airport System" (1-31-69).

Advises of the availability of the report and how to obtain it.

150/5060-1A Airport Capacity Criteria Used in Preparing the National Airport Plan (7-8-68).

Presents the method used by the Federal Aviation Administration for determining when additional runways, taxiways, and aprons should be recommended in the National Airport Plan. The material is also useful to sponsors and engineers in developing Airport Layout Plans and for determining when additional airport pavement facilities should be provided to increase aircraft accommodation capacity at airports.

150/5060-2 Airport Site Selection (7-19-67).

Recommends procedures and provides guidance for analyzing potential airport sites.

150/5060-3 Airport Capacity Criteria Used in Long-Range Planning (4-7-69).

Makes available to the public the method used by the Federal Aviation Administration for determining the approximate practical hourly and practical annual capacities of various airport runway configurations.

150/5070-1 Rapid Transit Service for Metropolitan Airports (8-26-65).

Informs airport officials of a Federal assistance program for rapid transit.

150/5070-2 Planning the Metropolitan Airport (9-17-65). (Consolidated reprint 6-30-66 includes change 1.)

Provides guidance and methodology for planning the metropolitan airport system as a part of the comprehensive metropolitan planning program.

150/5070-3 Planning the Airport Industrial Park (9-30-65).

Provides guidance to communities, airport boards, and industrial developers for the planning and development of Airport Industrial Parks.

150/5070-4 Planning for Rapid Urbanization Around Major Metropolitan Airports (3-31-66).

Alerts planning agencies to the need for developing appropriate planning programs to guide rapid urbanization in the vicinity of major metropolitan airports and suggests procedures for such planning programs.

150/5090-1 Regional Air Carrier Airport Planning (2-2-67).

This circular: (1) Informs local and State governments, airport operators, and area planners of a Federal policy concerning the development of a single airport to serve two or more cities and their environs; and (2) provides such planners with guidance for evaluating the feasibility of establishing such regional airports.

FEDERAL-AID AIRPORT PROGRAMS**150/5100-3A Federal-Aid Airport Program-Procedures Guide for Sponsors (9-20-68).**

Provides guidance to public agencies that sponsor or propose to sponsor projects under the Federal-Aid Airport Program (FAAP) authorized by the Federal Airport Act.

150/5100-4 Airport Advance Planning (1-12-68).

Provides an explanation of the FAA advance planning program.

150/5100-5 Land Acquisition in the Federal-Aid Airport Program (1-30-69).

Provides general information to sponsors of airport development projects un-

der the Federal-Aid Airport Program on the eligibility of land acquisition and extent of Federal participation in land acquisition costs.

150/5100-6 Labor Requirements in Federal-Aid Airport Program Contracts (6-6-69).

Covers the basic labor requirements applicable to the Federal-Aid Airport Program (FAAP). Intended primarily for the guidance of those public agencies sponsoring projects under the program and the contractors and subcontractors engaged in work under a project.

SURPLUS AIRPORT PROPERTY CONVEYANCE PROGRAMS**150/5150-2 Federal Surplus Personal Property for Public Airport Purposes (6-27-68).**

Outlines policies and procedures for State and local agencies applying for and acquiring surplus Federal personal property for public airport purposes.

150/5150-2 CH 1 (4-22-69).

Revises the flow of copies of the SF 123 to provide for more accurate review of donated property.

AIRPORT COMPLIANCE PROGRAM**150/5190-1 Minimum Standards for Commercial Aeronautical Activities on Public Airports (8-18-66).**

Gives to owners of public airports information helpful in the development and application of minimum standards for commercial aeronautical activities.

150/5190-2 Exclusive Rights at Airports (9-2-66).

Provides basic information and guidance on FAA policy concerning exclusive rights at public airports on which Federal funds, administered by the FAA, have been expended.

150/5190-3 Model Airport Zoning Ordinance (1-16-67).

Provides a guide to be used in preparing airport zoning ordinances. This model will require modification and revision to suit circumstances and fulfill State and local law.

AIRPORT SAFETY—GENERAL**150/5200-1 Bird Hazards to Aviation (3-1-65).**

Discusses certain steps that can be taken toward reducing or solving the bird strike problem on and near airports.

150/5200-2 Bird Strike/Incident Report Form (11-27-65).

Informs military and civil aviation organizations that FAA Form 3830, "Bird Strike/Incident Report Form," is available for use in reporting bird hazards and accidents/incidents to aircraft.

150/5200-3 Bird Hazards to Aircraft (10-7-66).

Transmits the latest published information concerning the reduction of bird strikes on aircraft.

150/5200-4 Foaming of Runways (12-21-66).

Discusses runway foaming and suggests procedures for providing this service.

150/5200-5 Considerations for the Improvement of Airport Safety (2-2-67).

Emphasizes that, in the interest of accident/incident prevention, airport management should conduct self-evaluations and operational safety inspections. An exchange of information and suggestions for the improvement of airport safety is also suggested.

150/5200-6A Security of Aircraft at Airports (6-28-68).

Directs attention to the problem of pilferage from aircraft on airports and suggests action to reduce pilferage and the hazards that may result therefrom.

150/5200-7 Safety on Airport During Maintenance of Runway Lighting (1-24-68).

Points the possibility of an accident occurring to airport employees caused by electrocution.

150/5200-8 Use of Chemical Controls to Repel Flocks of Birds at Airports (5-2-68).

Acquaints airport operators with new recommendations on the use of chemical methods for dispersing flocks of birds.

150/5200-9 Bird Reactions and Scaring Devices (6-26-68).

Transmits a report on bird species and their responses and reactions to scaring devices.

150/5200-10 Airport Emergency Operations Planning (7-26-68).

