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FEDERAL REGISTER

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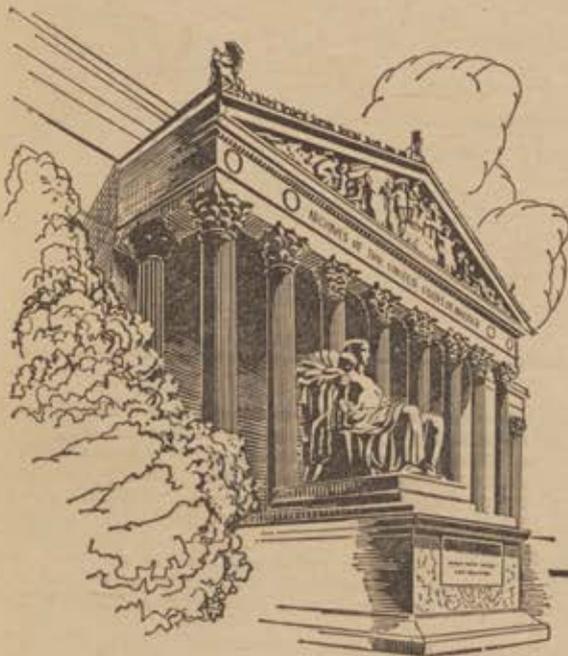
Friday, June 20, 1969 • Washington, D.C.

Pages 9653-9692

Agencies in this issue—

Civil Aeronautics Board
Civil Service Commission
Coast Guard
Commodity Credit Corporation
Comptroller of the Currency
Consumer and Marketing Service
Education Office
Federal Aviation Administration
Federal Communications Commission
Federal Power Commission
Fiscal Service
Fish and Wildlife Service
Food and Drug Administration
General Services Administration
Interior Department
Internal Revenue Service
Interstate Commerce Commission
Justice Department
National Transportation Safety Board
Securities and Exchange Commission

Detailed list of Contents appears inside.



Just Released

CODE OF FEDERAL REGULATIONS

(As of January 1, 1969)

Title 23—Highways (Revised)	\$0. 35
Title 29—Labor (Parts 500–899) (Revised)	3. 00
Title 36—Parks, Forests, and Memorials (Revised)	1. 25

[A Cumulative checklist of CFR issuances for 1969 appears in the first issue of the Federal Register each month under Title 1]

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Contents

AGRICULTURE DEPARTMENT

See Commodity Credit Corporation; Consumer and Marketing Service.

CIVIL AERONAUTICS BOARD

Notices

Hearings, etc.:

Fisher Bros. Aviation, Inc.....	9685
International Air Transport Association	9686
Minimum charges per shipment of air freight.....	9686
Service to Salt Lake City Investigation	9686
St. Louis-Dayton/Columbus/Pittsburgh Subpart M Proceeding	9686
Transatlantic supplemental charter authority renewal case	9687
Transportes Aeros Nacionales, S.A	9687

CIVIL SERVICE COMMISSION

Rules and Regulations

Commerce Department; excepted service	9657
---	------

Notices

Commerce Department; notice of revocation of authority to make noncareer executive assignment	9690
---	------

COAST GUARD

Rules and Regulations

Annapolis, Md.; anchorage grounds	9677
---	------

COMMODITY CREDIT CORPORATION

Rules and Regulations

Honey; price support regulations..	9675
------------------------------------	------

COMPTROLLER OF THE CURRENCY

Rules and Regulations

Assessment applicable to an operating subsidiary; clarification	9672
---	------

CONSUMER AND MARKETING SERVICE

Rules and Regulations

Peaches grown in California; regulation by grades and sizes.....	9674
--	------

Proposed Rule Making

Hops of domestic production; handling	9682
---	------

EDUCATION OFFICE

Notices

Education professions development; establishment of closing dates for receipt of proposals for certain programs.....	9684
--	------

FEDERAL AVIATION ADMINISTRATION

Rules and Regulations

Airworthiness directives; North American Rockwell (Aero Commander) Model 1121 Series airplanes	9657
Standard instrument approach procedures; miscellaneous amendments	9658

Proposed Rule Making

Airworthiness directives; Dowty Rotol propellers.....	9683
Jet route segments; proposed alteration	9683

FEDERAL COMMUNICATIONS COMMISSION

Rules and Regulations

Aviation services; INTERIM aeronautical communications emergency plan; correction.....	9679
--	------

FEDERAL POWER COMMISSION

Rules and Regulations

Amendment of authorities.....	9676
-------------------------------	------

FISCAL SERVICE

Rules and Regulations

General regulations with respect to U.S. securities; miscellaneous amendments.....	9676
--	------

FISH AND WILDLIFE SERVICE

Rules and Regulations

Migratory birds; hunting seasons for Puerto Rico and Virgin Islands	9678
Missisquoi National Wildlife Refuge, Vt.; public access, use, and recreation	9679

Proposed Rule Making

Rights-of-way regulations.....	9680
--------------------------------	------

Notices

Scurlock, Ralph William; notice of loan application.....	9684
--	------

FOOD AND DRUG ADMINISTRATION

Rules and Regulations

Color additives; confirmation of effective date.....	9657
Penicillin and penicillin-containing drugs; certification; correction	9657

Notices

General Foods Corp.; enriched macaroni product deviating from identity standard; temporary permit for market testing.....	9684
Schering Corp.; notice of withdrawal of petition for food additives	9684

GENERAL SERVICES ADMINISTRATION

Rules and Regulations

Procurement forms; revision.....	9673
----------------------------------	------

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

See Education Office; Food and Drug Administration.

INTERIOR DEPARTMENT

See also Fish and Wildlife Service.

Notices

Commercial fishery failure due to resource disaster; determination	9684
--	------

INTERNAL REVENUE SERVICE

Rules and Regulations

Income tax; identification of book-entry Treasury securities..	9672
--	------

INTERSTATE COMMERCE COMMISSION

Notices

Fourth section applications for relief	9689
Motor carrier: Temporary authority applications	9689

JUSTICE DEPARTMENT

Rules and Regulations

Organization; delegation of authority to waiver of claims for erroneous payments of pay....	9676
---	------

NATIONAL TRANSPORTATION SAFETY BOARD

Notices

Northern Indiana Public Service Co.; notice of hearing regarding accident	9685
---	------

SECURITIES AND EXCHANGE COMMISSION

Notices

Hearings, etc.:

Monongahela Power Co.....	9687
Pennzoil Co., et al.....	9688

TRANSPORTATION DEPARTMENT

See Coast Guard; Federal Aviation Administration; National Transportation Safety Board.

TREASURY DEPARTMENT

See Comptroller of the Currency; Fiscal Service; Internal Revenue Service.

List of CFR Parts Affected

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

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1969, and specifies how they are affected.

5 CFR		18 CFR		31 CFR	
213.....	9657	13.....	9676	306.....	9676
		131.....	9676		
7 CFR		159.....	9676	33 CFR	
917.....	9674	21 CFR		110.....	9677
1434.....	9675	8.....	9657		
PROPOSED RULES:		146a.....	9657	41 CFR	
991.....	9682	26 CFR		1-16.....	9673
12 CFR		1.....	9672	47 CFR	
8.....	9672	28 CFR		87.....	9679
14 CFR		0.....	9676	50 CFR	
39.....	9657			10.....	9678
97.....	9658			28.....	9679
PROPOSED RULES:				PROPOSED RULES:	
39.....	9683			29.....	9680
75.....	9683				

Rules and Regulations

Title 21—FOOD AND DRUGS

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

SUBCHAPTER A—GENERAL

PART 8—COLOR ADDITIVES

Subpart E—Listing of Color Additives for Drug Use Subject to Certification

[PHTHALOCYANINATO (2-)] COPPER; CONFIRMATION OF EFFECTIVE DATE

In the matter of listing [phthalocyaninato (2-)] copper for drug use subject to certification:

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 706 (b), (c) (1), (d), 74 Stat. 399-403, as amended; 21 U.S.C. 376 (b), (c) (1), (d)) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120), notice is given that no objections were filed to the order in the above-identified matter published in the FEDERAL REGISTER of April 23, 1969 (34 F.R. 6777). Accordingly, the regulation (21 CFR 8.4026) promulgated by that order will become effective June 22, 1969.

Dated: June 10, 1969.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 69-7262; Filed, June 19, 1969; 8:45 a.m.]

SUBCHAPTER C—DRUGS

PART 146a—CERTIFICATION OF PENICILLIN AND PENICILLIN-CONTAINING DRUGS

Certain Human-Use Penicillin-Streptomycin Combination Products for Injection

Correction

In F.R. Doc. 69-6989 appearing at page 9333 in the issue of Friday, June 13, 1969, the following correction should be made in § 146a.90: The sixth line should read "veterinary conform to all requirements".

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Commerce

Section 213.3314(a) Office of the Secretary is amended to show that the Director, Office of Minority Business Enterprise (Assistant to the Secretary) is in Schedule C. Effective on publication in the FEDERAL REGISTER subparagraph (46)

is added to paragraph (a) of § 213.3314 as set out below.

§ 213.3314 Department of Commerce.

(a) Office of the Secretary. * * *

(46) Director, Office of Minority Business Enterprise (Assistant to the Secretary).

(5 U.S.C. 3301, 3302, E.O. 10577, 3 CFR 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,

Executive Assistant to the Commissioners.

[F.R. Doc. 69-7355; Filed, June 19, 1969; 8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER C—AIRCRAFT

[Airworthiness Docket No. 69-SW-41; Amdt. 39-782]

PART 39—AIRWORTHINESS DIRECTIVES

North American Rockwell (Aero Commander) Model 1121 Series Airplanes

There have been several failures of flexible fuel hose assemblies, P/N AE700024-1, 6723008-65, and 6723008-149, in the fuel supply system between the fuel tank outlets and the engine inlets on Aero Commander Model 1121 series airplanes. These failures have resulted in serious fuel leaks in the aft fuselage compartment and engine nacelles. Since this condition is likely to exist or develop in other airplanes of the same type design, resulting in the loss of fuel and the creation of a serious fire hazard, an airworthiness directive is being issued to require an inspection of the fuel system flexible hose assemblies, installation of guards over the fuel valve switches, and a vacuum test of the flexible fuel hose assemblies in the fuel supply system to the engines on Aero Commander Model 1121 series airplanes.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impractical and good cause exists for making this amendment effective in less than 30 days.

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

AERO COMMANDER DIVISION, North American Rockwell Corp. Applies to Aero Commander Model 1121 series airplanes; S/N 3 through 150.

Compliance required as indicated unless already accomplished.

To prevent failures of fuel supply system hose assemblies, P/N AE700024-1, 6723008-65, 6723008-67, 6723008-149, and 6723008-179, accomplish the following:

(a) Within the next 15 hours' time in service after the effective date of this AD,

(1) pressurize the engine fuel supply system by opening the fuel shut off valves and turning the fuel boost pumps on. Visually inspect the fuel system flexible hose assemblies, P/N AE700024-1, 6723008-65, 6723008-67, 6723008-149, and 6723008-179 for any indications of leakage. Replace any defective hose assembly in accordance with paragraph (c).

(2) Install fuel valve switch guards, P/N 5883082-93, or the equivalent approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA, on the fuel control panel in accordance with Aero Commander Service Bulletin No. J-7 dated May 13, 1969, or later FAA approved revision or in accordance with a method approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA.

(3) Insert FAA approved Airplane Flight Manual Revision dated April 9, 1969, in the applicable Airplane Flight Manual.

(b) Within the next 100 hours' time in service after the effective date of this AD, remove the fuel supply flexible hose assemblies referenced in paragraph (a)(1), unless replaced with new hose assemblies in accordance with paragraph (c), and vacuum test these flexible hose assemblies for separation of the hose liner material from the wire braid reinforcing cover in accordance with Part II of Aero Commander Service Bulletin No. J-7 dated May 13, 1969, or later FAA approved revision or in accordance with an equivalent method approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA.

(c) Replace any defective hose assemblies found as a result of the inspections required by paragraphs (a)(1) and (b), before further flight, following procedures outlined in Part II, steps d, e, and f of Aero Commander Service Bulletin No. J-7 dated May 13, 1969, or later FAA approved revision, with new hose assemblies of the same part number or the equivalent approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA.

This amendment becomes effective June 21, 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 Fort Worth, Tex., on June 11, 1969.

A. L. COULTER,
Acting Director, Southwest Region.

[F.R. Doc. 69-7271; Filed, June 19, 1969; 8:45 a.m.]

RULES AND REGULATIONS

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 9645; Amdt. 654]

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:

- Abilene, Tex.—Abilene Municipal, ADF 1, Amdt. 5, 22 Jan. 1966 (established under Subpart C).
- Abilene, Tex.—Abilene Municipal, VOR 1, Amdt. 2, 28 Sept. 1963 (established under Subpart C).
- Temple, Tex.—Draughon-Miller, VOR 1, Amdt. 6, 16 Jan. 1965 (established under Subpart C).

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

- Bridgeport, Conn.—Bridgeport Municipal, TerVOR-6, Amdt. 4, 27 June 1964 (established under Subpart C).
- Bridgeport, Conn.—Bridgeport Municipal, TerVOR-24, Amdt. 2, 28 Mar. 1964 (established under Subpart C).
- Sarasota, Fla.—Sarasota-Bradenton, TerVOR-13, Amdt. 6, 24 Sept. 1966 (established under Subpart C).

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

- Winder, Ga.—Winder, VOR/DME No. 1, Orig., 26 May 1966 (established under Subpart C).

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

- Abilene, Tex.—Abilene Municipal, ILS-17, Amdt. 6, 20 Aug. 1966 (BC) (established under Subpart C).
- Abilene, Tex.—Abilene Municipal, ILS-35, Amdt. 5, 22 Jan. 1966 (established under Subpart C).

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

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			Via	Minimum altitudes (feet)	Missed approach
From—	To—	MAP: 6.4 miles after passing Becker Int.			
TUP VOR	Becker Int.	R 128°	TUP VOR	2000	Left turn, climb to 2000' to Becker Int via R 350° UBS VORTAC and hold; Supplementary charting information: Hold N, 1 minute, right turn, 179° Inbnd. Runway 19, TDZ elevation, 225'.
HAB VOR	Becker Int.	R 238°	HAB VOR	2000	
UBS VORTAC	Becker Int.	R 350°	UBS VORTAC	2000	

Procedure turn E side of crs, 359° Outbnd, 179° Inbnd, 2000' within 10 miles of Becker Int. FAF, Becker Int. Final approach crs, 179°. Distance FAF to MAP, 6.4 miles. Minimum altitude over Becker Int/30-mile DME, 2000'; over 26-mile DME Fix, 800'. MSA: 000°-180°-1800'; 180°-300°-1900'. NOTE: Use Columbus approach altimeter setting.

DAY AND NIGHT MINIMUMS

Coord.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-19	800	1	575	800	1 1/4	575	NA	NA
C	MDA	VIS	HAA	MDA	VIS	HAA	NA	NA
	800	1	635	800	1 1/4	635		
S-19	VOR/DME Minimums:						NA	NA
	MDA	VIS	HAT	MDA	VIS	HAT		
	600	1	375	600	1 1/4	375		
C	MDA	VIS	HAA	MDA	VIS	HAA	NA	NA
	660	1	435	680	1 1/4	455		
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.	

City, Aberdeen-Arnory; State, Miss.; Airport name, Monroe County; Elev., 225'; Facility, UBS; Procedure No. VOR Runway 19, Amdt. Orig.; Eff. date, 10 July 69.

RULES AND REGULATIONS

9659

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Terminal Routes			Missed approach	
From--	To--	Via	Minimum altitudes (feet)	MAP: 9.5 miles after passing ABI VORTAC.
DYS VOR.....	ABIVORTAC.....	Direct.....	3500	Climb to 3500' on ABI VORTAC R 162° within 20 miles.

Procedure turn not authorized. One minute holding pattern, W of ABI VORTAC, 162° Inbnd, right turns, 3500'. FAF, ABI VORTAC. Final approach crs, 162°. Distance FAF to MAP, 9.5 miles. Minimum altitude over ABI VORTAC, 3500'. MSA: 000°-090°-3400'; 090°-180°-3500'; 180°-270°-4600'; 270°-360°-4000'. NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	2500	1	722	2500	1	722	2500	1½	722	2500	2	722
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Abilene; State, Tex.; Airport name, Abilene Municipal; Elev., 1778'; Facility, ABI; Procedure No. VOR-1, Amdt. 3; Eff. date, 10 July 60; Sup. Amdt. No. VOR 1, Amdt. 2; Dated, 28 Sept. 63

Terminal routes			Missed approach	
From--	To--	Via	Minimum altitudes (feet)	MAP: BDR VOR.
				Climb on BDR R 061° to 1500' within 10 miles; climbing left turn to 1900' direct BDR VOR and hold. Supplementary charting information: Hold NE, 1 minute, left turn, 228° 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
S-6.....	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. 5; Eff. date, 10 July 66; Sup. Amdt. No. Ter VOR-6, Amdt. 4; Dated, 27 June 64

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: BDR VOR.	
				Climb on BDR R 228°, to 1200' within 10 miles; climbing right turn to 1900' direct BDR VOR and hold.	
				Supplementary charting information: Hold NE, 1 minute, left turn, 228° Inbd. 125° steeply 1.8 miles S BDR VOR; 362' stack 3 miles NE BDR VOR; 318' tower 3.5 miles W BDR VOR. Runway 24, TDZ elevation, 7'.	