Provides guidance to airport management and disaster control personnel in the preparation of plans for emergency actions at civil airports.

150/5200-11 Airport Terminals and the Physically Handicapped (11-27-68).

Discusses the problems of the physically handicapped air traveler and suggests features that can be incorporated in modification or new construction of airport terminal buildings.

150/5210-2 Airport Emergency Medical Facilities and Services (9-3-64).

Provides information and advice so that airports may take specific voluntary preplanning actions to assure at least minimum first-aid and medical readiness appropriate to the size of the airport in terms of permanent and transient personnel.

150/5210-4 FAA Aircraft Fire and Rescue Training Film, "Blanket for Survival" (10-27-65).

Provides information on the purpose, content, and availability of the subject training film.

150/5210-5 Painting, Marking, and Lighting of Vehicles Used on an Airport (8-31-66).

Makes recommendations concerning safety, efficiency, and uniformity in the interest of vehicles used on the aircraft operational area of an airport.

150/5210-6 Aircraft Fire and Rescue Facilities and Extinguishing Agents (9-7-66).

Furnishes guidance for estimating the facilities necessary to provide adequate aircraft fire and rescue service at civil airports.

150/5210-7 Aircraft Fire and Rescue Communications (10-28-66).

Provides airport management with information helpful in the establishment of communication and alarm facilities. Such facilities alert and guide those personnel who must deal with aircraft ground emergencies.

150/5210-8 Aircraft Firefighting and Rescue Personnel and Personnel Clothing (1-13-67).

Provides guidance concerning the manning of aircraft fire and rescue trucks, the physical qualifications that personnel assigned to these trucks should meet, and the protective clothing with which they should be equipped.

150/5210-9 Airport Fire Department Operating Procedures During Periods of Low Visibility (10-27-67).

Suggests training criteria which airport management may use in developing minimum response times for aircraft fire and rescue trucks during periods of low visibility.

150/5210-10 Airport Fire and Rescue Equipment Building Guide (12-7-67).

The title is self-explanatory.

150/5210-11 Response to Aircraft Emergencies (4-15-69).

Informs airport operators and others of an existing need for reducing aircraft firefighting response time, and outlines a uniform response time goal of 2 minutes within aircraft operational areas on airports.

150/5220-1 Guide Specification for a Light-Weight Airport Fire and Rescue Truck (7-24-64).

Describes a vehicle with performance capabilities considered as minimum for an acceptable light rescue truck.

150/5220-2 Guide Specification for 1,800-Gallon Aircraft Fire and Rescue Truck (7-24-64).

Describes a vehicle possessing the minimum performance capabilities recommended for an acceptable aircraft fire and rescue truck.

150/5220-3 Guide Specification for 1,000-Gallon Aircraft Fire and Rescue Truck (3-9-67).

The title is self-explanatory.

150/5220-4 Water Supply Systems for Aircraft Fire and Rescue Protection (12-7-67).

The title is self-explanatory.

150/5220-5 Guide Specification for a Combination Foam and Dry Chemical Aircraft Fire and Rescue Truck (12-29-67).

Specification requirements developed by FAA to assist airport management in developing local procurement specifications for fire and rescue trucks.

150/5220-6 Guide Specification for 1,000-Gallon Tank Truck (4-10-68).

Assists airport management in the development of local procurement specifications.

150/5220-7 Guide Specification for 2,500-Gallon Aircraft Fire and Rescue Truck (3-30-68).

Guide Specification developed to assist airport management in the development of local procurement specifications.

150/5220-8 Guide Specification for 2,000-Gallon Tank Truck (6-13-69).

Assist airport management in the development of local procurement specifications for 2,000-gallon tank truck.

150/5230-1 Suggestions for Airport Safety Self-Inspection (3-30-64).

Summarizes the functional statements, procedures, forms, and schedules on safety self-inspection now in use at many U.S. civil airports.

150/5230-2 Guide Specification for Fire Extinguishing System (Foam) for Heliports (4-14-65).

Contains guidance material which may be used by airport management in the development of local procurement specifications.

150/5230-3 Fire Prevention During Aircraft Fueling Operations (4-8-69).

This advisory circular provides information on fire preventative measures which aircraft servicing personnel should observe during fueling operations.

CIVIL AIRPORTS EMERGENCY PREPAREDNESS

150/5240-1A Airport Disaster Control Guide (10-31-67).

Acts as a guide to reducing or avoiding problems imposed by enemy nuclear attack.

DESIGN, CONSTRUCTION, AND MAINTENANCE—GENERAL

150/5300-2 Airport Design Requirements for Terminal Navigational Aids (3-30-64).

Provides information regarding location, functions, and citing requirements of air navigation aids on and in the immediate vicinity of airports.

150/5300-3 Adaptation of TSO-N18 Criterion to Clearways and Stopways (10-18-64).

Sets forth standards recommended by the FAA for guidance of the public for

the adaptation of TSO-N18 criterion to clearways and stopways.

150/5300-4A Utility Airports—Air Access to National Transportation (5-6-69).

Presents recommendations of the Federal Aviation Administration for the design of utility airports. These airports are developed for general aviation operations and this guide has been prepared to encourage and guide persons interested in their development. (\$1.75 GPO.) TD 4.8 : A1 7/968.

150/5300-5 Airport Reference Point (9-26-68).

Defines and presents the method for calculating an airport reference point.

150/5300-6 Airport Design Standards, General Aviation Airports, Basic and General Transport (7-14-69).

Provides recommended design criteria for the development of larger than general utility airports.

150/5310-2 Airport Planning and Airport Layout Plans (9-19-68).