Procedure turn S side of crs, 048° Outbd, 228° Inbd, 1900' 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
S-24.....	680	3/4	673	680	3/4	673	680	1	673	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	680	1	671	680	1	671	680	1 1/4	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, Amdt. 3; Eff. date, 10 July 69; Sup. Amdt. No. Ter VOR-24, Amdt. 2; Dated, 28 Mar. 64

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: SRQ VOR.	
Murdock Int.....	SRQ VOR.....	Direct.....	1500	Climb to 2000' direct Murdock Int via SRQ R 110°.	
Parrish Int.....	SRQ VOR.....	Direct.....	1500	Supplementary charting information: Final approach crs intercepts runway centerline 1600' from threshold.	
Egmont Key NDB.....	SRQ VOR.....	Direct.....	1500	Runway 13, TDZ elevation, 23'.	

Procedure turn S side of crs, 301° Outbd, 121° Inbd, 1500' within 10 miles of SRQ VOR.
 Final approach crs, 121°.
 MSA: 180°-270°-1400'; 270°-180°-1600'.

NOTES: (1) Radar vectoring. (2) Use PIE FSS altimeter setting when control zone not effective.

*Straight-in and circling MDA's increased 135' and visibility straight-in Category D increased to 1 1/4 miles when control zone not effective, except operators with approved weather service.

#Alternate minimums not authorized when control zone not effective, except operators with approved weather service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-13.....	420	1	397	420	1	397	420	1	397	420	1	397
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	480	1	456	480	1	456	480	1 1/4	456	680	2	556
A.....	Standard.#			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Sarasota (Bradenton); State, Fla.; Airport name, Sarasota-Bradenton; Elev., 24'; Facility, SRQ; Procedure No. VOR Runway 13, Amdt. 7; Eff. date, 10 July 69; Sup. Amdt. No. Ter VOR-13, Amdt. 6; Dated, 24 Sept. 66

RULES AND REGULATIONS

9661

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.1 miles after passing TPL VOR.
Barelay Int.	TPL VOR	Direct	2100	Climbing left turn to 2100' direct to TPL VOR and hold. Supplementary charting information: Hold N, 1 minute, left turns, 150' Inbd. Chart restricted area R-6302. Water tower on field 780'. Runway 15, TDZ elevation, 682'.
ACT VORTAC	Gerrell Int.	Direct	2100	
Gerrell Int.	TPL VOR (NOPT)	Direct	1600	

Procedure turn E side of crs, 339° Outbd, 159° Inbd, 2100' within 10 miles of TPL VOR.

FAF, TPL VOR. Final approach crs, 159°. Distance FAF to MAP, 3.1 miles.

Minimum altitude over TPL VOR, 1600'.

MSA within 25 miles of TPL VOR, 000°-360°-3600'.

*Use Waco altimeter setting when control zone not effective and increase straight-in and circling MDA 115', except for operators with approved weather reporting service.

#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	VIS
S-1B*	1000	1	318	1000	1	318	1000	1	318	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C*	1030	1	308	1140	1	438	1140	1 1/2	458	NA
A	Standard.#			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Temple; State, Tex.; Airport name, Draughton-Miller; Elev., 682'; Facility, TPL; Procedure No. VOR Runway 15, Amdt. 7; Eff. date, 10 July 69; Sup. Amdt. No. VOR 1, Amdt. 6; Dated, 16 Jan. 65

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: 16.9-mile DME Fix.
AHN VORTAC	7-mile DME Fix (NOPT)	AHN, R 277°	2300	Climbing right turn to 2300' and proceed to AHN VORTAC via R 277° and hold. Supplementary charting information: Hold E, 1 minute, right turns, 277° Inbd. Final approach crs to center of landing area.

Procedure turn N side of crs, 097° Outbd, 277° Inbd, 2300' within 10 miles of AHN VORTAC.

Final approach crs, 277°.

Minimum altitude over AHN VORTAC, 2300'; over 7-mile DME Fix, 2300'; over 12-mile DME Fix, 2300'.

MSA: 180°-270°-3100'; 270°-180°-2400'.

NOTE: Use Athens, Ga., altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D	
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS	
C	1600	1	617	1600	1	617	NA	NA	
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.		

City, Winder; State, Ga.; Airport name, Winder; Elev., 943'; Facility, AHN; Procedure No. VOR/DME-1, Amdt. 1; Eff. date, 10 July 69; Sup. Amdt. No. VOR/DME No. 1, Orig.; Dated, 26 May 66

RULES AND REGULATIONS

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing FYV VORTAC.	
				Climbing left turn to 3000' direct FYV VORTAC and hold. Supplementary charting information: Hold N of FYV VORTAC R 251°-171° Inbnd, left turns, 1 minute.	

Procedure turn E side of crs, 351° Outbnd, 171° Inbnd, 3000' within 10 miles of FYV VORTAC.
 FAF, FYV VORTAC. Final approach crs, 171°. Distance FAF to MAP, 4 miles.
 Minimum altitude over FYV VORTAC, 2300'.
 MSA: 090°-180°-3500'; 180°-090°-3100'.
 NOTE: Use Fayetteville F88 altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-18	2020	1	668	2020	1	668	2020	1 1/4	668	NA
C	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	NA
A	2020	1	668	2020	1	668	2220	1 1/4	868	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Springdale; State, Ark.; Airport name, Springdale Municipal; Elev., 1352'; Facility, FYV; Procedure No. VOR Runway 18, Amdt. 3; Eff. date, 10 July 69; Sup. Amdt. No. 2; Dated, 14 Nov. 68

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3 miles after passing ACT VORTAC.	
R 028°, ACT VORTAC CW	R 321°, ACT VORTAC	7-mile Arc ACT, R 335°, lead radial.	2000	Climb to 2000' on ACT R 136° within 20 miles or, turn right, climb to 2000' on ACT R 187° within 20 miles.	
R 306°, ACT VORTAC CW	R 321°, ACT VORTAC	7-mile Arc	2000		
7-mile DME Arc	ACT VORTAC (NOPT)	ACT, R 321°	1400	Supplementary charting information: Runway 14, TDZ elevation, 507'.	

Procedure turn W side of crs, 321° Outbnd, 141° Inbnd, 2000' within 10 miles of ACT VORTAC.
 FAF, ACT VORTAC. Final approach crs, 141°. Distance FAF to MAP, 3 miles.
 Minimum altitude over ACT VORTAC, 1400'.
 MSA: 090°-180°-2800'; 180°-270°-2500'; 270°-090°-2100'.
 #RVR 24', Runway 18.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14	820	1	313	820	1	313	820	1	313	820	1	313
C	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
A	900	1	385	980	1	465	980	1 1/4	465	1080	2	465
A	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Waco; State, Tex.; Airport name, Waco Municipal; Elev., 515'; Facility, ACT; Procedure No. VOR Runway 14, Amdt. 11; Eff. date, 10 July 69; Sup. Amdt. No. 10; Dated, 5 June 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.5 miles after passing Daniel Int.
EMR NDB.....	AGS VORTAC.....	Direct.....	2000	Climb to 2000' on AOS R 158° to Shell Bluff Int; or, when directed by ATC, climbing left turn to 2000' direct to AOS VORTAC and hold. Hold NW, 1 minute, right turns, 142° Inbnd. Supplementary charting information: Final approach crs to center of landing area.
R 238°, AGS VORTAC (CW).....	R 322°, AGS VORTAC.....	10-mile DME Arc.....	2000	
R 072°, AGS VORTAC (CCW).....	R 322°, AGS VORTAC.....	10-mile DME Arc.....	2000	
10-mile DME Arc.....	AGS VORTAC (NOPT).....	R 322°, AGS VORTAC.....	1700	

Procedure turn W side of crs, 322° Outbnd, 142° Inbnd, 2000' within 10 miles of AGS VORTAC.
 Final approach crs, 142°.
 Minimum altitude over AGS VORTAC, 1700'; over Daniel Int/7.5-mile DME Fix, 1700'.
 MSA: 000°-090°-2100'; 090°-180°-2900'; 180°-270°-2900'; 270°-360°-1900'.
 NOTE: Operating DME or NDB receivers required.
 #300-1 required on Runways 8/26.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	720	1	575	720	1	575	720	1 1/4	575	720	2	575
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Augusta; State, Ga.; Airport name, Bush Field; Elev., 145'; Facility, AGS; Procedure No. VOR/DME-1, Amdt. 10; Eff. date, 10 July 60; Sup. Amdt. No. 9; Dated, 5 June 60

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.7 miles after passing University Int.
ABI VORTAC.....	University Int.....	Direct.....	3100	Climb to 3000' on LOC crs 170° within 20 miles; or, turn left, climb to 3000' on ABI VORTAC R 110° within 20 miles. Supplementary charting information: Depict fix at 4.7 miles from runway. Runway 17R, TDZ elevation, 1770'.
DYS VOR.....	AB LOM.....	Direct.....	3000	
AB LOM.....	University Int.....	Direct.....	3100	
Nugent Int.....	University Int (NOPT).....	Direct.....	3000	

Procedure turn E side of crs, 350° Outbnd, 170° Inbnd, 3300' within 10 miles of University Int.
 FAF, University Int. Final approach crs, 170°. Distance FAF to MAP, 4.7 miles.
 Minimum altitude over University Int, 3000'.
 MSA: Not authorized.

*Circling not authorized NW defined by Runway 35 centerline extended N and Runway 22 centerline extended SW.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-17R.....	2100	3/4	330	2100	3/4	330	2100	3/4	330	2100	1	330
C.....	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
A.....	2160	1	382	2340	1	462	2340	1 1/4	462	2340	2	562
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Abilene; State, Tex.; Airport name, Abilene Municipal; Elev., 1778'; Facility, I-ABI; Procedure No. LOC (BC) Runway 17R, Amdt. 7; Eff. date, 10 July 60; Sup. Amdt. No. ILS-17 (BC), Amdt. 6; Dated, 20 Aug. 60

RULES AND REGULATIONS

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 4.5 miles after passing Encanto FM/Int.
From—	To—	Via		
SAN R 076°, CW	I-SAN BC	15-mile Arc SAN VORTAC 063° R, lead radial.	3700	Climb to 2500' on localizer crs to Sargo Int; or, when directed by ATC, climbing right turn to 3000' direct SAN VOR, then via R 236° within 15 miles. Supplementary charting information: Chart I-SAN DME distance at MAP. Remove 500' obstruction at 32°43'30"/117°08'00".
Bostonia Int.	Sweetwater Int.	Direct	3700	

Procedure turn not authorized. Approach crs (profile) starts at Sweetwater Int. FAF, Encanto FM/Int. Final approach crs, 272°. Distance FAF to MAP, 4.5 miles. Minimum altitude over Sweetwater Int, 3700'; over Spillway Int, 3300'; over Encanto FM/Int, 2000'. NOTES: (1) Radar vectoring. (2) If DME is lost on Arc, proceed direct to SA LOM at 3700'. (3) DME should not be used to determine aircraft position over runway threshold or touchdown point. DME located at Runway 9 glide slope site. (4) Air carrier will not reduce landing visibility due to local conditions. % IFR departure procedure. All IFR departures must comply with published SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	800	1	785	800	1 1/4	785	800	1 1/4	785	800	2	785
A	900-2			T 2-eng. or less—Runway 27, Standard; Runway 9, Runways 13/31, 500-1.5%			T over 2-eng.—Runway 27, Standard; Runway 9, Runways 13/31, 500-1.5%					

City, San Diego; State, Calif.; Airport name, San Diego International-Lindbergh Field; Elev., 15'; Facility, I-SAN; Procedure No. LOC (BC) Runway 27, Amdt. 9; Eff. date, 10 July 60; Sup. Amdt. No. 8; Dated, 29 May 60

9. 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 MAP: 5.9 miles after passing AB LOM.
From—	To—	Via		
ABI VORTAC	AB LOM	Direct	3900	Climb to 3300' on bearing 350° from AB LOM within 15 miles; or, turn right, climb to 3300' on ABI VORTAC, R 056° within 20 miles. Supplementary charting information: Runway 35L, TDZ elevation, 1778'.
DYS VOR	AB LOM	Direct	3900	
Clyde Int.	AB LOM	Direct	3900	
Trussell Int.	AB LOM	Direct	3900	
Nugent Int.	AB LOM	Direct	3900	
Oplin Int.	AB LOM	Direct	3900	

Procedure turn E side of crs, 170° Outbd, 350° Inbd, 3900' within 10 miles of AB LOM. FAF, AB LOM. Final approach crs, 350°. Distance FAF to MAP, 5.9 miles. Minimum altitude over AB LOM, 3500'. MSA: 225°-315°—4600'; 315°-225°—3900'. NOTE: ASR. *Circling not authorized NW defined by Runway 35 centerline extended N and Runway 22 centerline extended SW.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-35L	2200	3/4	422	2200	3/4	422	2200	3/4	422	2200	1	422
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	2200	1	422	2240	1	462	2240	1 1/2	462	2340	2	552
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Abilene; State, Tex.; Airport name, Abilene Municipal; Elev., 1778'; Facility, AB; Procedure No. NDB (ADF) Runway 35L, Amdt. 6; Eff. date, 10 July 60; Sup. Amdt. No. ADF 1, Amdt. 5; Dated, 22 Jan. 66

RULES AND REGULATIONS

9665

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5 miles after passing Encanto FM/Int.
Bostonia Int.	Sweetwater Int.	Direct	3700	Climb to 3000' direct Sargo Int.

Procedure turn not authorized. Approach crs (profile) starts at Sweetwater Int. FAF, Encanto FM/Int. Final approach crs, 272°. Distance FAF to MAP, 4.5 miles. Minimum altitude over Sweetwater Int, 3700'; over Spillway Int, 3300'; over Encanto FM/Int, 2000'. MSA: 050°-155°-3200'; 155°-320°-2100'; 320°-050°-4700'. Notes: (1) Radar vectoring. (2) Air Carrier will not reduce landing visibility due to local conditions. (3) DME should not be used to determine aircraft position over runway threshold or touchdown point. (4) DME located at Runway 9 glide slope site. (5) ADF, VOR, and DME or FM required. %IFR departure procedures: All IFR departures must comply with published SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	800	1	785	800	1 1/4	785	800	1 1/4	785	800	2	785
A	600-2		T 2-eng. or less—Runway 27, Standard; Runway 9, 13/31 500-1.5%							T over 2 eng.—Runway 27, Standard; Runway 9, 13/31 500-1.5%		

City, San Diego; State, Calif.; Airport name, San Diego International-Lindbergh Field; Elev., 15'; Facility, SA; Procedure No. NDB (ADF) Runway 27, Amdt. Orig. Eff. date, 10 July 69

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.8 miles from BT LOM.
Woodville Int.	LOM	Direct	1600	Climb to 2000', right turn direct BTR VOR.
BTR VOR	LOM	Direct	1600	Supplementary charting information: TIDZ elevation, 67'.
Morganna Int.	LOM	Direct	1600	

Procedure turn S side of crs, 307° Outbd, 127° Inbd, 1600' within 10 miles of BT LOM. FAF, BT LOM. Final approach crs, 127°. Distance FAF to MAP, 3.8 miles. Minimum altitude over BT LOM, 1300'. MSA: 130°-220°-2800'; 220°-130°-1600'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
-13	520	1	453	520	1	453	520	1	453	520	1	453
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	560	1	490	560	1	490	560	1 1/2	490	620	2	500
A	Standard.		T 2-eng. or less—Standard.							T over 2-eng.—Standard.		

City, Baton Rouge; State, La.; Airport name, Ryan; Elev., 70'; Facility, BT; Procedure No. NDB (ADF) Runway 13, Amdt. 14; Eff. date, 10 July 69; Sup. Amdt. No. 13; Dated, 26 Sept. 68

RULES AND REGULATIONS

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.6 miles after passing LOM.
CLT VORTAC	LOM	Direct	2300	Turn right, climb to 3000' on CLT VORTAC R 063° to Bradley Int and hold; or, when directed by ATC, turn right, climb to 2300' on FML VORTAC R 007° to FML VORTAC and hold S, 1 minute, right turns, 006° Inbd. Supplementary charting information: Bradley Int, hold NE, 1 minute, right turns, 210° Inbd. REIL Runway 36. TDZ elevation, 717'.
Fort Mill VORTAC	Clover Int	Direct	2300	
Clover Int	LOM (NOPT)	Direct	2100	
York Int	Clover Int	Direct	2300	
Bradley Int	LOM	Direct	3000	
Mount Holly Int	LOM	Direct	3000	
Bethany Int	LOM	Direct	2300	

Procedure turn N side of crs, 230° Outbd, 050° Inbd, 2300' within 10 miles of CL LOM.
FAF, CL LOM. Final approach crs, 050°. Distance FAF to MAP, 4.6 miles.
Minimum altitude over LOM, 2100'.
MSA: 000°-090°-3000'; 090°-180°-2300'; 180°-270°-2000'; 270°-360°-2900'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5	1200	RVR 40	483	1200	RVR 40	483	1200	RVR 40	483	1200	RVR 50	483
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1220	1	472	1220	1	472	1220	1½	472	1300	2	552
A	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Facility, CL; Procedure No. NDB (ADF) Runway 5, Amdt. 22; Eff. date, 10 July 60; Sup. Amdt. No. 21; Dated, 30 Jan. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.7 miles after passing HHB NDB.
HBG VORTAC	HHB NDB	Direct	2000	Climbing right turn to 2000' direct to HHB NDB and hold. Supplementary charting information: Hold NW, 1 minute, right turns, 130° Inbd. Airspace restricted area (R-4401 A and B), 5 miles SE of airport. LRCO 122.1, 123.6. TDZ elevation, 151'.

Procedure turn W side of crs, 325° Outbd, 145° Inbd, 2000' within 10 miles of HHB NDB.
FAF, HHB NDB. Final approach crs, 125°. Distance FAF to MAP, 2.7 miles.
Minimum altitude over HHB NDB, 1090'.
MSA: 000°-360°-1800'.
NOTE: Use MCB FSS altimeter setting between hours of 1700-0800 local and all MDA's increased 300'. Straight-in Runway 13 visibility increased ¼ mile for Category B and ½ mile for Category C. Circling visibility increased ¼ mile for Category B.
*Operators with approved weather reporting service authorized standard alternate minimums.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-13	620	1	460	620	1	460	620	1	460	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	640	1	480	660	1	500	700	1½	540	NA
A	Not authorized.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Hattiesburg; State, Miss.; Airport name, Municipal; Elev., 151'; Facility, HHB; Procedure No. NDB (ADF) Runway 13, Amdt. 2; Eff. date, 10 July 60; Sup. Amdt. No. 1; Dated, 1 May 69

RULES AND REGULATIONS

9667

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 2 miles after passing SA LOM.	
SAN VOR.....	SA LOM.....	Direct.....	2500	Immediate climbing left turn to 2000' to Sargo Int via LOM 272° bearing; or, when directed by ATC, immediate climbing left turn to 3000' on LMM 325° bearing within 15 miles. Supplementary charting information: Remove 500' obstruction at 32°43'30"/117°08'00". Runway 9, TDZ elevation, 14'.	
Bostonia Int.....	SA LOM.....	Direct.....	4000		
Sargo Int.....	SA LOM (NOPT).....	Direct.....	1000		

Procedure turn S side of crs, 372° Outbd, 092° Inbd, 1500' within 10 miles of SA LOM.
FAP, SA LOM. Final approach crs, 092°. Distance FAP to MAP, 2 miles.
Minimum altitude over SA LOM, 1000'.

MSA: 050°-155°-5200'; 155°-320°-2100'; 320°-050°-4700'.

NOTES: (1) Radar vectoring. (2) Inoperative table does not apply to HIRL or ALS Runway 9. (3) Air carrier will not reduce landing visibility due to local conditions.

*Sliding scale not authorized.

§IFR departure procedures: All IFR departures must comply with published SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-0°.....	620	1	606	620	1	606	620	1	606	620	1 1/4	606	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	800	1	785	800	1 1/4	785	800	1 1/2	785	800	2	785	
A.....	900-2.	T 2-eng. or less—Runway 27, Standard; Runway 9, Runways 13/31, 500-1.5%			T over 2-eng.—Runway 27, Standard; Runway 9, Runways 13/31, 500-1.5%								

City, San Diego; State, Calif.; Airport name, San Diego International-Lindbergh Field; Elev., 15'; Facility, SA; Procedure No. NDB (ADF) Runway 9, Amdt. 10; Eff. date, 10 July 69; Sup. Amdt. No. 9; Dated, 29 May 69

11. 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 1978'; LOC 5.9 miles after passing AB LOM.	
ABIVORTAC.....	AB LOM.....	Direct.....	3900	Climb to 3300' on LOC crs 350° within 20 miles; or, turn right, climb to 3300' on ABIVORTAC R 086° within 20 miles. Supplementary charting information: Runway 35L, TDZ elevation, 1778'.	
DYS VOR.....	AB LOM.....	Direct.....	3900		
Clyde Int.....	AB LOM.....	Direct.....	3900		
Trussell Int.....	AB LOM.....	Direct.....	3900		
Nugent Int.....	AB LOM.....	Direct.....	3900		
Oplin Int.....	AB LOM.....	Direct.....	3900		

Procedures turn E side of crs, 170° Outbd, 350° Inbd, 3900' within 10 miles of AB LOM.

FAP, AB LOM. Final approach crs, 350°. Distance FAP to MAP, 5.9 miles.

Minimum glide slope interception altitude, 3500'. Glide slope altitude at OM, 3400'; at MM, 1966'.

Distance to runway threshold at OM; 5.9 miles; at MM, 0.6 mile.

MSA: 225°-315°-4500'; 315°-225°-3900'.

NOTE: ASR.

*Circling not authorized NW defined by Runway 35 centerline extended N and Runway 22 centerline extended SW.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-35L.....	1978	1/2	200	1978	1/2	200	1978	1/2	200	1978	1/4	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-35L.....	2160	1/2	382	2160	1/2	382	2160	1/2	382	2160	1/4	382
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	2160	1	382	2240	1	462	2240	1 1/2	462	2340	2	562
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Abilene; State, Tex.; Airport name, Abilene Municipal; Elev., 1778'; Facility, I-ABI; Procedure No. ILS Runway 35L, Amdt. 6; Eff. date, 10 July 69; Sup. Amdt. No. ILS-35, Amdt. 5; Dated, 22 Jan. 66

RULES AND REGULATIONS

12. 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 1129'; LOC 3.7 miles after passing LOM
From—	To—	Via		
R 285°, BTLVORTAC CW	BTL LOC (NOPT)	12-mile Arc BTL, R 034° lead radial	2600	Make left-climbing turn to 3000' and proceed to Leroy Int via BTL VOR R 178°; or, when directed by ATC, climb to 2500' turn left and return to BT LOM.
R 160°, BTLVORTAC CCW	BTL LOC (NOPT)	12-mile Arc BTL, R 054° lead radial	2600	
BTL VORTAC	BT LOM	Direct	2500	Supplementary charting information: Runway 22, TDZ elevation, 929'.
JXN VORTAC	Bellevue Int.	Direct	2500	
LFD VORTAC	BT LOM	Direct	2500	
Bellevue Int.	BT LOM (NOPT)	LOC crs	2200	
Hickory Int.	BT LOM	Direct	2500	

Procedure turn W side of crs, 944° Outbnd, 224° Inbnd, 2500' within 10 miles of BT LOM.
FAF, BT LOM. Final approach crs, 224°. Distance FAF to MAP, 3.7 miles.
Minimum glide slope interception altitude, 2200'. Glide slope altitude at OM, 2160'; at MM, 1155'.
Distance to runway threshold at OM, 3.7 miles; at MM, 0.5 mile.
MSA: 000°-180°-2700'; 180°-270°-2400'; 270°-360°-2900'.
*Inoperative component table does not apply to ALS for A, B, C category aircraft. Increase visibility to 1 mile when ALS inoperative.
#Air carrier sliding scale and reduction for ALS less than 3/4 mile not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-22	1129	3/4	200	1129	3/4	200	1129	3/4	200	1129	3/4	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-22#	1340	3/4	411	1340	3/4	411	1340	3/4	411	1340	3/4	411
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1380	1	430	1400	1	450	1400	1 1/2	450	1500	2	500
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Battle Creek; State, Mich.; Airport name, W. K. Kellogg Regional; Elev., 941'; Facility, I-BTL; Procedure No. ILS Runway 22, Amdt. 5; Eff. date, 10 July 69; Sup. Amdt. No. 4; Dated, 5 June 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 917'; LOC 4.6 miles after passing LOM.
From—	To—	Via		
CLT VORTAC	LOM	Direct	2300	Turn right, climb to 3000' on CLT VOR TAC R 063° to Bradley Int and hold; or, when directed by ATC, right turn climb to 2300' on FML VORTAC R 007° to FML VORTAC and hold 8, 1 minute, right turn, 600° Inbnd. 2300 Supplementary charting information: Bradley Int, hold NE, 1 minute, right turn, 210° Inbnd. REIL Runway 36. LOC back crs unusable. Front crs unusable beyond 75° either side of centerline. TDZ elevation, 717'.
Fort Mill VORTAC	Clover Int.	Direct	2300	
Clover Int.	LOM (NOPT)	Direct	2300	
Union Int.	York Int.	Direct	3000	
Bradley Int.	LOM	Direct	3000	
Mount Holly Int.	LOM	Direct	2300	
Fort Mill VORTAC	LOM	Direct	2300	
Bethany Int.	LOM	Direct	2300	
York Int.	Clover Int.	Direct	2300	

Procedure turn N side of crs, 230° Outbnd, 050° Inbnd, 2300' within 10 miles of CL LOM.
FAF, CL LOM. Final approach crs, 050°. Distance FAF to MAP, 4.6 miles.
Minimum glide slope interception altitude, 2300'. Glide slope altitude at OM, 2090'; at MM, 917'.
Distance to runway threshold at OM, 4.6 miles; at MM, 0.5 mile.
MSA: 000°-090°-3000'; 090°-180°-2300'; 180°-270°-2900'; 270°-360°-2900'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-5	917	RVR 24	200	917	RVR 24	200	917	RVR 24	200	917	RVR 24	200'
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5	1080	RVR 24	363	1080	RVR 24	363	1080	RVR 24	363	1080	RVR 40	363
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1220	1	472	1220	1	472	1220	1 1/2	472	1300	2	522
A	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Facility, I-CLT; Procedure No. ILS Runway 5, Amdt. 23; Eff. date, 10 July 69; Sup. Amdt. No. 22; Dated, 30 Jan. 69

RULES AND REGULATIONS

9669

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 298; LOC 6 miles after passing IA LOM.
IAH VORTAC	IA LOM	Direct	1800	Climb to 1800' direct to Maxton Int and hold. 1800 Supplementary charting information: 1800 Hold E, 1 minute, right turns, 262° Inbd. 1800 257' control tower midfield. 1800 TDZ elevation, 98'.
Silver Int.	IA LOM	Direct	1800	
Conroe Int.	IA LOM	Direct	1800	
Sheppard Int.	IA LOM	Direct	1800	
Cypress Int.	IA LOM (NOPT)	Direct	1800	
Magnolia Int.	IA LOM (NOPT)	Direct	1800	

Procedure turn S side of crs, 262° Outbd, 082° Inbd, 1800' within 10 miles of IA LOM.
FAF, IA LOM. Final approach crs, 082°. Distance FAF to MAP, 6 miles.
Minimum altitude over IA LOM, 1800'.
Minimum glide slope interception altitude, 1800'. Glide slope altitude at OM, 1791'; at MM, 298'; at IM, 204'.
Distance to runway threshold at OM, 36,750' (6 miles); at MM, 3,350' (0.55 mile); at IM, 1170' (0.19 mile).
MSA within 25 miles of IA LOM: 270°-090°-1600'; 090°-270°-2500'.

NOTE: ASR.
¾ RVR 18' authorized Runway 8.
*Inoperative table does not apply to HIRL and ALS Runway 8. HIRL and ALS inoperative visibility 1 mile.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-8	298	RVR 18	300	298	RVR 18	300	298	RVR 18	300	298	RVR 20	300
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-8*	440	RVR 40	342	440	RVR 40	342	440	RVR 40	342	440	RVR 40	342
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	560	1	462	560	1	462	560	1½	462	660	2	562
Category II special authorization required:												
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-8	248	RVR 16	150	248	RVR 16	150	248	RVR 16	150	248	RVR 16	150
	RA152			RA152			RA152			RA152		
S-8	198	RVR 12	100	198	RVR 12	100	198	RVR 12	100	198	RVR 12	100
		RA103			RA103			RA103			RA103	
A	Standard.			T 2-eng. or less—Standard.½			T over 2-eng.—Standard.¾					

City, Houston; State, Tex.; Airport name, Intercontinental; Elev., 98'; Facility, I-IAH; Procedure No. ILS Runway 8, Amdt. 1; Eff. date, 10 July 69; Sup. Amdt. No. Orig. Dated, 29 May 69

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 339; LOC 3.1 miles after passing PW LOM.
Hiram Int.	Limerick Int.	Direct	3500	Make right-climbing turn to 2200' direct PW LOM and hold; or, when directed by ATC, make right-climbing turn to 2200' direct ENE VORTAC and hold. 1800 Hold W, 1 minute, left turns, 091° Inbd. 2200 Supplementary charting information: Hold W of PW LOM, 112° Inbd, 1 minute, left turns. TDZ elevation, 74'.
Kennebunk VORTAC	Limerick Int.	Direct	2700	
Limerick Int.	Buxton Int.	Direct	2200	
Kennebunk VORTAC	Buxton Int.	Direct	2200	
Buxton Int.	PW LOM (NOPT)	Direct	1800	
Freeport Int.	PW LOM	Direct	2200	

Procedure turn N side of crs, 292° Outbd, 112° Inbd, 2200' within 10 miles of PW LOM.
FAF, PW LOM. Final approach crs, 112°. Distance FAF to MAP, 5.1 miles.
Minimum glide slope interception altitude, 1800'. Glide slope altitude at OM, 1773'; at MM, 299'.
Distance to runway threshold at OM, 5.1 miles; at MM, 0.6 mile.
MSA: 090°-060°-3100'; 090°-180°-1500'; 180°-270°-2700'; 270°-360°-3600'.
NOTE: Approach from a holding pattern not authorized; procedure turn required. Reduction of minimums not authorized.
¾ RVR 2 for Category D aircraft.
*Inoperative components table does not apply to ALS. Visibility 1 mile required with ALS inoperative.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-11	330	¾	256	330	¾	256	330	¾	256	330	¾	256
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-11*	460	¾	386	460	¾	386	460	¾	386	460	¾	386
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	580	1	506	580	1	506	580	1½	506	740	2	666
A	Standard.¾			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Portland; State, Maine; Airport name, Municipal; Elev., 74'; Facility, I-PWM; Procedure No. ILS Runway 11, Amdt. 9; Eff. date, 10 July 69; Sup. Amdt. No. 8; Dated, 10 Apr. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 414'; LOC 2 miles after passing LOM.
From—	To—	Via		
Sargo Int.	SA LOM (NOPT)	Direct	*1500	Climbing left turn to 3000' direct SAN VO R, thence via SAN R 326° within 15 miles. Supplementary charting information: Remove 500' obstruction at 32°43'30"/117°08'00". Chart 1—SAN DME at glide slope intercept 4.3 miles. Runway 9, TDZ elevation, 14'.
Bostonis Int.	SA LOM	Direct	4000	
SAN VO R	SA LOM	Direct	2500	
R 326°, SAN CCW	Front crs 4—SAN	10-mile Arc SAN VORTAC 270° R, lead radial.	2500	

Procedure turn S side of crs, 272° Outbd, 092° Inbd, 1500' within 10 miles of SA LOM.
FAF, SA LOM. Final approach crs, 092°. Distance FAF to MAP, 2 miles.
Minimum altitude over SA LOM, 1000'.
Glide slope interception altitude, 1500'. Glide slope altitude at OM, 1011'; at MM, 349'.
Distance to runway threshold at OM, 2.7 miles; at MM, 0.7 mile.
MSA: 050°-155°-3200'; 155°-320°-2100'; 320°-050°-4700'.
NOTES: (1) Radar vectoring. (2) Glide slope unusable below 414' MSL. (3) DME located at glide slope: DME should not be used to determine aircraft position at LMM, runway threshold or touchdown point. If DME is lost on Arc, proceed direct SA LOM at 3700'. (4) Localizer, W crs unusable from MM Inbd and beyond 20 miles below 1500'.
(5) Air carrier will not reduce landing visibility due to local conditions.

*1000' authorized when glide slope not used.
§Sliding scale not authorized.
% IFR departure procedures: All IFR departures must comply with published SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-05	414	1	400	414	1	400	414	1	400	414	1	400
LOC Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-05	540	1	526	540	1	526	540	1	526	540	1 1/4	526
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	800	1	785	800	1 1/4	785	800	1 1/4	785	800	2	785
A	900-2	T 2-eng. or less—Runway 27, Standard; Runway 9, Runways 13/31, 500-1.5%			T over 2-eng.—Runway 27, Standard; Runway 9, Runways 13/31, 500-1.5%							

City, San Diego; State, Calif.; Airport name, San Diego International-Lindbergh Field; Elev., 15'; Facility, I-SAN; Procedure No. ILS Runway 9, Amdt. 9; Eff. date, 10 July 69; Sup. Amdt. No. 8; Dated, 29 May 69

13. 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	
As established by ABI ASR minimum altitude vectoring chart.								1. Approach crs within 15-mile radius of airport from 160° CW to 180°. 2. From 15 miles to 6 miles FAF, 3000'. 3. Descend aircraft to MDA after FAF 6 miles from airport. 4. Missed approach point 1 mile from airport.

Missed approach: Climb to 3300' on heading 350° within 20 miles.
*Circling not authorized NW as defined by Runway 35 centerline extended N and Runway 22 centerline extended SW.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	2100	1	382	2240	1	462	2240	1 1/4	462	2340	2	662
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Abilene; State, Tex.; Airport name, Abilene Municipal; Elev., 1778'; Facility, ABI ASR; Procedure No. ASR-1, Amdt. Orig; Eff. date, 10 July 69

RULES AND REGULATIONS

9671

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR—Continued

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)												Notes
From—	To—	Distance	Altitude									
As established by ABI ASR minimum altitude vectoring chart.												1. Approach course within 15-mile radius of airport from 340° CW to 360°. 2. From 15 miles to 4 miles FAF, 3000'. 3. Descend aircraft to MDA after FAF 4 miles from airport. 4. Missed approach point 1 mile from airport.