Contains guidance material for airport planning and preparation of airport layout plans. It applies to any airport. It is also used as a basis for determining the acceptability of airport layout plans prepared or revised with Federal cost participation under the Federal-aid Airport Program.

150/5310-3 FAA Order 5310.2, Relocating Thresholds Due to Obstructions at Existing Runways (5-27-68).

Announces the issuance of instructions to FAA field personnel on the displacement or relocation of thresholds.

150/5320-5A Airport Drainage (1-28-66).

Provides guidance for airport managers, engineers, and the public in the design and maintenance of airport drainage systems. Published in 1965. (\$0.45 GPO.) FAA 8.8 : D 78.

150/5320-6A Airport Paving (5-9-67).

Provides data for the design and construction of pavements at civil airports.

150/5320-6A CH 1 (6-11-68).

Transmits page changes and adds new chapter 6 to basic AC.

150/5325-2A Airport Surface Areas Gradient Standards (5-12-66).

Sets forth standards recommended by FAA for guidance of the public in establishing the gradient of airport surface areas used for landing, takeoff, and other aircraft ground movement.

150/5325-3 Background Information on the Aircraft Performance Curves for Large Airplanes (1-26-65).

Provides airport designers with information on aircraft performance curves for design which will assist them in an objective interpretation of the data used for runway length determination.

150/5325-3 CH 1 (5-12-66).

Transmits a revision to the effective runway gradient standards.

150/5325-4 Runway Length Requirements for Airport Design (4-5-65).

Presents aircraft performance curves and sets forth standards for the determination of runway lengths to be provided at airports. The use of these standards is required for project activity under the Federal-aid Airport Program when a specific critical aircraft is considered as the basis for the design of a runway.

150/5325-4 CH 1 (8-5-65).

Provides amended information for the basic advisory circular and includes aircraft performance curves for the BAC 1-11.

150/5325-4 CH 2 (9-21-65).

Transmits aircraft performance curves for the Boeing 707-300C and the Fairchild F-27 and F-27B.

150/5325-4 CH 3 (4-25-66).

Transmits aircraft performance curves for the Douglas DC-8-55, DC-8F-55, and DC-9-10 Series, the Fairchild F-27J, and the Nord 262.

150/5325-4 CH 4 (5-12-66).

Transmits a revision to the effective runway gradient standards.

150/5325-4 CH 5 (7-13-66).

Transmits aircraft performance curves for the Douglas DC-9-10 Series equipped with Pratt & Whitney JT8D-1 Engines.

150/5325-4 CH 6 (12-8-66).

It is recommended that turbojet powered aircraft use more runway length when landing under wet or slippery, rather than under dry conditions. This change furnishes a basis for estimating the additional recommended length.

150/5325-4 CH 7 (2-7-67).

Presents design curves for landing and takeoff requirements of airplanes in common use in the civil fleet. Also presented are instructions on the use of these design curves and a discussion of the factors considered in their development.

150/5325-4 CH 8 (11-8-67).

Transmits aircraft performance curves for the Boeing 747, Convair 440 (340D or 440D), and Douglas DC-9-30 Series.

150/5325-5A Aircraft Data (1-12-68).

Presents a listing of principal dimensions of aircraft affecting airport design for guidance in aircraft development.

150/5325-6 Effects of Jet Blast (4-15-65).

Presents the criteria for treatment of jet blast effects which are acceptable in accomplishing a project meeting the eligibility requirements of the Federal-aid Airport Program.

150/5325-7 Is Your Airport Ready for the Boeing 747 (1-23-68).

Presents a preliminary condensed survey of today's airport design criteria

and their suitability to the presently known characteristics of the Boeing 747 airplane.

150/5325-8 Compass Calibration Pad (5-8-69).

Provides guidelines for the design, location on the airport, and construction of a compass calibration pad, and basic information concerning its use in determining the deviation error in an aircraft magnetic compass.

150/5330-2A Runway/Taxiway Widths and Clearances for Airline Airports (7-26-68).

Presents the Federal Aviation Administration recommendations for landing strip, runway, and taxiway widths and clearances at airports served by certificated air carriers.

150/5330-3 Wind Effect on Runway Orientation (5-5-66).

Provides guidance for evaluating wind conditions and determining their effect on the orientation of runways.

150/5335-1 Airport Taxiways (1-28-65).

Provides the criteria for airport taxiways which are acceptable in accomplishing a project meeting the eligibility requirements of the Federal-aid Airport Program.

150/5335-1 CH 1 (11-15-66).

Taxiways designed for two- and three-engine jet powered air carrier airplanes may have a minimum width of 60 feet. This change provides guidance for the design of such taxiway design widths.

150/5335-2 Airport Aprons (1-27-65).

Provides the criteria for airport aprons which are acceptable in accomplishing a project meeting the eligibility requirements of the Federal-aid Airport Program.

150/5340-1B Marking of Serviceable Runways and Taxiways (4-2-69).

Sets forth standards and practices for the guidance of the public in marking and remarking serviceable runways and taxiways. Required for FAAP.

150/5340-4B Installation Details for Runway Centerline and Touchdown Zone Lighting Systems (5-6-69).

Describes standards for the design and installation of runway centerline and touchdown zone lighting systems.

150/5340-5 Segmented Circle Airport Marker System (8-1-63).

Recommends an airport marking system of pilot aids and traffic control devices. Required for FAAP project activity.

150/5340-7A Marking and Lighting of Deceptive, Closed, and Hazardous Areas on Airports (1-10-68).

Describes standards for marking deceptive, closed, and hazardous areas on airports.

150/5340-8 Airport 51-foot Tubular Beacon Tower (6-11-64).

Provides design and installation details on the subject tower.