Missed approach: Climb to 3900' on heading 170° within 20 miles.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	2340	1	562	2340	1	562	2340	1½	562	2340	2	562
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Abilene; State, Tex.; Airport name, Abilene Municipal; Elev., 1778'; Facility, ABI ASR; Procedure No. ASR-2, Amdt. Orig.; Eff. date, 10 July 1969

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

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

From—	To—	Distance	Altitude	Notes								
000°	360°	0-15	2300									1. Descend aircraft after passing FAF. 2. Runway 18 FAF, 6 miles from threshold. Minimum altitude over 2-mile Radar Fix, 1380'. TDZ elevation, 747'. 3. Runway 23 FAF, 6 miles from threshold. Minimum altitude over 2-mile Radar Fix, 1300'. TDZ elevation, 748'. 4. Runway 36 FAF, 6 miles from threshold. Minimum altitude over 3-mile Radar Fix, 1380'. TDZ elevation, 729'. 5. Runway 5 FAF, 6 miles from threshold. Minimum altitude over 2-mile Radar Fix, 1160'. TDZ elevation, 717'. NOTES: MTI required for all surveillance approaches. REIL Runway 36. Inoperative component table does not apply to HIRL Runways 18 and 23.
000°	105°	15-30	3000									
105°	260°	15-30	2300									
105°	260°	15-30	3000									
260°	360°	15-30	3000									

All airways segments 0-35 miles published MEA or sector altitudes whichever is lower.
 All bearings and distance are from radar site on Douglas Municipal Airport with sector azimuths progressing clockwise.
 * Radar control will provide 1000' vertical clearance within a 3-mile radius of the following towers: 1532', 16 miles NE, 2049', 13 miles E, 1733', 16.5 miles W, 1866', 10 miles NW.
 Missed approach:
 Runway 18—Climb to 2300' direct to FML VORTAC, hold S, 1 minute, right turns, 006° Inbnd.
 Runway 23—Climb to 2300' direct to CLT LOM, hold SW, 1 minute, left turns, 050° Inbnd.
 Runway 36—Climb to 2600' on FML VORTAC R 007° to Mount Holly Int, hold N, 1 minute, left turns 187° Inbnd.
 Runway 5—Turn right, climb to 3000' on CLT VORTAC R 063° to Bradley Int. Hold NE, 1 minute, right turns, 219° Inbnd.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
R-18.....	1160	1	413	1160	1	413	1160	1	413	1160	1	413
R-23.....	1160	1	412	1160	1	412	1160	1	412	1160	1	412
R-36.....	1060	¾	334	1060	¾	334	1060	¾	334	1060	1	334
R-5.....	1080	RVR 24	363	1080	RVR 24	363	1080	RVR 24	363	1080	RVR 30	363
C.....	1220	1	472	1220	1	472	1220	1½	472	1300	2	552
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Facility, Charlotte Radar; Procedure No. Radar-1, Amdt. 9; Eff. date, 10 July 69; Sup. Amdt. No. 8; Dated, 27 Mar. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)										Notes	
From—	To—	Distance	Altitude								
As established by OKC ASR minimum altitude vectoring chart.											
Descend aircraft after passing FAF.											
1. Runway 35L FAF—5 miles from threshold. Runway 35L, TDZ elevation, 1275'.											
2. Runway 35R FAF—5 miles from threshold. Runway 35R, TDZ elevation, 1282'.											
3. Runway 17L FAF—5 miles from threshold. Runway 17L, TDZ elevation, 1285'.											
4. Runway 17R FAF—5 miles from threshold. Runway 17R, TDZ elevation, 1289'.											

Missed approach:
 Runways 35L and 35R—Climb to 3000' direct TWO NDB or; turn left, climb to 2500' direct OKC VORTAC.
 Runways 17L and 17R—Climb to 2600' direct OK LOM and track on crs 171° from LOM within 15 miles or turn right, climb to 2500' direct OKC VORTAC.
 #RVR 24', Runway 35L.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-35L.....	1680	RVR 24	405	1680	RVR 24	405	1680	RVR 24	405	1680	RVR 50	405
S-35R.....	1680	3/4	388	1680	3/4	388	1680	3/4	383	1680	1	388
S-17L.....	1680	3/4	395	1680	3/4	395	1680	3/4	395	1680	1	395
S-17R.....	1680	3/4	400	1680	3/4	400	1680	3/4	400	1680	1	400
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1740	1	446	1760	1	466	1760	1 1/2	466	1800	2	566
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Oklahoma City; State, Okla.; Airport name, Will Rogers World; Elev., 1294'; Facility, OKC ASR; Procedure No. ASR-1, Amdt. S; Eff date, 10 July 69; Sup. Amdt. No. 7; Dated, 15 May 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 June 5, 1969.

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

[P.R. Doc. 69-6977; Filed, June 19, 1969; 8:45 a.m.]

Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER A—INCOME TAX [T.D. 7015]

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

Identification of Book-Entry Treasury Securities

In order to modify the identification rules for purposes of determining basis and holding period of property in the case of certain Treasury securities, paragraph (c) (7) (ii) (a) of § 1.1012-1 of the Income Tax Regulations (26 CFR Part 1) is amended to read as follows:

§ 1.1012-1 Basis of property.

- (c) Sale of stock.
- (7) Book-entry Treasury securities.
- (ii)

(a) The term "book-entry Treasury security" means a transferable Treasury bond, note, certificate of indebtedness, or bill issued under the Second Liberty Bond Act (31 U.S.C. 774(2)), as amended, in the form of an entry made as prescribed in 31 CFR Part 306, Subpart O, on the records of a Reserve Bank which is deposited in an account with a Reserve Bank (I) as collateral pledged to a Reserve Bank (in its individual

capacity) for advances by it, (2) as collateral pledged to the United States under Treasury Department Circular No. 92 or 176, both as revised and amended, (3) by a member bank of the Federal Reserve System for its sole account for safekeeping by a Reserve Bank in its individual capacity, (4) in lieu of a surety or sureties upon the bond required by section 61 of the Bankruptcy Act, as amended (11 U.S.C. 101), of a banking institution designated by a judge of one of the several courts of bankruptcy under such section as a depository for the moneys of a bankrupt's estate, (5) pursuant to 6 U.S.C. 15, in lieu of a surety or sureties required in connection with any recognizance, stipulation, bond, guaranty, or undertaking which must be furnished under any law of the United States or regulations made pursuant thereto, (6) by a banking institution, pursuant to a State or local law, to secure the deposit in such banking institution of public funds by a State, municipality, or other political subdivision, (7) by a State bank or trust company or a national bank, pursuant to a State or local law, to secure the faithful performance of trust or other fiduciary obligations by such State bank or trust company or national bank, or (8) to secure funds which are deposited or held in trust by a State bank or trust company or a national bank and are awaiting investment, but which are used by such State bank or trust company or national bank in the conduct of its business;

Because this Treasury decision merely liberalizes the identification rules for purposes of determining basis and holding period in the case of certain securities, it is found that it is unnecessary to issue this Treasury decision with notice and public procedure thereon under 5 U.S.C. 553 (b), or subject to the effective date limitation of 5 U.S.C. 553 (d).

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

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

Approved: June 4, 1969.

EDWIN S. COHEN,
 Assistant Secretary of the Treasury.

[P.R. Doc. 69-7298; Filed, June 19, 1969; 8:48 a.m.]

Title 12—BANKS AND BANKING

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

PART 8—ASSESSMENT OF FEES: NATIONAL BANKS, DISTRICT OF COLUMBIA BANKS

Clarification of Assessment Applicable to Operating Subsidiary

Section 8.5, Part 8, Chapter 1, Title 12 of the Code of Federal Regulations, is

amended by adding a clarifying sentence at the end thereof with the result that the section will read as follows:

§ 8.5 Daily rate for examinations of affiliates and for special examinations and investigations.

The assessment rate for examinations of affiliates and for special examinations and investigations is \$140 a day for the Examiner-in-charge and \$80 a day for each additional Examiner. A separate charge will not be made for a regular examination of any operating subsidiary if the assets of such subsidiary are included in the consolidated report of the parent bank.

Dated: June 17, 1969.

[SEAL] JUSTIN T. WATSON,
Acting Comptroller
of the Currency.

[F.R. Doc. 69-7296; Filed, June 19, 1969;
8:47 a.m.]

**Title 41—PUBLIC CONTRACTS
AND PROPERTY MANAGEMENT**

**Chapter 1—Federal Procurement
Regulations**

PART 1-16—PROCUREMENT FORMS

Revision of Procurement Form

This amendment of the Federal Procurement Regulations prescribes the March 1969 edition of Standard Form 33A, Solicitation Instructions and Conditions. The new edition of the form includes the revision of Article 8, Late Offers and Modifications or Withdrawals, which was prescribed December 23, 1968, by FPR Amendment 51 (33 F.R. 20041, December 31, 1968).

**Subpart 1-16.1—Forms for
Advertised Supply Contracts**

Paragraph (b) of § 1-16.101 is revised to read as follows:

§ 1-16.101 Contract forms.

(b) Solicitation Instructions and Conditions (Standard Form 33A, March 1969 edition).

Subpart 1-16.9—Illustration of Forms

Section 1-16.901-33A is revised to illustrate the March 1969 edition of Standard Form 33A as follows:

STANDARD FORM 33A, MARCH 1969
GENERAL SERVICES ADMINISTRATION
FED. ACQ. REG. (41 CFR) 1-16.101

**SOLICITATION INSTRUCTIONS AND
CONDITIONS**

1. DEFINITIONS.

As used herein:
(a) The term "solicitation" means Invitation for Bids (IFB) where the procurement is advertised, and Request for Proposal (RFP) where the procurement is negotiated.
(b) The term "offer" means bid where the procurement is advertised, and proposal where the procurement is negotiated.
(c) For purposes of this solicitation and Block 2 of Standard Form 33, the term "advertiser" includes Small Business Reserved Advertising and other types of restricted advertising.

2. PREPARATION OF OFFERS.

(a) Offers are expected to examine the drawings, specifications, Schedule, and all instructions. Failure to do so will be at the offeror's risk.
(b) Each offeror shall furnish the information required by the solicitations. The offeror shall sign the solicitation and print or type his name on the Schedule and each Continuation Sheet thereof on which he makes an entry. Erasures or other changes must be initialed by the person signing the offer. Offers signed by an agent are to be accompanied by evidence of his authority unless such evidence has been previously furnished to the issuing office.
(c) Unit price for each unit offered shall be shown and such price shall include packing unless otherwise specified. A total shall be entered in the Amount column of the Schedule for each item offered. In case of discrepancy between a unit price and extended price, the unit price will be presumed to be correct, subject, however, to correction to the same extent and in the same manner as any other mistake.
(d) Offers for supplies or services other than those specified will not be considered unless authorized by the solicitation.
(e) Offeror must state a definite time for delivery of supplies or for performance of services unless otherwise specified in the solicitation.
(f) Time, if stated as a number of days, will include Saturdays, Sundays and holidays.
(g) Code boxes are for Government use only.

3. EXPLANATION TO OFFEROR. Any explanation requested by an offeror regarding the meaning or interpretation of the drawings, drawings, specifications, etc., must be requested in writing and with sufficient time allowed for a reply to reach offerors before the submission of their offers. Oral explanations or instructions given before the award of the contract will not be binding. Any information given to a prospective offeror concerning a solicitation will be furnished to all prospective offerors as an amendment of the solicitation, if such information is necessary to offerors in submitting offers on the solicitation or if the lack of such information would be prejudicial to uninformed offerors.

4. ACKNOWLEDGMENT OF AMENDMENTS TO SOLICITATIONS. Receipt of an amendment to a solicitation by an offeror must be acknowledged (a) by signing and returning the amendment, (b) on the reverse of Standard Form 33, or (c) by letter or telegram. Such acknowledgment must be received prior to the hour and date specified for receipt of offers.

5. SUBMISSION OF OFFERS.
(a) Offers and modification thereof shall be enclosed in sealed envelopes and addressed to the office specified in the solicitation. The offeror shall show the hour and date specified in the solicitation for receipt, the solicitation number, and the name and address of the offeror on the face of the envelope.
(b) Telegraphic offers will not be considered unless authorized by the solicitation; however, offers may be modified by telegraphic notice, provided such notice is received prior to the hour and date specified for receipt. (However, see par. 8.)
(c) Samples of items, when required, must be submitted within the time specified, and unless otherwise specified by the Government, at no expense to the Government. If not destroyed by testing, samples will be returned at offeror's request and expense, unless otherwise specified by the solicitation.

6. FAILURE TO SUBMIT OFFER. If no offer is to be submitted, do not return the solicitations unless otherwise specified. A letter or postcard should be sent to the issuing office advising whether further solicitations for the type of supplies or services covered by this solicitation are desired. Failure of the recipient to offer, or to notify the issuing office that future solicitations are desired, may result in removal of the name of such recipient from the mailing list for the type of supplies or services covered by the solicitation.

33-303

NOTE: Unless otherwise specified, this form (SF-33A) is designated as Pages 3 and 4 of this solicitation.

§ 1-16.901-33A Standard Form 33A.

Solicitation Instructions and Conditions.

(a) Front of Standard Form 33A.

7. MODIFICATION OR WITHDRAWAL OF OFFERS.

(a) If this solicitation is advertised, offers may be modified or withdrawn by written or telegraphic notice received prior to the exact hour and date specified for receipt of offers. An offer also may be withdrawn in person by an offeror or his authorized representative, provided his identity is made known and he signs a receipt for the offer, but only if the withdrawal is made prior to the exact hour and date set for receipt of offers. (However, see par. 8.)
(b) If this solicitation is negotiated, offers may be modified (subject to par. 8, when applicable) or withdrawn by written or telegraphic notice received at any time prior to award. Offers may be withdrawn in person by an offeror or his authorized representative, provided his identity is made known and he signs a receipt for the offer prior to award.

8. LATE OFFERS AND MODIFICATIONS OR WITHDRAWALS. (This paragraph applies to all advertised solicitations. In the case of Department of Defense negotiated solicitations, it shall also apply to late offers and modifications (other than the normal revisions of offers by selected offerors during the usual conduct of negotiations with such offerors) but not to withdrawals of offers. Unless otherwise provided, this paragraph does not apply to negotiated solicitations issued by civilian agencies.)
(a) Offers and modifications of offers (or withdrawals thereof, if this solicitation is advertised) received at the office designated in the solicitation after the exact hour and date specified for receipt will not be considered unless: (1) they are received before award is made; and either (2) they are sent by registered mail, or by certified mail for which an official dated post office stamp (postmark) on the original Receipt for Certified Mail has been obtained and it is determined by the Government that the late receipt was due solely to delay in the mails for which the offeror was not responsible; or (3) if submitted by mail (or by telegram if authorized) it is determined by the Government that the late receipt was due solely to mishandling by the Government after receipt at the Government installation; provided, that timely receipt at such installation is established upon examination of an appropriate date or time stamp (if any) of such installation, or of other documentary evidence of receipt (if readily available) within the control of such installation or of the post office serving it. However, a modification of an offer which makes the terms of an otherwise successful offer more favorable to the Government will be considered at any time it is received and the offer will be accepted.
(b) Offerors using certified mail are cautioned to obtain a Receipt for Certified Mail showing a legible, dated postmark and to retain such receipt against the chance that it will be required as evidence that a late offer was timely mailed.
(c) The time of mailing of late offers submitted by registered or certified mail shall be deemed to be the last minute of the date shown in the postmark on the registered mail receipt or registered mail wrapper or on the Receipt for Certified Mail unless the offeror furnishes evidence from the post office station of mailing which establishes an earlier time. In the case of certified mail, the only acceptable evidence is as follows: (1) where the Receipt for Certified Mail identifies the post office station of mailing, evidence furnished by the offeror which establishes that the business day of that station ended at an earlier time, in which case the time of mailing shall be deemed to be the last minute of the business day of that station; or (2) an entry in ink on the Receipt for Certified Mail showing the time of mailing and the initials of the postal employee receiving the item and making the entry, with appropriate written verification of such entry from the post office station of mailing, in which case the time of mailing shall be the time shown in the entry. If the postmark on the original Receipt for Certified Mail does not show a date, the offer shall not be considered.

9. DISCOUNTS. (a) Notwithstanding the fact that a blank is provided for a ten (10) day discount, prompt payment discounts offered for payment within less than twenty (20) calendar days will not be considered in evaluating offers for award, unless otherwise specified in the solicitation. However, offered discounts of less than 20 days will be taken if payment is made within the discount period, even though not considered in the evaluation of offers.
(b) In connection with any discount offered, time will be computed from date of delivery of the supplies to carrier when delivery and acceptance are at point of origin, or from date of delivery at destination or port of embarkation when delivery and

(Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c))

(b) Back of Standard Form 33A.

acceptance are at either of those points, or from the date correct invoice or voucher is received in the office specified by the Government, if the latter date is later than date of delivery. Payment is deemed to be made for the purpose of earning the discount on the date of mailing of the Government check.

10. AWARD OF CONTRACT. (a) The contract will be awarded to that responsible offeror whose offer conforming to the solicitation will be most advantageous to the Government, price and other factors considered.

(b) The Government reserves the right to reject any or all offers and to waive informality and minor irregularities in offers received.

(c) The Government may accept any item or group of items of any offer, unless the offeror qualifies his offer by specific limitations. UNLESS OTHERWISE PROVIDED IN THE SCHEDULE, OFFERS MAY BE SUBMITTED FOR ANY QUANTITIES LESS THAN THOSE SPECIFIED, AND THE GOVERNMENT RESERVES THE RIGHT TO MAKE AN AWARD ON ANY ITEM FOR A QUANTITY LESS THAN THE QUANTITY OFFERED AT THE UNIT PRICES OFFERED UNLESS THE OFFEROR SPECIFIES OTHERWISE IN HIS OFFER.

(d) A written award (or Acceptance of Offer) mailed (or otherwise furnished) to the successful offeror within the time for acceptance specified in the offer shall be deemed to result in a binding contract without further action on the part of either party. The following paragraphs (e) through (j) apply only to negotiated solicitations:

(e) The Government may accept within the time specified therein, any offer (or part thereof, as provided in the offer) whether or not there are negotiations subsequent to acceptance, unless the offer is withdrawn by written notice received by the Government prior to award. If subsequent negotiations are conducted, they shall not constitute a rejection or counter offer on the part of the Government.

(f) The right is reserved to accept other than the lowest offer and to reject any or all offers.

(g) The Government may award a contract, based on initial offers received, without discussion of such offers. Accordingly, each initial offer should be submitted on the most favorable terms from a price and technical standpoint which the offeror can submit to the Government.

(h) Any financial data submitted with any offer hereunder or any representation concerning facilities or financing will not form a part of any resulting contract; provided, however, that if the resulting contract contains a clause providing for price reduction for defective cost or pricing data, the contract price will be subject to reduction if cost or pricing data furnished hereunder is incomplete, inaccurate, or not current.

11. GOVERNMENT-FURNISHED PROPERTY. No material, labor, or facilities will be furnished by the Government unless otherwise provided for in the solicitation.