150/5340-9 Prefabricated Metal Housing for Electrical Equipment (8-18-64).

Provides design and installation details on the subject metal housing.

150/5340-13A High Intensity Runway Lighting System (4-14-67).

Provides corrected curves for estimating loads in high intensity series circuits.

150/5340-14A Economy Approach Lighting Aids (3-7-67).

Describes standards for the design, installation, and maintenance of economy approach lighting aids.

150/5340-15A Taxiway Edge Lighting System (11-1-67).

Describes standards for the design, installation, and maintenance of a taxiway edge lighting system.

150/5340-15A CH 1 (4-2-68).

Transmits change to basic AC.

150/5340-16A Medium Intensity Runway Lighting System (12-19-67).

Describes standards for the design, installation, and maintenance of a medium intensity runway lighting system.

150/5340-17 Standby Power for Non-FAA Airport Lighting Systems (1-25-68).

Describes standards acceptable for the design, installation, and maintenance of standby power for nonagency owned airport visual aids associated with the National Airspace System.

150/5340-18 Taxiway Guidance System (9-27-68).

Describes the recommended standards for design, installation, and maintenance of a taxiway guidance sign system.

150/5340-19 Taxiway Centerline Lighting System (11-14-68).

Describes the recommended standards for design, installation, and maintenance of a taxiway centerline lighting system.

150/5340-20 Installation Details and Maintenance Standards for Reflective Markers for Airport Runway and Taxiway Centerlines (2-17-69).

Describes standards for the installation and maintenance of reflective markers for airport runway and taxiway centerlines.

150/5345-1B Approved Airport Lighting Equipment (10-30-68).

Contains lists of approved airport lighting equipment and manufacturers qualified to supply such equipment.

150/5345-2 Specification for L-310 Obstruction Light (11-4-63).

Required for FAAP project activity.

150/5345-2 CH 1 (10-28-66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

- 150/5345-3A Specification for L-821 Airport Lighting Panel for Remote Control of Airport Lighting (10-20-67).**
Required for FAAP project activity.
- 150/5345-3A CH 1 (6-11-68).**
Corrects case dimensions for the size 4 panel and other page changes.
- 150/5345-3A CH-2 (9-17-69).**
Provides corrected drawings for the size 4 panel layout dimensions and the case dimensions.
- 150/5345-4 Specification for L-289 Internally Lighted Airport Taxi Guidance Sign (10-15-63).**
Required for FAAP project activity.
- 150/5345-4 CH 1 (10-23-66).**
Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.
- 150/5345-5 Specification for L-847 Circuit Selector Switch, 5000 Volt 20 Ampere (9-3-63).**
Required for FAAP project activity.
- 150/5345-6 Specification for L-809 Airport Light Base and Transformer Housing (9-3-63).**
Required for FAAP project activity.
- 150/5345-7 Specification for L-824 Underground Electrical Cables for Airport Lighting Circuits (11-4-63).**
Required for FAAP project activity.
- 150/5345-9B Specification for L-819 Fixed Focus Bidirectional High Intensity Runway Lights (6-27-67).**
Describes the subject specification requirements.
- 150/5345-10B Specification for L-828 Constant Current Regulator With Stepless Brightness Control (4-3-68).**
Required for FAAP project activity.
- 150/5345-11 Specification for L-812 Static Indoor Type Constant Current Regulator Assembly, 4 Kw and 7½ Kw, With Brightness Control for Remote Operation (3-2-64).**
Required for FAAP project activity.
- 150/5345-12A Specification for L-801 Beacon (5-12-67).**
Describes the subject specification requirements.
- 150/5345-13 Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits (1-6-64).**
Required for FAAP project activity.
- 150/5345-15 Specification for L-842 Airport Centerline Light (1-6-64).**
Required for FAAP project activity.
- 150/5345-16 Specification for L-843 Airport In-Runway Touchdown Zone Light (1-20-64).**
Required for FAAP project activity.
- 150/5345-17 Specification for L-845 Semiflush Inset Prismatic Airport Light (3-3-64).**
Describes the subject specification requirements.
- 150/5345-18 Specification for L-811 Static Indoor Type Constant Current Regulator Assembly, 4 Kw; With Brightness Control and Runway Selection for Direct Operation (3-3-64).**
Required for FAAP project activity.
- 150/5345-18 CH 1 (5-28-64).**
Advises that a detail requirement is not applicable to the circular.
- 150/5345-19 Specification for L-838 Semiflush Prismatic Airport Light (5-11-64).**
Describes the subject specification requirements.
- 150/5345-20 Specification for L-802 Runway and Strip Light (6-24-64).**
Describes the subject specification requirements.
- 150/5345-20 CH 1 (8-31-64).**
Provides amended information for the basic advisory circular.
- 150/5345-20 CH 2 (1-14-66).**
Provides new dimensions for the thickness of the metal stake and an organizational change.
- 150/5345-20 CH 3 (10-28-66).**
Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.
- 150/5345-20 CH 4 (8-5-69).**
Describes the subject specification requirements for a runway and strip light.
- 150/5345-21 Specification for L-813 Static Indoor Type Constant Current Regulator Assembly; 4 Kw and 7½ Kw; for Remote Operation of Taxiway Lights (7-28-64).**
Describes the subject specification requirements.
- 150/5345-22 Specification for L-834 Individual Lamp Series-to-Series Type Insulating Transformer for 5,000 Volt Series Circuit (10-8-64).**
Describes the subject specification requirements.
- 150/5345-23 Specification for L-822 Taxiway Edge Light (10-13-64).**
Describes the subject specification requirements.
- 150/5345-23 CH 1 (1-14-66).**
Provides new dimensions for the thickness of the metal stake and an organizational change.
- 150/5345-23 CH 2 (10-28-66).**
Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.
- 150/5345-23 CH 3 (8-5-69).**
Describes the subject specification requirements for a taxiway edge light.
- 150/5345-24 Specification for L-849 Condenser Discharge Type Flashing Light (6-30-65).**
Describes the subject specification requirements for a condenser discharge type flashing light.
- 150/5345-24 CH 1 (6-14-66).**
Deletes a detail requirement.
- 150/5345-25 Specification for L-848 Medium Intensity Approach Light Bar Assembly (6-30-65).**
Describes the subject specification requirements for a medium intensity approach light bar assembly.
- 150/5345-26 Specification for L-823 Plug and Receptacle, Cable Connectors (10-5-64).**
Describes the subject specification requirements.
- 150/5345-27A Specification for L-807 Eight-foot and Twelve-foot Unlighted or Externally Lighted Wind Cone Assemblies (6-16-69).**
Describes the subject specification requirements for a hinged steel pole support, an anodized tapered aluminum hinged base pole support, and an "A" frame fixed support with a pivoted center pipe support.
- 150/5345-28 Specification for L-851 Abbreviated Visual Approach Slope Indicator System (10-28-66).**
Describes the subject specification requirements for abbreviated visual approach slope indicator system (AVASI) equipment.
- 150/5345-29 FAA Specification L-852, Light Assembly, Airport Taxiway Centerline (3-18-68).**
Describes, for public guidance, FAA Specification L-852 which establishes the performance requirements and pertinent construction details for bidirectional semiflush inset light assemblies for lighting airport taxiway centerlines.
- 150/5345-30A Specification for L-846 Electrical Wire for Lighting Circuits To Be Installed in Airport Pavements (2-3-67).**
Describes, for the guidance of the public, subject specification requirements for electrical wire.
- 150/5345-31 Specification for L-833 Individual Lamp Series-to-Series Type Insulating Transformer for 600 Volt or 3,000 Volt Series Circuit (12-3-64).**
Describes the subject specification requirements.
- 150/5345-32 Specification for L-837 Large-Size Light Base and Transformer Housing (1-13-65).**
Describes the subject specification requirements.