12. LABOR INFORMATION. General information regarding the requirements of the Walsh-Healey Public Contracts Act (41 U.S.C. 35-45), the Contract Work Hours Standards Act (40 U.S.C. 327-330), and the Service Contract Act of 1965 (41 U.S.C. 351-357) may be obtained from the Department of Labor, Washington, D.C. 20210, or from any regional office of that agency. Requests for information should include the solicitation number, the name and address of the issuing agency, and a description of the supplies or services.

13. SELLER'S INVOICES. Invoices shall be prepared and submitted in quadruplicate (one copy shall be marked "original") unless otherwise specified. Invoices shall contain the following information: Contract and order number (if any), item numbers, description of supplies or services, sizes, quantities, unit prices, and

extended totals. Bill of lading number and weight of shipment will be shown for shipments made on Government bills of lading.

14. SMALL BUSINESS CONCERN. A small business concern for the purpose of Government procurement is a concern, including its affiliates, which is independently owned and operated, is not dominant in the field of operation in which it is submitting offers on Government contracts, and can further qualify under the criteria concerning number of employees, average annual receipts, or other criteria, as prescribed by the Small Business Administration. (See Code of Federal Regulations, Title 13, Part 121, as amended, which contains detailed industry definitions and related procedures.)

15. CONTINGENT FEE. If the offeror, by checking the appropriate box provided therefor, has represented that he has employed or retained a company or person (other than a full-time bona fide employee working solely for the offeror) to solicit or secure this contract, or that he has paid or agreed to pay any fee, commission, percentage, or brokerage fee to any company or person contingent upon or resulting from the award of this contract, he shall furnish, in duplicate, a complete Standard Form 119, Contractor's Statement of Contingent or Other Fees. If the offeror has previously furnished a completed Standard Form 119 to the office issuing this solicitation, he may accompany his offer with a signed statement (a) indicating when such completed form was previously furnished, (b) identifying by number the previous solicitation or contract, if any, in connection with which such form was submitted, and (c) representing that the statement in such form is applicable to this offer.

16. PARENT COMPANY. A parent company for the purpose of this offer is a company which either owns or controls the activities and basic business policies of the offeror. To own another company means the parent company must own at least a majority (more than 50 percent) of the voting rights in that company. To control another company, such ownership is not required; if another company is able to formulate, determine, or veto basic business policies of the offeror, such other company is considered the parent company of the offeror. This control may be exercised through the use of dominant minority voting rights, use of proxy voting, contractual arrangements, or otherwise.

17. EMPLOYER'S IDENTIFICATION NUMBER. (Applicable only to advertised solicitations.) The offeror shall insert in the applicable space on the offer form, if he has no parent company, his own Employer's Identification Number (E.I. No.) (Federal Social Security Number used on Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941), or, if he has a parent company, the Employer's Identification Number of his parent company.

18. CERTIFICATION OF INDEPENDENT PRICE DETERMINATION. This certification on the offer form is not applicable to a foreign offeror submitting an offer for a contract which requires performance or delivery outside the United States, its possessions, and Puerto Rico.

(a) An offer will not be considered for award where (a)(1), (a)(2), or (b) of the certification has been deleted or modified. Where (a)(2) of the certification has been deleted or modified, the offer will not be considered for award unless the offeror furnishes with the offer a signed statement which sets forth in detail the circumstances of the disclosure and the head of the agency, or his designee, determines that such disclosure was not made for the purpose of restricting competition.

19. ORDER OF PRECEDENCE. In the event of an inconsistency between provisions of this solicitation, the inconsistency shall be resolved by giving precedence in the following order: (a) the Schedule; (b) Solicitation Instructions and Conditions; (c) General Provisions; (d) other provisions of the contract, whether incorporated by reference or otherwise; and (e) the specifications.

U.S. GOVERNMENT PRINTING OFFICE: 1969 O-349-461-042

Effective date: This amendment is effective October 1, 1969, but the March 1969 edition of Standard Form 33A may be used as soon as copies are available.

Dated: June 12, 1969.

ROBERT L. KUNZIG,
Administrator of General Services.

[F.R. Doc. 69-7243; Filed, June 19, 1969; 8:45 a.m.]

Title 7—AGRICULTURE

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

[Peach Reg. 1]

PART 917—FRESH PEARS, PLUMS, AND PEACHES GROWN IN CALIFORNIA

Regulation by Grades and Sizes

Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 917, as amended (7 CFR Part 917), regulating the handling of fresh pears, plums, and peaches grown in the State of California, effective under the 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 of the Peach Commodity Committee, estab-

lished under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of peaches, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) The recommendations by the Peach Commodity Committee reflect its appraisal of the California peach crop and the current and prospective market conditions. Shipments of California peaches are expected to begin on or about June 22, 1969. The grade and size requirements provided herein are necessary to prevent the handling, on and after June 22, 1969, of California peaches of a lower grade or smaller size than specified herein for such peaches, so as to provide consumers with good quality fruit consistent with (1) the overall quality of the crop, and (2) maximizing returns to the producers pursuant to the declared policy of the act.

(3) It is hereby further found that it

is impracticable, unnecessary, 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 thereof in the FEDERAL REGISTER (5 U.S.C. 553) in that, as hereinafter set forth, 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; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective not later than June 22, 1969. A reasonable determination as to the supply of, and the demand for, such peaches must await the development of the crop thereof, and adequate information thereon was not available to the Peach Commodity Committee until May 15, 1969, on which date an open meeting was held, after giving due notice thereof, to consider the need for, and the extent of, regulation of shipments of such peaches. 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; necessary supplemental information was submitted to the Department on June 10, 1969; shipments of the current crop of such peaches are expected to begin on or about the effective date hereof; this section should be applicable to all such shipments in order to effectuate the declared policy of the act; the provisions of this section are identical with the aforesaid recommendation of the committee; information concerning such provisions and effective time has been disseminated among handlers of such peaches; and compliance with the provisions of this section will not require of handlers any preparation therefor which cannot be completed by the effective time hereof.

§ 917.417 Peach Regulation 1.

(a) **Order.** (1) During the period June 22, 1969, through October 31, 1969, no shipper shall ship:

(i) Any lot of packages or containers of peaches unless such peaches meet the requirements of the U.S. No. 1 grade: *Provided*, That with respect to ripe peaches, a tolerance of 10 percent, by count, for bruises not causing serious damage is allowed in addition to the tolerances provided for such U.S. No. 1 grade;

(ii) Any package or container of peaches unless at least 85 percent, by count, of such peaches are well matured (as such term is defined in subparagraph (2) of this paragraph);

(iii) Any lot of packages or containers of peaches if more than three (3) percent, by count, of the peaches in such lot are immature;

(iv) Any package or container of peaches unless at least 85 percent of the peaches contained in such package or container measure not less than 2%

inches in diameter: *Provided*, That peaches (a) when packed in a 12B California fruit box, which are of the size that will pack, in accordance with the requirements prescribed for a standard pack, 65 peaches in said box, or (b) when packed in a No. 22D standard lug box, which are of the size that will pack, in accordance with the requirements prescribed by a standard pack, not more than 80 peaches in the respective lug box, shall be deemed to meet the said minimum diameter requirement, and: *Provided, further*, That for the purpose of determining whether ripe peaches meet the said standard pack requirements, such peaches may be fairly tightly packed rather than tightly packed.

(2) Peaches which are "well matured" means peaches which, at the time of picking: (i) Have shoulders and sutures well filled out and smooth; (ii) have skin which is at least very light green to yellowish green in color; (iii) have flesh that is yellow or straw color with only a small portion usually next to the skin being greenish yellow or greenish straw color; (iv) have flesh which shows some juiciness; and (v) yield very slightly to moderate pressure at the suture or tip.

(3) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as given to the respective term in said amended marketing agreement and order: "U.S. No. 1," "bruises," "defects," "damage," "serious damage," "standard pack," "tightly packed," and "fairly tightly packed" shall have the same meaning as when used in the U.S. Standards for Peaches (7 CFR 51.1210-1223); "No. 22D Standard lug box" shall have the same meaning as set forth in section 43601 of the Agricultural Code of California; "No. 12B California fruit box" shall have the same meaning as set forth in section 43598 of the Agricultural Code of California; and "diameter" shall mean the distance through the widest portion of the cross section of a peach at right angles to a line running from the stem to the blossom end.

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

Dated: June 16, 1969.

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

[F.R. Doc. 69-7278; Filed, June 19, 1969; 8:46 a.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture
SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[C.C.C. Honey Price Support Regs., for 1968 and Subsequent Crops, Rev. 1, Amdt. 1]

PART 1434—HONEY

Subpart—Honey Price Support Regulations

MISCELLANEOUS AMENDMENTS

The regulations issued by the Commodity Credit Corporation, published in

34 F.R. 6966 and setting forth the requirements with respect to price support for the 1968 and each subsequent crop of extracted honey for which a price support program is authorized, are hereby amended as follows:

1. Section 1434.7 is amended to add the floral source "Athel" as eligible nontable honey in paragraph (b) (2). The amended section reads as follows:

§ 1434.7 Eligible honey.

Honey must meet the requirements of this section in addition to other applicable eligibility requirements of this subpart and the applicable annual supplement thereto in order to be eligible for a loan or for delivery under a loan or purchase. Honey described in § 1434.8 is not eligible.

(a) *Production.* The honey must have been produced and extracted in the United States by an eligible producer during the calendar year for which price support is requested.

(b) *Floral source.* Honey from the floral sources listed below and honey having similar flavor shall be eligible for price support and shall be classed as follows:

(1) *Table honey.* Table honey means honey having a good flavor of the predominant floral source which can be readily marketed for table use in all parts of the country. Such sources include Alfalfa, Bird's-foot Trefoll, Blackberry, Brazil Brush, Catsclaw, Clover, Cotton, Firewood, Gallberry, Huajillo, Lima Bean, Mesquite, Orange, Raspberry, Sage, Saw Palmetto, Soybean, Sourwood, Star Thistle, Sweetclover, Tupelo, Vetch, Western Wild Buckwheat, Wild Alfalfa, and similar mild flavors, or blends of mild flavored honeys, as determined by the Director, Farmer Programs Division, ASCS.

(2) *Nontable honey.* Nontable honey means honey having a predominant flavor of limited acceptability for table use but which may be considered suitable for table use in areas in which it is produced. Such honeys include those with a predominant flavor of Aster, Athel, Avocado, Buckwheat (except Western Wild Buckwheat), Cabbage Palmetto, Dandelion, Eucalyptus, Goldenrod, Heartsease (Smartweed), Horsemint, Mangrove, Manzanita, Mint, Partridge Pea, Rattan Vine, Safflower, Salt Cedar (Tamarix Gallica), Spanish Needle, Spikeweed, Titi-Toyon (Christmas Berry), Tullip-Poplar, Wild Cherry, and similarly flavored honey or blends of such honeys, as determined by the Director, Farmer Programs Division, ASCS.

(c) *Containers.* The honey must be packed in metal containers of a capacity of not less than 5 gallons or greater than 70 gallons and of a style used in normal commercial practice in the honey industry.

(1) *Five-gallon.* The 5-gallon containers must contain approximately 60 pounds of honey and shall be new, clean, sound, uncased, and free from appreciable dents and rust. The handle of each container must be firm and strong enough to permit carrying the filled can. The cover and can opening must not be damaged in any way that will prevent a

tight seal. Cans which are punctured or have been punctured and resealed by soldering will not be acceptable.

(2) *Steel drums.* Steel drums must be open-end type, filed to their rated capacities and be new, or used drums which have been reconditioned inside and outside. They must be clean, treated to prevent rusting and fitted with gaskets which provide a tight seal.

2. Section 1434.8 is amended to delete the floral source "Athel" from ineligible honey in paragraph (a). The amended section reads as follows:

§ 1434.8 Ineligible honey.

(a) *Floral source.* Honey from the following floral sources is not eligible for price support regardless of whether it meets other eligibility requirements: Andromeda, Bitterweed, Broomweed, Cajeput, Chinquapin, Dog Fennel, Desert Holly Hock, Gumweed, Mescal, Onion, Prickly Pear, Prune, Queen's Delight, Rabbit Brush, Snowbrush (Ceanothus), Snow-on-the-Mountain, Tarweed, and similar objectionable flavored honey or blends of honey as determined by the Director, Farmer Programs Division, ASCS. If any blends of honey contain such ineligible honey, the lot as a whole shall be considered ineligible for loan or delivery for purchase.

(b) *Contamination or poisonous substances.* Honey which is contaminated or which contains chemicals or other substances poisonous to man or animals is not eligible for price support.

(c) *Containers.* Honey packed in steel drums which have removable liners of polyethylene, or other materials is not eligible for price support regardless of whether it meets other eligibility requirements.

3. Section 1434.13 is amended to provide that a producer shall pay a fee of \$8 for each farm storage loan disbursed and \$4 for each cooperative storage loan disbursed. The amended section reads as follows:

§ 1434.13 Fees and charges.

(a) *Loan service fee.* A producer shall pay a loan service fee of \$8 for each farm storage loan disbursed. An approved cooperative marketing association shall pay a loan service fee of \$2 for each cooperative storage loan disbursed. The loan service fee is not refundable.

(b) *Delivery charge.* A delivery charge of 1 percent per hundredweight, in addition to any loan service fee, shall be paid by producers at time of settlement on the quantity of honey delivered to or acquired by CCC under the loan or purchase.

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, sec. 201, 401, 63 Stat. 1052, 1054; 15 U.S.C. 714c; 7 U.S.C. 1446, 1421.)

Effective date: This amendment is effective June 1, 1969.

Signed at Washington, D.C., June 16, 1969.

KENNETH E. FRICK,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 69-7300; Filed, June 19, 1969; 8:48 a.m.]

Title 18—CONSERVATION OF POWER AND WATER RESOURCES

Chapter I—Federal Power Commission

PART 13—SETTLEMENTS INVOLVING HEADWATER BENEFITS

PART 131—FORMS

PART 159—FEES FOR CERTAIN APPLICATIONS FILED PURSUANT TO THE NATURAL GAS ACT

Amendments of Authorities

1. The authority for Part 13 of Chapter I of Title 18 of the Code of Federal Regulations is amended by substituting 5 U.S.C. 554 for 5 U.S.C. 1004(b).
2. The authority for Part 131 of Chapter I of Title 18 of the Code of Federal Regulations is amended by adding 16 U.S.C. 797.
3. The authority for Part 159 of Chapter I of Title 18 of the Code of Federal Regulations is amended by adding 15 U.S.C. 717g.

GORDON M. GRANT,
Secretary.

Federal Power Commission.

[P.R. Doc. 69-7279; Filed, June 19, 1969;
8:46 a.m.]

Title 28—JUDICIAL ADMINISTRATION

Chapter I—Department of Justice

[Order 417-69]

PART 0—ORGANIZATION OF THE DEPARTMENT OF JUSTICE

Subpart V—Authorizations With Respect to Personnel and Certain Administrative Matters

DELEGATION OF AUTHORITY FOR THE WAIVER OF CLAIMS FOR ERRONEOUS PAYMENTS OF PAY

By virtue of the authority vested in me by sections 509 and 510 of Title 28 and section 301 of title 5 of the United States Code, Subpart V of Part 0 of Chapter I of Title 28, Code of Federal Regulations, is amended by adding a new § 0.155, to read as follows:

§ 0.155 Waiver of claims for erroneous payments of pay.

The Director of the Federal Bureau of Investigation, the Director of the Bureau of Prisons, the Commissioner of Federal Prison Industries, the Commissioner of Immigration and Naturalization, and the Director of the Bureau of Narcotics and Dangerous Drugs, as to their respective jurisdictions, and the Assistant Attorney General for Administration as to all other organizational units of the Department (including U.S. Attorneys and Marshals) are authorized to exercise the authority provided under 5 U.S.C. 5584

for the waiver of claims of the United States for erroneous payments of pay to employees of the Department of Justice in accordance with standards prescribed by the Comptroller General, 4 CFR, Ch. III.

Dated: June 5, 1969.

JOHN N. MITCHELL,
Attorney General.

[P.R. Doc. 69-7276; Filed, June 19, 1969;
8:46 a.m.]

Title 31—MONEY AND FINANCE: TREASURY

Chapter II—Fiscal Service, Department of the Treasury

SUBCHAPTER B—BUREAU OF THE PUBLIC DEBT

PART 306—GENERAL REGULATIONS WITH RESPECT TO UNITED STATES SECURITIES

Subpart O—Book Entry Procedure

NOTICE OF ADOPTION OF REGULATIONS

On April 25, 1969, a notice of proposed rulemaking was published in the FEDERAL REGISTER (34 F.R. 6930) with respect to Subpart O of Treasury Department Circular No. 300, Third Revision (31 CFR Part 306). After consideration of such relevant matter as was presented by interested parties, Subpart O, revised and amended in the form shown below, was adopted on June 13, 1969, with an effective date of July 15, 1969.

Dated: June 13, 1969.

[SEAL] JOHN K. CARLOCK,
Fiscal Assistant Secretary.

Subpart O of Treasury Department Circular No. 300, Third Revision, dated December 23, 1964, as amended (31 CFR Part 306), is hereby further amended and revised as follows:

§ 306.115 Definition of terms.

In this subpart, unless the context otherwise requires or indicates:

(a) "Reserve Bank" means a Federal Reserve Bank and its branches acting as Fiscal Agent of the United States.

(b) "Treasury security" means a transferable Treasury bond, note, certificate of indebtedness, or bill issued under the Second Liberty Bond Act, as amended, in the form of a definitive Treasury security or a book-entry Treasury security.

(c) "Definitive Treasury security" means a transferable Treasury bond, note, certificate of indebtedness, or bill issued under the Second Liberty Bond Act, as amended, in engraved or printed form.

(d) "Book-entry Treasury security" means a transferable Treasury bond, note, certificate of indebtedness, or bill issued under the Second Liberty Bond Act, as amended, in the form of an entry made as prescribed in this subpart on the records of a Reserve Bank.

(e) "Serially-numbered advice of transaction" means the confirmation (prescribed in § 306.116) issued by a Reserve Bank which is identifiable by a unique number and indicates that a particular written instruction to the Reserve Bank with respect to the deposit or withdrawal of a specified book-entry Treasury security (or securities) has been executed.

(f) "Pledge" includes a pledge of, or any other security interest in, Treasury securities held as collateral for loans or advances or to secure deposits of public monies or the performance of an obligation.

(g) "Date of call" (see § 306.2) is "the date fixed in the official notice of call published in the FEDERAL REGISTER on which the obligor will make payment of the security before maturity in accordance with its terms."

§ 306.116 Authority of Reserve Banks.

Each Reserve Bank is hereby authorized and directed, in accordance with the provisions of this subpart, to (a) issue book-entry Treasury securities by means of entries on its records which shall include the name of the depositor, the amount, the title of the loan (or the series) and the maturity date; (b) effect conversions between book-entry Treasury securities and definitive Treasury securities; (c) otherwise service and maintain book-entry Treasury securities; and (d) issue serially-numbered advices of transactions with respect to each instruction relating to the deposit or withdrawal of a book-entry Treasury security (or securities) which has been executed. Each such advice shall confirm that book-entry Treasury securities of the amount, loan title (or series) and maturity date specified in the depositor's instruction have been deposited or withdrawn.

§ 306.117 Scope and effect of book-entry procedure.

(a) The book-entry procedure shall apply to Treasury securities deposited with any Reserve Bank (1) as collateral pledged to a Reserve Bank (in its individual capacity) for advances by it, (2) as collateral pledged to the United States under Treasury Department Circulars No. 92 or 176, both as revised and amended, and (3) by a member bank of the Federal Reserve System for its sole account and in lieu of the safekeeping of definitive Treasury securities by a Reserve Bank in its individual capacity. Any depositor which has definitive Treasury securities on deposit with a Reserve Bank (in either its individual capacity or as Fiscal Agent) for any purpose specified above or which hereafter deposits such securities for any such purpose shall be deemed to have consented to their conversion to book-entry Treasury securities pursuant to the provisions of this subpart, and in the manner and under the procedures prescribed by the Reserve Bank.

(b) (1) A Reserve Bank as Fiscal Agent of the United States may also apply the book-entry procedure provided for in this subpart to any Treasury

securities which have been or are hereafter deposited for any purpose in accounts with it in its individual capacity under terms and conditions which indicate that the Reserve Bank will continue to maintain such deposit accounts in its individual capacity, notwithstanding application of the book-entry procedure to such securities. This paragraph is applicable, but not limited, to securities deposited:

(1) In connection with deposits in member banks of funds of States, municipalities, or other political subdivisions; or

(ii) In connection with the performance of an obligation or duty under Federal, State, municipal or local law, or judgments or decrees of courts.

The application of the book-entry procedure under this paragraph shall not derogate from or adversely affect the relationships that would otherwise exist between a Reserve Bank in its individual capacity and its depositors concerning any deposits under this paragraph. Whenever the book-entry procedure is applied to such Treasury securities, the Reserve Bank is authorized to take all action necessary in respect of the book-entry procedure to enable such Reserve Bank in its individual capacity to perform its obligations as depository with respect to such Treasury securities.

(2) The rights of all persons in all Treasury securities (whether pledged or otherwise) referred to in subparagraph (1) of this paragraph shall in all respects be the same when those securities are in book-entry form as if definitive Treasury securities in bearer form in the same amount and of the same loan (or series) and maturity date had at all times been held in custody by the Reserve Bank in its individual capacity in accordance with the agreement between such bank and its depositors.

(c) In addition to applying the book-entry procedure to Treasury securities deposited under paragraphs (a) and (b) of this section, the procedure may be applied by any Reserve Bank, with the approval of the Secretary of the Treasury, to any other Treasury securities deposited with the Reserve Bank.

(d) No deposits shall be accepted under this section on or after the date of maturity or call of the securities.

§ 306.113 Pledges.

A pledge of book-entry Treasury securities maintained under § 306.117 is effected, notwithstanding any provision of law to the contrary, by a Reserve Bank's making an appropriate entry in its records of the amount of the securities pledged. The making of such entry (a) shall have the effect of a delivery of definitive Treasury securities in bearer form in the amount of the obligations pledged; (b) shall have the effect of a taking of delivery by the pledgee; (c) shall effect a perfected security interest therein in favor of the pledgee; and (d) shall constitute such pledge a holder. No filing or recording with a public recording office or officer shall be necessary to perfect any pledge in any book-

entry Treasury securities under this subpart. Any pledge of definitive Treasury securities existing at the time of the conversion hereunder of such securities to book-entry form shall continue to be fully effective notwithstanding such conversion. A Reserve Bank shall, upon receipt of appropriate instructions, convert book-entry Treasury securities into definitive Treasury securities and deliver them to the pledgee or other appropriate party for disposition under the applicable pledge arrangement; and the pledge interest of the pledgee in such book-entry Treasury securities prior to conversion to definitive securities shall continue without interruption to be fully effective with respect to such definitive securities.

§ 306.119 Limitations on transfers or pledges.

Except as provided in this subpart, book-entry Treasury securities may not be assigned, transferred, hypothecated, pledged as collateral, or used as security for the performance of an obligation, and the Treasury Department will not recognize any such assignment, transfer, hypothecation, pledge or use.

§ 306.120 Withdrawals and transfers.

Withdrawals and transfers of book-entry Treasury securities may be made upon a depositor requesting (a) delivery of like definitive Treasury securities to itself or on its order to a transferee, or (b) transfer to any transferee eligible under § 306.117. The making of any book-entry transfer by a Reserve Bank shall have the same effect as a delivery to the transferee of definitive Treasury securities in bearer form. The transfer of book-entry Treasury securities within a Reserve Bank will be made in accordance with procedures established by the latter not inconsistent with this subpart. The transfer of book-entry Treasury securities between Reserve Banks will be made through a telegraphic transfer procedure. All requests for withdrawal or for transfer must be made prior to the maturity or date of call of the securities. Treasury bonds and notes which are actually to be delivered upon withdrawal or transfer may be issued either in registered or in bearer form, except that EA and EO series of Treasury notes will be issued in bearer form only.

§ 306.121 Registered bonds and notes.

No formal assignment shall be required for the conversion to book-entry Treasury securities of registered Treasury securities held by a Reserve Bank (in either its individual capacity or as Fiscal Agent) on the effective date of this subpart for any purpose specified in § 306.117(a). Registered Treasury securities deposited thereafter with a Reserve Bank for any purpose specified in § 306.117 shall be assigned for conversion to book-entry Treasury securities. The assignment, which shall be executed in accordance with the provisions of Subpart F of the regulations in this part, so far as applicable, shall be to "Federal Reserve Bank of _____, as Fiscal Agent of

the United States, for conversion to book-entry Treasury securities."

§ 306.112 Servicing book-entry Treasury securities; payment of interest, payment at maturity or upon call.

Interest becoming due on book-entry Treasury securities shall be charged in the Treasurer's account on the interest due date and remitted or credited in accordance with the depositor's instructions. Such securities shall be redeemed and charged in the Treasurer's account on the date of maturity, call or advance refunding, and the redemption proceeds, principal and interest, shall be disposed of in accordance with the depositor's instructions.

[P.R. Doc. 69-7297; Filed, June 19, 1969; 8:47 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of Transportation

SUBCHAPTER I—ANCHORAGES

[CGFR 68-97]

PART 110—ANCHORAGE REGULATIONS

Subpart B—Anchorage Grounds

ANNAPOLIS HARBOR, MARYLAND

1. The Commander, Fifth Coast Guard District, Portsmouth, Va., by letter dated 9 April 1969, requested that the anchorage grounds in Annapolis Harbor be redefined and published using fixed points of reference. The reason for the request is that some of the buoys and other reference points referred to in § 110.159 have been relocated or removed. The Superintendent, U.S. Naval Academy, Annapolis, Md., approved the proposed changes.

2. This document merely amends the description of some of the existing anchorage grounds by using new reference points and does not appreciably alter the boundaries thereof. Accordingly, it is found that compliance with the provisions of the Administrative Procedure Act relative to proposed rule making, and public rule making procedures thereon, is unnecessary.

3. In Subpart B of Part 110, § 110.159 is revised to read as follows:

§ 110.159 Annapolis Harbor, Md.

(a) *The Anchorage Grounds*—(1) *Naval Anchorage for Deep Draft Vessels.* In the Chesapeake Bay, bounded on the north by latitude 38°58'00"; on the east by a line bearing 203° from latitude 38°58'00", longitude 76°24'00"; on the south by latitude 38°56'30"; and on the west by a line bearing 139° from Greenbury Point Shoal Light. This anchorage is reserved for deep draft naval vessels. Berths in the area will be assigned on application to the Superintendent, U.S. Naval Academy.

(2) *Middle Ground Anchorage.* Beginning at a point in the Severn River 139°, 620 yards from Triton Light (located at the intersection of the northeast and southeast seawall of the Naval Academy grounds); thence easterly to a point 112°30', 970 yards from Triton Light; thence southeasterly to a point 274°, 1,045 yards from the radio tower at the tip of Greenbury Point; thence south-southeasterly to a point 233°30', 925 yards from the radiotower at the tip of Greenbury Point; thence west to a point 295°, 1,015 yards from Greenbury Point Shoal Light; thence to the point of beginning.

(3) *South Anchorage.* In the Severn River, beginning at a point on the shoreline at Horn Point, Eastport, 168°, 1,190 yards from Triton Light; thence east to a point 294°, 1,075 yards from Greenbury Point Shoal Light; thence northwest to a point 143°, 595 yards from Triton Light; thence westerly to a point 209°, 700 yards from Triton Light; thence 180° to a point on the shoreline at Eastport. No vessel shall anchor within 100 feet of any wharf, marine railway, or other structure without the permission of the owner thereof.

(4) *Naval Anchorage for Small Craft.* In the Severn River, beginning at a point 80 feet off the southeast seawall of the Naval Academy bearing 132° from Triton Light; thence easterly to a point 072°30', 285 yards from Triton Light; thence southeasterly to a point 109°, 785 yards from Triton Light; thence westerly to a point 211°, 537 yards from Triton Light; thence northwesterly to a point 45 yards off the southeast seawall of the Naval Academy bearing 214°, 535 yards from Triton Light; thence to the point of beginning. Except in the case of emergency, no vessel shall be anchored in this area without the permission of the Superintendent, U.S. Naval Academy. Anchorages will be assigned upon request to the Superintendent, U.S. Naval Academy.

(5) *Anchorage A.* In Spa Creek beginning at a point on the shoreline 219°30', 545 yards from Triton Light; thence southeasterly to a point 214°30', 555 yards from Triton Light; thence southwesterly to a point 237°30', 185 yards from the Naval Academy Light; thence southwesterly to a point 235°30', 315 yards from the Naval Academy Light; thence westerly to a point 240°, 410 yards from the Naval Academy Light; thence northeasterly to a point 244°, 305 yards from the Naval Academy Light; thence northeasterly to a point on the shoreline 255°, 205 yards from the Naval Academy Light.

(6) *Anchorage B.* In Spa Creek beginning at a point 223°, 185 yards from the Naval Academy Light; thence southeasterly to a point 214°, 190 yards from the Naval Academy Light; thence southwesterly to a point 211°, 335 yards from

the Naval Academy Light; thence southwesterly to a point 212°, 520 yards from the Naval Academy Light; thence northwesterly to a point 229°30', 465 yards from the Naval Academy Light; thence northeasterly to the point of beginning.

(b) *The regulations.* (1) Except in the case of emergency, no vessel shall be anchored in the area to the north and east of the Annapolis Channel bounded on the east by Greenbury Point; on the south by a line bearing 270° from the southern tip of Greenbury Point; on the west by the Annapolis Channel; on the north by the southern boundary of the cable area and the shoreline of the Government reservation and Carr Creek.

(2) Except in the case of emergency, no vessel shall be anchored in Annapolis Harbor to the westward of the dredged channel and northward of the southern boundary of the South Anchorage outside of the established anchorage areas, except in Spa Creek and the area to the southwestward of the Naval anchorage for small craft. No vessel shall be so anchored that any part of the vessel extends at any time within this area. Any vessel anchoring, under great emergency, within this area shall be placed as close to an anchorage area as practicable, and shall move away immediately after the emergency ceases.

(3) No vessel shall be anchored in the cable and pipeline area, lying between the Naval Academy and the Naval Ship Research and Development Laboratory and having the following limits: Southeastern limit, from Triton Light 072° to white "Cable Crossing" sign at the Naval Ship Research and Development Laboratory; northwestern limit, a line bearing 054° from the Capitol Dome.

(4) Except in the case of emergency, no vessel shall be anchored, without permission of the Superintendent, U.S. Naval Academy, in the Naval Academy Drill area described as follows:

That portion of the Severn River lying to the northeastward of the Naval Academy, bounded on the north by the State Highway Bridge and on the south by the northern limit of the cable and pipeline area, excluding that area off the eastern shoreline enclosed by a line bearing approximately 131° from the eastern abutment of the State Highway Bridge to the vicinity of Ferry Point. This drill area also includes the lower part of Dorseys Creek below the Naval Academy Drawbridge. Requests to anchor in this drill area shall be made to the Superintendent, U.S. Naval Academy.

(5) The restrictions in this section do not apply to the anchoring or marking by buoys or apparatus used for the purpose of taking seafood, except within the cable or pipeline area described in subparagraph (3) of this paragraph.

(6) The regulations in this section shall be enforced by the Superintendent, U.S. Naval Academy, and such agencies as he may designate.

(Sec. 7, 38 Stat. 1053, as amended, sec. 6(g) (1) (A), 80 Stat. 937; 33 U.S.C. 471, 49 U.S.C. 1655(g) (1) (A); 49 CFR 1.4(a) (3) (1))

Effective date. This amendment shall become effective 30 days following the date of publication in the FEDERAL REGISTER.

Dated: June 13, 1969.

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

[F.R. Doc. 69-7270; Filed, June 19, 1969;
8:45 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

SUBCHAPTER B—HUNTING AND POSSESSION OF WILDLIFE

PART 10—MIGRATORY BIRDS

1969-70 Hunting Seasons for Puerto Rico and the Virgin Islands

There was published in the FEDERAL REGISTER of May 14, 1969, beginning on page 7654 (34 F.R. 7654) a notice of proposed rule making to issue regulations governing the hunting of doves, pigeons, ducks, coots, gallinules, and Wilson's snipe in Puerto Rico; and for doves in the Virgin Islands.

All interested persons were invited to submit written comments, suggestions, or objections to the Director, Bureau of Sport Fisheries and Wildlife, Washington, D.C. 20240, within 30 days of the date of publication of the notice. That notice advised that those amendments for hunting doves, pigeons, ducks, coots, gallinules, and Wilson's snipe in Puerto Rico and for hunting doves in the Virgin Islands would be proposed for final adoption no later than June 10 to become effective no later than July 1, 1969. However, since publication of that notice was on May 14, 1969, and in keeping with Department policy of providing 30 days from the date such notice is published during which all interested persons are invited to submit comments, objections, or suggestions; and none having been received, those amendments are proposed for adoption at this time to be effective upon publication in the FEDERAL REGISTER.

Accordingly, Title 50, Chapter I, Subchapter B, Part 10, § 10.52—Code of Federal Regulations is revised to read:

§ 10.52 Migratory game bird hunting seasons for Puerto Rico and the Virgin Islands.

Subject to the applicable provisions of the preceding sections of this part, the open seasons (dates inclusive), the shooting hours, and the daily bag and possession limits on the species designated in this section are prescribed as follows:

(a) Puerto Rico.

	Doves ¹	Pigeons ¹
Daily bag limit ¹	15 singly or in the aggregate of all permitted species.	8 singly or in the aggregate of all permitted species.
Possession limit.....	23 doves and pigeons singly or in the aggregate of all permitted species.	
Open season dates ^{1, 2, 3}	July 29 to Sept. 26, 1969, inclusive.	
Shooting hours.....	One-half hour before sunrise until sunset daily.	

¹ On Mona Island, the daily bag and possession limit on doves and pigeons is 15, singly or in the aggregate of all permitted species.

² No open season is prescribed for doves or pigeons on Culebra Island.

³ No open season is prescribed for doves or pigeons in the Municipality of Cidra composed of the following wards: Bayamon, Arenas, Monte Llano, Sud, Beatriz, Ceiba, Rio Abajo, Rencon, Toita, Honduras, Rabanal, and Salto.

⁴ Species protected at all times: Puerto Rican Plain Pigeon (*Columba inornata wetmorei*)—Blue pigeon, Puerto Rican Pigeon, Palma Sabanera; Ground Dove (*Columbigallina passerina nigrirostris*)—Tortolita, Rola, Tobacco dove; Ruddy Quail Dove (*Geotrygon montana*)—Partridge, Perdix.

(b) Puerto Rico.

	Ducks	Coots	Gallinules	Common snipe (Wilson's)
Daily bag limit.....	4	6	8	8
Possession limit.....	8	12	16	16
Open season dates ^{1, 2}	Dec. 3, 1969 to Jan. 31, 1970, inclusive.			
Shooting hours.....	One-half hour before sunrise until sunset daily.			

¹ Check Commonwealth regulations for additional restrictions.

² No open season for waterfowl is prescribed for Culebra Island.

³ The season on Bahama pintail is closed by Commonwealth law.

(c) Virgin Islands.

Zenaida doves	
Daily bag limit.....	10 Zenaida doves.
Possession limit.....	Do.
Open season dates ^{1, 2}	Aug. 1 to Oct. 9, 1969, inclusive.
Shooting hours.....	One-half hour before sunrise until sunset daily.