150/5345-33 Specification for L-844 Individual Lamp Series-to-Series Type Insulating Transformer for 5000 Volt Series Circuit 20/6.6 Amperes 200 Watt (1-13-65).

Describes the subject specification requirements.

150/5345-34 Specification for L-839 Individual Lamp Series-to-Series Type Insulating Transformer for 5000 Volt Series Circuit 6.6/20 Amperes 300 Watt (1-13-65).

Describes the subject specification requirements.

150/5345-35 Specification for L-816 Circuit Selector Cabinet Assembly for 600 Volt Series Circuits (1-28-65).

Describes the subject specification requirements.

150/5345-36 Specification for L-808 Lighted Wind Tee (2-3-65).

Describes the subject specification requirements.

150/5345-37B FAA Specification L-850, Light Assembly Airport Runway Centerline and Touchdown Zone (1-8-68).

Revises subject light assembly.

150/5345-38 Changes to Airport Lighting Equipment (3-23-67).

The title is self-explanatory.

150/5345-39 FAA Specification L-853, Runway and Taxiway Centerline Reflective Markers (1-10-69).

Describes specification requirements for L-853 Runway and Taxiway reflective markers for guidance of the public.

150/5345-40 Specification for L-854 Radio Controls (3-21-69).

Describes specification requirements for guidance of the public.

150/5355-1 Diagrammatic Maps and Location Signs at Airports (3-21-69).

Informs airport authorities of the desirability to provide diagrammatic maps of facilities within terminal buildings and of the need for clearly marked locations signs at airports, especially at those used by international travelers.

150/5355-2 Fallout Shelters in Terminal Buildings (4-1-69).

Furnishes guidance for the planning and design of fallout shelters in airport terminal buildings.

150/5360-1 Airport Service Equipment Buildings (4-6-64).

Provides guidance on design of buildings for housing equipment used in maintaining and repairing operational areas.

150/5360-2 Airport Cargo Facilities (4-6-64).

Provides guidance material on air cargo facilities.

150/5360-3 Federal Inspection Service Facilities at International Airports (4-1-66).

Describes and illustrates recommended facilities for inspection of passengers,

baggage, and cargo entering the United States through international airport terminals. The material is for the guidance of architect-engineers and others interested in the planning and design of these airport facilities.

150/5370-1A Standard Specifications for Construction of Airports (5-28-68).

Contains specification items for construction of airports and other related information. Acceptable for FAAP project activity. Published in 1968. (\$3.50 GPO.) TD 4.24 : 968.

150/5370-2 Safety on Airports During Construction Activity (4-22-64).

Provides guidelines concerning safety at airports during periods of construction activity.

150/5370-4 Procedures Guide for Using the Standard Specifications for Construction of Airports (5-29-69).

Provides guidance to the public in the use and application of the Standard Specifications for Construction of Airports.

150/5380-1 Airport Maintenance (4-14-63).

Provides a basic checklist and suggestions for an effective airport maintenance program.

150/5380-2A Snow Removal Techniques Where In-Pavement Lighting Systems Are Installed (12-24-64).

Provides information on damage to in-pavement lighting fixtures by snow removal equipment and recommends procedures to avoid such damage.

150/5380-3 Cleaning of Runway Contamination (6-28-68).

Provides information to the aviation industry relative to cleaning rubber deposits, oil, grease, and jet aircraft exhaust deposits from runway surfaces.

150/5380-4 Ramp Operations During Periods of Snow and Ice Accumulation (9-11-68).

Directs attention to an increased accident potential when snow or ice accumulates on the surfaces of ramps and aircraft parking and holding areas and suggests some measures to reduce this potential.

150/5390-1 Heliport Design Guide (11-3-64). (Consolidated reprint 6-10-68 includes Change 1.)

Contains design guidance material for the development of heliports, both surface and elevated, to serve single- and multi-engine helicopters operating under visual flight rules.

Air Navigational Facilities

SUBJECT NO. 170

170-1 Operation and Use of Approved Lights (ALS) and Sequenced Flashing Lights (SFL) Systems (1-14-63).

Advises airspace users of the operation and use of the ALS and SFL systems.

170-2 Implementation of ILS Channels 11 Through 20 (10-16-63).

Advertises that ILS Channels 11 through 20 are now being used in the United States and encourages owners to equip their aircraft with 20-channel capability.

170-3B Distance Measuring Equipment (DME) (11-8-65).

Presents information on DME and some of its uses to pilots unfamiliar with this navigational aid.

170-6A Use of Radionavigation Test Generators (3-30-66).

Gives information received from the Federal Communications Commission as to the frequencies on which the FCC will license test generators (used to radiate a radionavigation signal) within the scope of its regulations and gives additional information to assist the user when checking aircraft navigation receivers.

170/6850-1 Aeronautical Beacons and True Lights (8-28-68).

Describes FAA standards for the installation and operation of aeronautical beacons serving as true lights.

170-7 Decommissioning of ILS Middle Compass Locators (10-29-65).

Disseminates information regarding the FAA program for decommissioning of compass locators associated with ILS middle markers.

170-8 Use of Common Frequencies for Instrument Landing Systems Located on Opposite Ends of the Same Runway (11-7-66).

In the future, common frequencies may be assigned to like components of two instrument landing systems serving opposite ends of the same runway. This will include the localizers, glide slopes, and associated outer and middle marker compass locators (LOM and LMM).

170-9 Criteria for Acceptance of Ownership and Servicing of Civil Aviation Interest(s) Navigational and Air Traffic Control Systems and Equipment (11-26-68).

Contains a revised FAA policy under which the FAA accepts conditional ownership of equipment and systems from civil aviation interests, without the use of Federal funds, and operates, maintains, and provides the logistic support of such equipment.

171-1 Estimating Packing and Shipping Costs for Export Shipments for ATC and Navaid Equipments (2-18-66).

Assists personnel engaged in preparing packing and shipping estimates of air navigation and traffic control equipments for overseas shipment.

Administrative

SUBJECT NO. 180

183.29-1D Designated Engineering Representatives (2-28-69).

Lists the Designated Engineering Representatives available for consulting work. Designated Engineering Representatives, as direct representatives of the Federal Aviation Administration, are

authorized to approve certain types of data as complying with the Federal Aviation Regulations within particular categories; such as structural, systems and equipment, powerplant, flight analyst, flight test pilot, and engine.

Flight Information

SUBJECT No. 210

210-1 National Notice to Airmen System (2-8-64).

Announces FAA policy for the preparation and issuance of essential flight information to pilots and other aviation interests.

210-2A Established Schedule for Flight Information Effective Dates (9-19-69).

Emphasizes the importance of adherence to the established schedule of effective dates for flight information, and provides a copy of the schedule through June 1971.

211-1 Content Criteria for Airman's Information Manual (3-15-66).

Announces the FAA policy for inclusion of aeronautical data in the Airman's Information Manual (AIM).

211-2 Recommended Standards for IFR Aeronautical Charts (3-20-67).

Sets forth standards recommended by the Federal Aviation Administration for the guidance of the public in the issuance of IFR, aeronautical charts for use in the National Airspace System (NAS).

211-3 Aviation Fuel Code Used in Flight Information Publications (5-19-67).

Transmits information concerning the change in aviation fuel codes used in FAA reports and publications, NATO symbols to be used.

Internal Directives

Contractions Handbook, 7340.1B (9-16-69).

Gives approved word and phrase contractions used by personnel connected with air traffic control, communications, weather, charting and associated services. (\$3.75 Sub.—GPO.) TD 4.308: C 76/969.

Location Identifiers, 7350.1H.

Incorporates all authorized 3-letter location identifiers for special use in United States, worldwide, and Canadian assignments. Dated 5-15-69. (\$6 Sub.—GPO.) TD 4.310.

Flight Services, 7110.10 (4-1-69).

This handbook consists of two parts. Part I, the basic, prescribes procedures and phraseology for use by personnel providing flight assistance and communications services. Part II, the teletypewriter portion, includes Services A and B teletypewriter operating procedures, pertinent International Teletypewriter Procedures, and the conterminous U.S. Service A Weather Schedules. Supersedes Aeronautical Communications and Pilot Services, dated 3-3-66. (\$9-Sub. GPO.) TD 4.308 : F 64.

International Flight Information Manual, Vol. 17 (April 1969).

This Manual is primarily designed as a preflight and planning guide for use by U.S. nonscheduled operators, business and private aviators contemplating flights outside of the United States.

The Manual, which is complemented by the International Notams publication, contains foreign entry requirements, a directory of aerodromes of entry including operational data, and pertinent regulations, and restrictions. It also contains passport, visa, and health requirements for each country. Published annually with quarterly amendments. (\$3—Annual Sub. GPO.) TD 4.309 : 16.

International Notams, Vol. 22 (April 1969).

Covers notices on navigational facilities and information on associated aeronautical data generally classified as "Special Notices". Acts as a notice-to-airmen service only. Published weekly. (\$5—Annual Sub. GPO.) TD 4.11 :.

Airman's Information Manual:

Part 1—Basic Flight Manual and ATC Procedures.