¹ The season is closed on all species of game birds in the Virgin Islands except Zenaida doves.

² See Territorial regulations for any additional restrictions.

Local names for game birds: *Zenaida dove* (*Zenaida aurita*) Mountain dove; *Bridled Quail Dove* (*Geotrygon mystacea*)—Perdiz, Barbara dove (Protected). *Ground Dove* (*Columbigallina passerina nigrirostris*)—Stone dove, Tobacco dove, Rola, Tortolita (Protected). (40 Stat. 755; 16 U.S.C. 703 et seq.)

JOHN S. GOTTSCHALK,
Director, Bureau of
Sport Fisheries and Wildlife.

[P.R. Doc. 69-7265; Filed, June 19, 1969; 8:45 a.m.]

SUBCHAPTER C—THE NATIONAL WILDLIFE REFUGE SYSTEM

PART 28—PUBLIC ACCESS, USE, AND RECREATION

Missisquoi National Wildlife Refuge, Vt.

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

§ 28.28 Special regulations: recreation; for the individual wildlife refuge areas.

VERMONT

MISSISQUOI NATIONAL WILDLIFE REFUGE

Travel by motor vehicle or on foot is permitted on designated travel routes for the purpose of nature study, photogra-

phy, hiking, and sight-seeing, during daylight hours. Pets are permitted on a leash not over 10 feet in length. Lunches are permitted in designated areas where lunch facilities are provided. Fishing and hunting, the launching of boats and parking of boat trailers may be permitted in designated areas.

The refuge area, comprising 4,680 acres, is delineated on maps available at refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office and Courthouse, Boston, Mass. 02109.

The provisions of this special regulation supplement the regulations which govern recreation on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 28, and are effective through December 31, 1969.

RICHARD E. GRIFFITH,
Regional Director, Bureau of
Sport Fisheries and Wildlife.

MAY 13, 1969.

[P.R. Doc. 69-7274; Filed, June 19, 1969; 8:46 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[FCC 69-633]

PART 87—AVIATION SERVICES

INTERIM Basic Aeronautical Communications Emergency Plan

Correction

In F.R. Doc. 69-7065 appearing on page 9390 in the issue of Saturday, June 14, 1969, the following section heading should be inserted in the third column preceding paragraph (a) *Accurate Navigation Aids*:

§ 87.602 Definition of terms.

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[50 CFR Part 29]

RIGHTS-OF-WAY REGULATIONS

Proposed Transfer of Certain Administrative Responsibility

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by section 4(d)(2) of the Act of October 15, 1966 (80 Stat. 926; 16 U.S.C. 668aa), and by 5 U.S.C. 22 and 43 U.S.C. 1201, it is proposed to revise Part 29, Title 50, Code of Federal Regulations, as set forth below. The proposed changes will transfer the administrative responsibility for issuing permits and easements over and across lands under the administration of the Fish and Wildlife Service to the Bureau of Sport Fisheries and Wildlife. Heretofore, permits and easements for rights-of-way across such lands were issued by the Bureau of Land Management under regulations published in 43 CFR Part 2234.

1. Section 29.21 is changed from "Rights-of-Way" to "Definitions" and is revised and expanded to include §§ 29.21-1 to 29.21-8 inclusive which set out regulations and procedures for the filing of applications and the issuance of right-of-way permits or easements over and across lands administered by the Fish and Wildlife Service. Under these proposed regulations, the Regional Directors, Bureau of Sport Fisheries and Wildlife, will consider applications and issue permits or easements as appropriate. The Bureau of Sport Fisheries and Wildlife will coordinate with the Bureau of Commercial Fisheries and handle applications for rights-of-way across lands administered by that agency in accordance with existing arrangements where real property management functions of the Bureau of Commercial Fisheries are handled by the Bureau of Sport Fisheries and Wildlife.

2. Section 29.22 is changed from "Fees" to "Hearing and Appeals." Fees will now be covered in § 29.21-7, *Payment Required*. Hearing and Appeals procedures as published in 43 CFR 1840 and 1850 will be adopted in these regulations by reference.

It is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposed regulations to the Director, Bureau of Sport Fisheries and Wildlife, Washington, D.C. 20240, within 30 days of the

date of publication of this notice in the FEDERAL REGISTER.

RUSSELL E. TRAIN,
Acting Secretary of the Interior.

JUNE 13, 1969.

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 Requirements for electric power transmission lines.
- 29.22 Hearing and appeals procedures.

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., coordination areas, 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 right-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 special requirements for electric power transmission line rights-of-way. 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 Title 43 CFR, Chapter II, Subpart 2234, which are hereby incorporated by reference in these regulations.

(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 and applicable regulations contained in

43 CFR, Chapter II, Subpart 2234, which are hereby incorporated by reference in these regulations.

§ 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 Directors' 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, Oreg. 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, Minneapolis, Minn. 55450.

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

Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, 50 Seventh Street NW., 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 or period of 50 years 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 Bureau 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. 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 it will be modified, adapted, or relocated if such is found by the Director, Bureau of Sport Fisheries and Wildlife, to be necessary, without liability or expense to the United States, so as not to conflict with the use and occupancy of the land for any authorized works which may be hereafter 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 installation of utilities 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 an affidavit 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 lump-sum 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.

§ 29.21-8 Requirements for electric power transmission lines.

Applications for electric power transmission line rights-of-way for the transmission or distribution of electric power and energy of 33 kilovolts or higher shall be made in accordance with the provisions of 43 CFR 2234.4-1 which are incorporated herein by reference, and in particular to 43 CFR 2234.4-1(b)(4), (c).

§ 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 Title 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.

[P.R. Doc. 69-7266; Filed, June 19, 1969; 8:45 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 991]

HANDLING OF HOPS OF DOMESTIC PRODUCTION

Procedure Regarding Transfers of Allotment Bases

Notice is hereby given of a proposal to amend § 991.146 with respect to estab-

lishing a procedure applicable to transfers of allotment bases. The proposed procedure would establish specific guidelines that are to be followed to effectuate transfers of hop allotment bases. This subpart is operative pursuant to Marketing Order No. 991, as amended (7 CFR Part 991), regulating the handling of hops of domestic production, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). The proposal was unanimously recommended by the Hop Administrative Committee.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposal should file the same in quadruplicate with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250, within 7 days after the date of publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during official hours of business (7 CFR 1.27(b)).

The proposal to amend § 991.146 is as follows:

§ 991.146 Transfer of allotment bases.

As provided in § 991.46, any producer may transfer all or part of an allotment base from himself to another producer.

(a) Such a transfer shall be recognized, and annual allotments granted thereunder, if in accordance with the following:

(1) Prior to a producer transferring all or a part of his allotment base to another producer, he notifies the Committee in writing of such intent;

(2) The execution by the producers, in the presence of a designated agent of the Committee, of a Committee-approved allotment base transfer form at a time and place mutually agreed upon by the producers and the agent of the Committee; and at such time the producers deliver their applicable allotment base certificates to the agent of the Committee;

(3) The executed allotment base transfer form sets forth, among other things, the amount of the allotment base being transferred and the effective date of the transfer;

(4) The transferee's evidence as to capability to produce and harvest in the first marketing year the annual allotment referable to the allotment base being transferred is accepted by the Committee; and

(5) Written notification of recognition of the transfer is issued by the Committee to the producers involved.

(b) After the written recognition by the Committee, it shall issue to each producer involved a new allotment base certificate showing the producer's total allotment base as a result of the transfer. However, if a producer transfers all of his allotment base, no new allotment base certificate shall be issued to him.

(c) Whenever a producer transfers all or part of his allotment base to another producer, the annual allotment referable to such transferred allotment base, or

part thereof, shall be issued to the transferee only if the transfer is effective prior to the issuance of an annual allotment to the transferor or prior to April 1, whichever is the earlier.

Dated: June 17, 1969.

PAUL A. NICHOLSON,
Deputy Director,
Fruit and Vegetable Division.

[P.R. Doc. 69-7301; Filed, June 19, 1969;
8:48 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 39]

[Docket No. 9661]

AIRWORTHINESS DIRECTIVES

Dowty Rotor Propellers

The Federal Aviation Administration is considering amending Part 39 of the Federal Aviation Regulations by adding an airworthiness directive (AD) applicable to Dowty Rotor Propellers. There have been failures of operating cylinders on certain Dowty Rotor Propellers. Since this condition is likely to exist or develop in other propellers of the same type design the proposed airworthiness directive would require installation of a modified propeller cylinder.

Interested person 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 July 21, 1969, will be considered by the Administrator before taking action on proposed rule. The proposal 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:

Dowty Rotor. Applies to the following Dowty Rotor propellers with propeller cylinder P/N's RA 44133/1 or RA 44709 or RA 62807 or RA 67868, except propeller cylinders modified by Modification No. (c) VP.2422; (c) R.130/4-20-4/12E installed on Vickers Viscount Model 745D Aircraft; (c) R.148/4-20-4/21E on Viscount Model 744 Aircraft; (c) R.186/4-30-4/16 on Hawker Siddeley Argosy AW-650 Aircraft; and (c) R.175/4-30-4/13E on Fairchild F.27 and F.27B Aircraft.

Compliance required as indicated unless already accomplished.

To prevent failure of propeller cylinders, at the next scheduled propeller overhaul after the effective date of this AD, or before the cylinder accumulates 6,000 hours total time in service, whichever occurs later, incorporate Dowty Rotor Modification No. (c) VP.2480 in accordance with Dowty Rotor Service Bulletin No. 61-564 Revision 4, dated December 1968, or later ARB-approved issue, or FAA-approved equivalent.

Issued in Washington, D.C., on June 16, 1969.

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

[P.R. Doc. 69-7272; Filed, June 19, 1969;
8:46 a.m.]

[14 CFR Part 75]

[Airspace Docket No. 69-EA-52]

JET ROUTE SEGMENTS

Proposed Alteration

The Federal Aviation Administration is considering amendments to Part 75 of the Federal Aviation Regulations that would realign Jet Route No. 43 segment between Rosewood, Ohio, and Carleton,

Mich.; and renumber the segment of Jet Route No. 590 between Sault Ste. Marie, Mich., and Carleton, Mich.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, JFK International Airport, Jamaica, N.Y. 11430. 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 amendments. The proposals contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

The FAA proposes the following airspace actions:

1. Realign J-43 segment from Rosewood direct to Carleton. This realignment would facilitate the transitioning of jet aircraft departing Detroit Metropolitan terminals into the jet route system by aligning this segment of J-43 over the centerline of Federal airway No. 47.

2. Renumber Jet Route No. 590 segment from Sault Ste. Marie to Carleton, a segment of J-43. This would provide route number continuity north of Carleton and would facilitate flight planning.

These amendments are proposed under the authority of sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348) and sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., June 12, 1969.

T. McCORMACK,
Acting Chief, Airspace and
Air Traffic Rules Division.

[P.R. Doc. 69-7273; Filed, June 19, 1969;
8:46 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[Docket No. G-436]

RALPH WILLIAM SCURLOCK

Notice of Loan Application

JUNE 13, 1969.

Ralph William Scurlock, General Delivery, Sargent, Tex. 77414, has applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a used 30.8-foot registered length wood vessel to engage in the fishery for shrimp and crabs.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised) that the above entitled application is being considered by the Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior, Washington, D.C. 20240. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, Bureau of Commercial Fisheries, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated operations of the vessel will or will not cause such economic hardship or injury.

JOHN I. HODGES,
Acting Assistance Director
for Resource Development.

[F.R. Doc. 69-7275; Filed, June 19, 1969;
8:46 a.m.]

Office of the Secretary COMMERCIAL FISHERY FAILURE DUE TO A RESOURCE DISASTER

Determination

Whereas, a serious decline in the haddock resource in waters off the New England Coast of the United States has continued without interruption since 1965; and

Whereas, the effects of a more than 60 percent decline in resource abundance reached its climax in 1969; and

Whereas, the U.S. haddock fishery is primarily based at New England ports; and

Whereas, many firms and individuals are engaged in harvesting, processing, and marketing haddock in the New England States; and

Whereas, losses in the haddock fishery in 1969 will result in a several million

dollar decrease in State incomes; and Whereas, there is little prospect for a significant increase in haddock resource abundance for the next several years; and

Whereas, the serious disruption of the haddock fishery is substantially a result of repeated spawning failures, a natural cause;

Now, therefore, as Secretary of the Interior, I hereby determine that the foregoing circumstances constitute a commercial fishery failure due to a resource disaster within the meaning of Section 4(b) of Public Law 88-309. Pursuant to this determination, I hereby authorize the use of funds in the New England States for such measures as may be necessary to provide disaster relief within the meaning and intent of this legislation.

WALTER J. HICKEL,
Secretary of the Interior.

JUNE 9, 1969.

[F.R. Doc. 69-7267; Filed, June 19, 1969;
8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

GENERAL FOODS CORP.

Enriched Macaroni Product Deviating From Identity Standard; Notice of Temporary Permit for Market Testing

Pursuant to § 10.5 (21 CFR 10.5) concerning temporary permits for market testing foods deviating from the requirements of standards of identity promulgated pursuant to section 401 (21 U.S.C. 341) of the Federal Food, Drug, and Cosmetic Act, notice is given that a temporary permit has been issued to General Foods Corp., 250 North Street, White Plains, N.Y. 10602. This permit covers interstate marketing tests of an enriched macaroni product not provided for by the standards of identity for macaroni and noodle products (21 CFR 16.1 to 16.14).

The product will contain yellow corn flour in a quantity not less than 50 percent, soy flour in a quantity not less than 27 percent, and hard wheat flour in a quantity not less than 10 percent by weight of the farinaceous ingredients. Nutrients will be added as specified in § 16.9(a) except that calcium will be added in such quantity that each pound of the finished food contains not less than 1,700 milligrams and not more than 1,900 milligrams of calcium (Ca). The product will be labeled "enriched yellow corn-soy-wheat macaroni." The labels of

the product will declare by common name the ingredients used.

The term of this permit is from April 28, 1969, to April 28, 1970.

Dated: June 10, 1969.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 69-7263; Filed, June 19, 1969;
8:45 a.m.]

SCHERING CORP.

Notice of Withdrawal of Petition for Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b), 72 Stat. 1786; 21 U.S.C. 348(b)), the following notice is issued:

In accordance with § 121.52 *Withdrawal of petitions without prejudice* of the procedural food additive regulations (21 CFR 121.52), Schering Corp., Bloomfield, N.J. 07003, has withdrawn its petition (55-001V), notice of which was published in the FEDERAL REGISTER of September 24, 1968 (33 F.R. 14380), proposing the issuance of a food additive regulation (21 CFR Part 121, Subpart C) to provide for the safe use of a formulation containing procaine penicillin, dihydrostreptomycin, gentamicin, beta-methasone acetate, and prednisone acetate in oil to be administered from pressurized containers for the treatment of mastitis in dairy cattle.

Dated: June 10, 1969.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 69-7264; Filed, June 19, 1969;
8:45 a.m.]

Office of Education EDUCATION PROFESSIONS DEVELOPMENT

Notice of Establishment of Closing Dates for Certain Programs During 1971 Fiscal Year

Notice of establishment of closing dates for receipt of proposals for certain programs to be conducted during the Fiscal Year 1971 under the Education Professions Development Act (Public Law 90-35) as amended.

The Education Professions Development Act (Title V of the Higher Education Act of 1965, as amended) provides for programs to improve the quality of education and to help meet critical shortages of adequately trained educational personnel.

Notice is hereby given that in order to be assured of consideration, applications (program proposals) of State and

local education agencies and institutions of higher education to participate in the following programs during the fiscal year 1971 must be received in the U.S. Office of Education by the following dates:

Teacher Corps (Title V-B-1)-----	Dec. 15, 1969.
Fellowships and Institutes for Personnel serving in programs other than higher education (Title V-C, D, F)-----	Nov. 1, 1969.
Fellowships and Institutes for Higher Education Personnel (Title V-E)-----	Aug. 1, 1969.

Basic information is being sent to all professional personnel on the mailing roster of the programs. Additional program materials for specific programs will be sent upon request. Further information about programs for personnel in higher education (Title V-E) may be obtained from the Public Information Director, Bureau of Higher Education, U.S. Office of Education, Washington, D.C. 20202; and about all other programs from the Public Information Director, Bureau of Educational Personnel Development, U.S. Office of Education, Washington, D.C. 20202.

Dated: June 16, 1969.

DON DAVIES,
Associate Commissioner, Bureau
of Educational Personnel
Development.

PRESTON VALIEN,
Acting Associate Commissioner,
Bureau of Higher Education.

[F.R. Doc. 69-7299; Filed, June 19, 1969,
8:48 a.m.]

DEPARTMENT OF TRANSPORTATION

National Transportation Safety Board

[Docket No. SS-P-2]

NORTHERN INDIANA PUBLIC SERVICE CO.

Accident at Gary, Ind.; Notice of Hearing

In the matter of investigation of a natural gas pipeline accident in a residential area with explosions and fire involving a distribution system of the Northern Indiana Public Service Co., at Gary, Ind., on June 3, 1969.

Notice is hereby given that an Accident Investigation Hearing on the above matter will be held commencing at 9:30 a.m., c.s.t., on June 25, 1969, in the Holiday Inn, located at Routes 12 and 20 (Exit 3, Indiana Turnpike), in Gary, Ind.

Dated this 13th day of June 1969.

[SEAL] OSCAR M. LAUREL,
Chairman, Board of Inquiry.

[F.R. Doc. 69-7281; Filed, June 19, 1969;
8:46 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 21020; Order 69-6-84]

FISCHER BROS. AVIATION, INC.

Order To Show Cause Regarding Service Mail Rate

Issued under delegated authority June 16, 1969.