This part is issued quarterly and contains basic fundamentals required to fly in the National Airspace System; adverse factors affecting Safety of Flight; Health and Medical Facts of interest to pilots; ATC information affecting rules, regulations and procedures; a Glossary of Aeronautical Terms; U.S. Entry and Departure Procedures, including Airports of Entry and Landing Rights Airports; Air Defense Identification Zones (ADIZ); Designated Mountainous Areas; Seaplane, and Emergency Procedures. (Annual Sub. \$4, Foreign mailing—\$1 additional. GPO.) TD 4.12 : pt. 1/.

Part 2—Airport Directory.

This part is issued semiannually and contains a Directory of all Airports, Seaplane Bases, and Heliports in the conterminous United States, Puerto Rico, and the Virgin Islands which are available for transient civil use. It includes all of their facilities and services, except communications, in codified form. Those airports with communications are also listed in Part 3 which reflects their radio facilities. A list of new and permanently closed airports which updates this part is contained in Part 3.

Included, also, is a list of selected Commercial Broadcast Stations of 100 watts or more of power and Flight Service Stations and Weather Bureau telephone numbers. (Annual Sub. \$4, Foreign mailing—\$1 additional. GPO.) TD 4.12 : pt. 2/.

Parts 3 and 3A—Operational Data and Notices to Airmen.

Part 3 is issued every 28 days and contains an Airport/Facility Directory containing a list of all major airports with communications; a tabulation of Air Navigation Radio Aids and their assigned frequencies; Preferred Routes; Standard Instrument Departures (SIDs); Substitute Route Structures; a Sectional Chart Bulletin, which updates Sectional charts cumulatively; Special

General and Area Notices; a tabulation of New and Permanently Closed Airports, which updates Part 2; and Area Navigation Routes.

Part 3A is issued every 14 days and contains Notices to Airmen considered essential to the safety of flight as well as supplemental data to Part 3 and Part 4. (Annual Sub. \$20, Foreign mailing—\$5 additional. GPO.) TD 4.12 : pt. 3/.

Part 4—Graphic Notices—Supplemental Data.

Part 4 is issued semiannually and contains abbreviations used in all parts of AIM; Parachute Jump Areas; VOR Receiver Check Points; Special Notice Area Graphics; and Heavy Wagon and Oil Burner Routes.

Future editions will be expanded to include Special Terminal Area Charts and data not subject to frequent change. (Annual Sub. \$1.50, Foreign mailing—\$0.50 additional. GPO.) TD 4.12 : pt. 4/.

Aircraft Type Certificate Data Sheets and Specifications.

Contains all current aircraft specifications and type certificate data sheets issued by the FAA. Monthly supplements provided. (\$20—Sub., Foreign mailing—\$5 additional. GPO.) TD 4.15 : 967.

Aircraft Engine and Propeller Type Certificate Data Sheets.

Contains all current aircraft engine and propeller type certificate data sheets and specifications issued by FAA. Monthly supplements provided. (\$16—Sub., Foreign mailing—\$4 additional. GPO.) TD 4.15/2 : 968.

Summary of Supplemental Type Certificates.

Contains all supplemental type certificates issued by FAA regarding design changes in aircraft, engines, or propellers. List includes description of change, the model and type certificate number, the supplemental type certificate number, and the holder of the change. Quarterly supplements provided. (\$9—Sub., Foreign mailing—\$3.50 additional. GPO.) FAA 5.12 : 965.

STATUS OF THE FEDERAL AVIATION REGULATIONS

As of October 31, 1969

IMPORTANT NOTICE

The Federal Aviation Administration is reissuing the Federal Aviation Regulations (FAR) in a volume system to be sold on a subscription basis by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The purchase of a FAR volume will establish your subscription service with the Superintendent of Documents for automatic receipt of changes to the volume as issued by FAA.

The volume structure is:

Volume	FAR Part
I.....	1.
II.....	11, 13, 15, 21, 37, 39, 45, 47, 49, 183, 185, 187, 189.
III.....	23, 25.
IV.....	27, 29, 31, 33, 35.
V.....	43, 145, 149.
VI.....	91, 93, 99, 101, 103, 105.

Volume	FAR Part
VII.....	121, 123, 127, 129.
VIII.....	133, 135, 137.
IX.....	61, 63, 65, 67, 141, 143, 147.
X.....	151, 153, 155, 159, 165, 167.
XI.....	71, 73, 75, 77, 95, 97, 157, 169, 171.

As each volume is issued, an availability notification providing price and an order form will be issued and distributed by the Superintendent of Documents. If you are now on an FAA mailing list to receive Changes to any FAR Part, you will receive this notice.

However, until a Part is grouped into its respective Volume and the Volume is for sale, the present system of obtaining the Part and Changes thereto will remain in effect.

At the time of publishing this checklist, orders are being accepted by the Superintendent of Documents for the following Volumes:

Volume	Published	Price	Transmittals
I.....	May 1960.....	\$1.50 (Foreign mailing—50 cents additional.).	
II.....	July 1960.....	\$8 (Foreign mailing—\$2 additional.).	1
V.....	July 1960.....	\$3 (Foreign mailing—75 cents additional.).	1
VI.....	August 1960.....	\$5.50 (Foreign mailing—\$1.25 additional.).	1
X.....	September 1960.....	\$4.50 (Foreign mailing—\$1.25 additional.).	
XI.....	October 1960.....	\$2.75 (Foreign mailing—75 cents additional.).	

Individual FAR Parts not as yet reissued in the Volume system are still sold by the Superintendent of Documents at the prices shown in the following list. Parts with a (†) preceding the number are available in the Volumes as indicated above. Changes to Parts not in Volumes will be provided by FAA. An order form for this service is included in the front of the FAR Part for your convenience.

Instructions for ordering. Orders for the FARs should include remittance by check or money order made payable to the Superintendent of Documents, and should be addressed to:

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

Orders from foreign countries, except Canada and Mexico, should include an additional amount of one-fourth the purchase price to cover foreign mailing. Remittance should be by International Money Order or by a draft on a U.S. bank.

FAR part No.	Title	Effective date	Price	Changes
71	Definitions and Abbreviations.....	5-15-62		
111	General Rule-Making Procedures.....	11-10-62		
113	Enforcement Procedures.....	11-10-62		
115	Nondiscrimination in Federally Assisted Programs of the Federal Aviation Agency.....	1-30-65		
121	Certification Procedures for Products and Parts.....	2-1-65		
23	Airworthiness Standards: Normal, Utility, and Acrobatic Category Airplanes.....	2-1-65	1.25	6
25	Airworthiness Standards: Transport Category Airplanes.....	2-1-65	2.25	10
27	Airworthiness Standards: Normal Category Rotocraft.....	2-1-65	.70	3
29	Airworthiness Standards: Transport Category Rotocraft.....	2-1-65	2.00	4
31	Airworthiness Standards: Manned Free Balloons.....	7-1-64	.20	2
33	Airworthiness Standards: Aircraft Engines.....	2-1-65	.40	3
35	Airworthiness Standards: Propellers.....	2-1-65	.30	2
137	Technical Standard Order Authorizations.....	1-4-65		
139	Airworthiness Directives.....	11-20-64		
143	Maintenance, Preventive Maintenance, Rebuilding, and Alteration.....	7-6-64		
145	Identification and Registration Marking.....	4-20-64		
147	Aircraft Registration.....	5-1-66		
149	Recording of Aircraft Titles and Security Documents.....	8-18-64		
61	Certification: Pilots and Flight Instructors.....	11-1-62	1.25	30
63	Certification: Flight Crewmembers Other Than Pilots.....	11-1-62	.35	11
65	Certification: Airman Other Than Flight Crewmembers.....	11-1-62	.35	12
67	Medical Standards and Certification.....	11-1-62	.25	7
†71	Designation of Federal Airways, Controlled Airspace, and Reporting Points.....	12-12-62		
†73	Special Use Airspace.....	12-12-62		
†75	Establishment of Jet Routes.....	12-12-62		
†77	Objects Affecting Navigable Airspace.....	5-1-65		
†91	General Operating and Flight Rules.....	9-30-63		
†93	Special Air Traffic Rules and Airport Traffic Patterns.....	9-30-63		
††95	IFR Altitudes.....	9-30-63		
††97	Standard Instrument Approach Procedures.....	9-30-63		
†99	Security Control of Air Traffic.....	9-30-63		
†101	Manned Balloons, Kites, Unmanned Rockets and Unmanned Free Balloons.....	9-30-63		
†103	Transportation of Dangerous Articles and Magnetized Materials.....	9-30-63		
†105	Parachute Jumping.....	2-26-63		
121	Certification and Operations: Air Carriers and Commercial Operators of Large Aircraft.....	4-1-65	.00	35
123	Certification and Operations: Air Travel Clubs Using Large Airplanes.....	10-14-68	.25	2
127	Certification and Operations of Scheduled Air Carriers with Helicopters.....	11-2-64	.35	11
129	Operations of Foreign Air Carriers.....	4-1-64	.20	4
133	Rotocraft External-Load Operations.....	5-17-64	.20	3
135	Air Taxi Operators and Commercial Operators of Small Aircraft.....	4-7-64	.50	6
137	Agricultural Aircraft Operations.....	9-7-64		
141	Pilot Schools.....	1-1-66	.25	3
143	Ground Instructors.....	9-17-62	.35	8
145	Repair Stations.....	9-17-62	.25	3
147	Mechanic Schools.....	9-17-62	.20	1
149	Parachute Lofts.....	9-17-62		
151	Federal Aid to Airports.....	2-11-63		
153	Acquisition of U.S. Land for Public Airports.....	2-11-63		
155	Release of Airport Property from Surplus Property Disposal Restrictions.....	2-11-63		
157	Notice of Construction, Alteration, Activation, and Deactivation of Airports.....	3-2-66		
159	National Capital Airports.....	10-1-62		
161	(Deleted effective 6-1-66).....			
163	(Deleted effective 7-1-66).....			
165	Wake Island Code.....	9-4-62		
167	Annette Island, Alaska, Airport.....	8-21-66		
169	Expenditure of Federal Funds for Nonmilitary Airports or Air Navigation Facilities Thereon.....	4-26-69		
171	Non-Federal Navigation Facilities.....	10-1-64		
181	(Rescinded 4-1-67).....			
183	Representatives of the Administrator.....			
185	Testimony by Employees and Production of Records in Legal Proceedings.....			
187	Fees.....			
189	Use of Federal Aviation Administration Communications System.....			

*Changes to individual airspace designations and airways descriptions, individual restricted areas, and individual jet route descriptions are not included in the basic Parts 71, 73, and 75 respectively because of their length and complexity. Such changes are published in the FEDERAL REGISTER and are included on appropriate aeronautical charts.

**Due to the complexity, length, and frequency of issuance, en route IFR altitudes and instrument approach procedures are published in the FEDERAL REGISTER, the Airman's Information Manual, and are depicted on the aeronautical charts. Therefore, they are not included in the basic Parts 95 and 97.

MARY E. HEALY,
Manager, Headquarters Operations.

[F.R. Doc. 69-15153; Filed, Dec. 18, 1969; 8:49 a.m.]

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