Fischer Bros. Aviation, Inc. (Fischer), is an air taxi operator providing services pursuant to Part 298 of the Board's economic regulations. By Order 69-6-82, June 16, 1969, the Board approved Agreement CAB 20967 between Fischer and Allegheny Airlines, Inc. (Allegheny). This agreement contemplates that Fischer will discharge Allegheny's certificate obligation to serve Mansfield through the operation of small aircraft between Mansfield and Cleveland, Ohio. Fischer expects to initiate service with Beech B-80 aircraft.

No service mail rate is currently in effect for this service by Fischer. By petition filed May 19, 1969, Fischer requested the establishment of final service mail rates for the transportation of priority and nonpriority mail by air between Mansfield and Cleveland, Ohio. Fischer requests that the multielement rates previously paid to Allegheny on this route pursuant to Orders E-25610 and E-17255 be established. On May 28, 1969, the Postmaster General filed an answer in support of Fischer's petition.¹

The rate for the air transportation of mail applicable to service by Allegheny was established by the Board in the Domestic Service Mail Rate Investigation, Order E-25610, August 28, 1967. This rate is the same as that requested in Fischer's petition. Therefore, we propose to establish a service rate for the air transportation of mail by Fischer at the same level as that established in Order E-25610, and the terms and provisions of that order also shall be applicable to Fischer in the same manner as they were applicable to Allegheny in providing mail services between Mansfield and Cleveland, Ohio.

However, in the case of rates for the air transportation of nonpriority mail, an open-rate situation has existed since April 6, 1967, when the Post Office petitioned for the establishment of new nonpriority mail rates in Docket 18381. The rates currently being paid air carriers (including Allegheny) for the transportation of nonpriority mail are those established by Order E-17255, July 31, 1961, in the Nonpriority Mail Rate Case, and these rates are subject to such retroactive adjustment to April 6, 1967, as the final decision in Docket 18381 may provide. Since it is the expressed intention of the Post Office Department and Fischer that Fischer will receive the

same compensation as Allegheny would for the same services, we propose to establish a temporary service rate for nonpriority mail for Fischer at the level established in Order E-17255, as amended. We will also make Fischer a party to the proceedings in Docket 18381 and the temporary nonpriority mail rate established herein shall be subject to such retroactive adjustment as may be ordered in that proceeding.

Under the circumstances, the Board finds it in the public interest to fix and determine the fair and reasonable rates of compensation to be paid to Fischer Bros. Aviation, Inc., by the Postmaster General for the air transportation of mail, and the facilities used and useful therefor, and the services connected therewith, between Mansfield and Cleveland, Ohio. 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 rate to be paid on and after June 16, 1969 to Fischer Bros. Aviation, 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 Mansfield and Cleveland, Ohio shall be the rate established by the Board in Order E-25610, August 28, 1967, and shall be subject to the other provisions of that order;

2. The fair and reasonable temporary service mail rate to be paid on and after June 16, 1969 to Fischer Bros. Aviation, 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 Mansfield and Cleveland, Ohio, shall be the rates established by the Board in Order E-17255, July 31, 1961, as amended, subject to such retroactive adjustment as may be made in Docket 18381; and

3. The service mail rates here fixed and determined are to be paid in their entirety 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 Fischer Bros. Aviation, Inc., the Postmaster General, and Allegheny Airlines, Inc., are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions

² As this order to show cause does not constitute a final action and merely affords interested persons an opportunity to be heard on the matters herein proposed, it is not regarded as subject to the review provisions of Part 385 (14 CFR Part 385). The provisions of that Part dealing with petitions for Board review will be applicable to any final action which may be taken by the staff in the matter under authority delegated in section 385.14(g).

¹ The present rates are as follows:

Priority Mail by Air: 24 cents per ton-mile plus 9.36 cents per pound at Mansfield and 2.34 cents per pound at Cleveland.
Nonpriority Mail by Air: 15.115 cents per ton-mile plus 4.98 cents per pound at Mansfield and 1.66 cents per pound at Cleveland.

and fix, determine, and publish the rates specified above, as the fair and reasonable rates of compensation to be paid to Fischer Bros. Aviation, Inc., for the transportation of priority and non-priority 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 if there is any objection to the rates or to the other findings and conclusions proposed herein, notice thereof shall be filed within 10 days, and if notice is filed, written answer and supporting documents shall be filed within 30 days after the date of service of this order;

3. If notice of objection is not filed within 10 days after service of this order, or if notice is filed and an answer is not filed within 30 days after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed herein and fix and determine the final rates specified herein;

4. If answer is filed presenting issues for hearing, the issues involved in determining the fair and reasonable final rate shall be limited to those specifically raised by the answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302.307);

5. Fischer Bros. Aviation, Inc., is hereby made a party in Docket 18381; and

6. This order shall be served upon Fischer Bros. Aviation, Inc., the Postmaster General, and Allegheny Airlines, Inc.

This order will be published in the FEDERAL REGISTER.

[SEAL]

MABEL McCART,
Acting Secretary.

[P.R. Doc. 69-7293; Filed, June 19, 1969;
8:47 a.m.]

[Docket No. 20993; Order 69-6-79]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Cargo Matters

Issued under delegated authority
June 16, 1969.

By Order 69-5-141, dated May 29, 1969, action was deferred, with a view toward eventual approval, on certain resolutions adopted by the International Air Transport Association (IATA). The resolutions, insofar as they apply in air transportation as defined by the Act, would technically amend existing IATA resolutions governing carrier procedures for consignments supported by a U.S. Government bill of lading by specifying that the lading identification number shall be endorsed in the special accounting information box of the air waybill, and listing those countries which compose the area defined as the "Middle East" so as to update the name of one country listed therein.

In deferring action on the agreement, 10 days were granted in which interested persons might file petitions in support of or in opposition to the proposed action. No petitions have been received within the filing period and the tentative conclusions in Order 69-5-141 will herein be made final.

Accordingly, it is ordered, That:

1. Agreement CAB 21024, R-1 and R-2, is approved.

This order will be published in the FEDERAL REGISTER.

[SEAL]

MABEL McCART,
Acting Secretary.

[P.R. Doc. 69-7295; Filed, June 19, 1969;
8:47 a.m.]

[Docket No. 20398]

MINIMUM CHARGES PER SHIPMENT OF AIR FREIGHT

Notice of Postponement of Prehearing Conference

By letter dated June 12, 1969, with copies to all parties of record, the Society of American Florists and Ornamental Horticulturists has requested a brief postponement of the prehearing conference currently scheduled for June 24, 1969, in the above-entitled matter. This request has not been opposed by any party and will be granted.

Notice is therefore given that the prehearing conference in Docket 20398 is postponed to June 26, 1969, at 10 a.m., e.d.s.t., in Room 911, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C. In addition, the date for submission to the Examiner and the other parties of (1) proposed statements of the issues; (2) proposed stipulations; (3) requests for evidence; (4) statements of position; and (5) proposed procedural dates is hereby postponed to June 20, 1969.

Dated at Washington, D.C., June 17,
1969.

[SEAL]

THOMAS P. SHEEHAN,
Hearing Examiner.

[P.R. Doc. 69-7289; Filed, June 19, 1969;
8:47 a.m.]

[Docket No. 19685]

SERVICE TO SALT LAKE CITY INVESTIGATION

Notice of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding will be held on August 5, 1969, at 10 a.m. local time in the Moot Courtroom, College of Law, 345 University Street, Salt Lake City, Utah, before the undersigned Examiner. Upon conclusion of the Salt Lake City session, the hearing will reconvene on August 11, 1969, at 10 a.m., e.d.s.t., in Room 726, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C.

For information concerning the issues involved and other details in this

proceeding, interested persons are referred to the prehearing conference report served on April 17, 1969, and other documents which are in the docket of this proceeding on file in the Docket Section of the Civil Aeronautics Board.

Dated at Washington, D.C., June 16,
1969.

[SEAL]

JAMES S. KEITH,
Hearing Examiner.

[P.R. Doc. 69-7290; Filed, June 19, 1969;
8:47 a.m.]

[Docket No. 20334, etc.; Order 69-6-85]

ST. LOUIS-DAYTON/COLUMBUS/ PITTSBURGH

Order Consolidating and Setting Applications for Hearing

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

On October 7, 1968, Allegheny Airlines, Inc. (Allegheny), filed an application pursuant to Subpart M of Part 302 of the Board's procedural regulations requesting an amendment of its certificate of public convenience and necessity for Route 97 to permit nonstop service, without subsidy eligibility, between St. Louis, on the one hand, and Columbus, Dayton, and Pittsburgh, on the other hand.¹

Answers in support of Allegheny's application have been filed by the Dayton parties,² the county of Allegheny, Pa., and the St. Louis parties.³ Answers in opposition to Allegheny's application have been filed by American Airlines, Inc. (American), Trans World Airlines, Inc. (TWA), and the Flying Tiger Line Inc. Allegheny has filed a consolidated reply to the answers of TWA and American.

American Airlines, Inc., has filed a motion to consolidate its application in Docket 20542 which requests amendments to its certificates for Routes 7 and 25 to permit nonstop service between St. Louis, on the one hand, and Columbus, Dayton, and Pittsburgh, on the other hand. An answer in support of American's motion to consolidate has been filed by the Columbus parties.⁴ Answers in opposition to American's motion to consolidate have been filed by Allegheny and TWA. American has filed a consolidated reply to the answers of Allegheny and TWA.

Mohawk Airlines, Inc., has filed a motion to consolidate its application in Docket 20556 which requests an amendment of its certificate to permit nonstop service between St. Louis and Pittsburgh. Answers in support of Mohawk's motion have been filed by the New York State

¹ By Order 68-11-64, dated Nov. 15, 1968, the Board set the application for further proceedings pursuant to the provisions of Subpart M.

² City of Dayton and the Dayton Area Chamber of Commerce.

³ City of St. Louis and the Chamber of Commerce of Metropolitan St. Louis.

⁴ City of Columbus and the Columbus Area Chamber of Commerce.

parties.⁵ Answers in opposition to Mohawk's motion have been filed by Allegheny, American, TWA, and the Flying Tiger Line, Inc. Mohawk has filed a reply to the Flying Tiger Line, Inc.'s answer and a consolidated reply to the answers of Allegheny, American, and TWA.

The Columbus parties have filed a motion to consolidate the applications in Dockets 18104, 20127, 20085, 20334, and 20542 to the extent they affect Columbus.⁶ An answer in opposition to the Columbus parties' motion to consolidate has been filed by Allegheny. The Columbus parties have filed a reply to Allegheny's answer.

Upon consideration of the pleadings and all the relevant facts, the Board has determined that there is a sufficient basis for setting Allegheny's application, Docket 20334, for hearing. We shall consolidate American's application, Docket 20542, and Mohawk's application, Docket 20556. However, we shall deny the Columbus parties' motion to consolidate insofar as it seeks consolidation of the applications in Dockets 18104, 20127, and 20085. The broad transcontinental investigation which Columbus' motion contemplates is far beyond the scope of this Subpart M proceeding, and there has been no showing that the consolidation requested by Columbus is required as a matter of law.

In addition, as suggested by TWA, to further insure that the scope of this proceeding remains focused on the mid-western markets at issue and does not become subordinated to issues of transcontinental service, we will impose a pretrial restriction prohibiting any single-plane service west of St. Louis, American, whose present exhibits do not conform to the amended scope of this proceeding, shall be given an opportunity to submit revised exhibits and the opposing parties will be given an opportunity to submit exhibits rebutting American's revised exhibits. Dates for the exchange of the revised direct and rebuttal exhibits will be set by the examiner assigned to the proceeding.

Accordingly, it is ordered, That:

1. The application of Allegheny Airlines, Inc., Docket 20334, be and it hereby is set for hearing before an examiner of

⁵The New York State Department of Transportation, the county of Albany, the Joint Aviation Council of the Chamber of Commerce of Chemung County, the Board of Supervisors of Chemung County, the Greater Corning Area Chamber of Commerce, and the Greater Syracuse Chamber of Commerce.

⁶Docket 18104, the Additional Service to San Diego Case, has, inter alia, San Diego-Columbus service at issue. Docket 20127 is an application filed by United Air Lines, Inc., which requests, inter alia, that Columbus be added to United's Route 1, a transcontinental route. Docket 20085 is an application filed by Allegheny which requests, inter alia, authority between Columbus and Philadelphia. Dockets 20334 and 20542 are the applications filed by Allegheny and American, respectively, in the instant proceeding.

the Board at a time and place to be hereafter designated;

2. The applications of American Airlines, Docket 20542, and Mohawk Airlines, Docket 20556, be and they hereby are consolidated for hearing with Docket 20334;

3. Any authority awarded in this case shall be subject to a restriction prohibiting any single-plane service west of St. Louis.

4. Except to the extent otherwise granted herein, the motion of the city of Columbus and the Columbus Area Chamber of Commerce to consolidate be and it hereby is denied; and

5. Procedural dates not provided for in this order will be established by the examiner assigned to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] MABEL MCCART,
Acting Secretary.

[F.R. Doc. 69-7294; Filed, June 19, 1969;
8:47 a.m.]

[Docket No. 20569]

TRANSATLANTIC SUPPLEMENTAL CHARTER AUTHORITY RENEWAL CASE

Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on July 17, 1969, at 10 a.m., e.d.s.t., in Room 726, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner William J. Madden.

Evidence requests, motions, statements of proposed issues, and procedural dates shall be filed with the Examiner and all parties on or before July 10, 1969.

Dated at Washington, D.C., June 16, 1969.

[SEAL] THOMAS L. WRENN,
Chief Examiner.

[F.R. Doc. 69-7291; Filed, June 19, 1969;
8:47 a.m.]

[Docket No. 19956]

TRANSPORTES AEREOS NACIONALES, S.A.

Notice of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding will be held on July 16, 1969, at 10 a.m., d.s.t., in Room 911, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before the undersigned examiner.

For information concerning the issues involved and other details of this proceeding, interested parties are referred to the various documents which are in the docket of this case on file in the Docket Section of the Civil Aeronautics Board.

Dated at Washington, D.C., June 16, 1969.

[SEAL] EDWARD T. STODOLA,
Hearing Examiner.

[F.R. Doc. 69-7292; Filed, June 19, 1969;
8:47 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[70-4761]

MONONGAHELA POWER CO.

Notice of Proposed Sale of Utility Assets to Nonaffiliated Company

JUNE 16, 1969.

Notice is hereby given that Monongahela Power Co. ("Monongahela"), 1310 Fairmont Avenue, Fairmont, W.Va. 26554, a registered holding company and an electric utility subsidiary company of Allegheny Power System, Inc., also a registered holding company, has filed a declaration with this Commission, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating section 12(d) of the Act and Rule 44 promulgated thereunder as applicable to the proposed transaction. All interested persons are referred to the declaration, which is summarized below, for a complete statement of the proposed transaction.

In 1967, Monongahela completed the construction of a 204-mile 500 kv transmission line interconnecting its system with that of Virginia Electric and Power Co. ("VEPCO"), a nonaffiliated electric utility company. The line was built with the understanding that each participating company would share in the cost of the line in proportion to the benefits such company would realize as measured by the transmission capability it would be entitled to use. To achieve this result, Monongahela proposes to sell to VEPCO 5.72 miles of such line, including related equipment and rights-of-way, at the original cost thereof, which, as of March 31, 1969, amounted to \$671,180.

The declaration states that Monongahela's expenses in connection with the proposed transaction are estimated not to exceed \$5,000 in the aggregate. It is further stated that the West Virginia Public Service Commission has jurisdiction over the proposed sale by Monongahela; that a copy of the order of that State commission will be filed by amendment; and that, if this Commission takes jurisdiction over the sale, the Federal Power Commission, by virtue of section 318 of the Federal Power Act, will not have jurisdiction in such matter. According to the declaration, VEPCO is applying to the Federal Power Commission for approval of its acquisition of the facilities being sold by Monongahela and a copy of the order of that commission will be filed by amendment. No other State commission has jurisdiction over the proposed sale of facilities, and, assuming this Commission's approval of

the proposed sale, no Federal commission, other than this Commission, has jurisdiction with respect thereto.

Notice is further given that any interested person may, not later than July 7, 1969, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the declaration, as filed or as it may be amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20 (a) and 100 thereof or take such other action as it may deem appropriate. 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.

[F.R. Doc. 69-7268; Filed, June 19, 1969;
8:45 a.m.]

[File Nos. 54-239, 59-112]

PENNZOIL CO. ET AL.

Notice of and Order for Hearing With Respect to Allowance of Fees and Expenses

JUNE 12, 1969.

In the matters of Pennzoil Co., Houston, Tex.; United Gas Corp., Shreveport, La.; Pennzoil United, Inc., Houston, Tex.

By order dated February 21, 1968 (Holding Company Act Release No. 15980), the Commission approved an amended plan, as modified ("plan"), filed by Pennzoil Co. ("Pennzoil"), then a registered holding company, and its subsidiary gas utility company United Gas Corp. ("United"), pursuant to section 11(e) of the Public Utility Holding Company Act of 1935 ("Act"), as necessary to effectuate the provisions of section 11(b) of the Act and as fair and equitable to the persons affected thereby. The plan provided generally for the consolidation of Pennzoil and United to form Pennzoil United, Inc., and for the disposition by Pennzoil United, Inc., of the retail gas distribution properties of United.

In the order approving the section 11 (e) plan jurisdiction was reserved in re-

spect of the payment of all fees and expenses incurred and to be incurred in connection with the entire section 11(e) proceeding, including the proposed sale of United's gas distribution facilities in the original plan.

It appears to the Commission that fees and expenses have been requested by paid to or agreed to be paid to the persons and in the amounts set forth below:

Name	Fees	Expenses
Counsel		
Baker, Botts, Shepherd & Coates	\$440,000.00	\$24,506.91
Morton E. Yohalem	150,000.00	5,856.86
Andrew, Kurth, Campbell & Jones	25,000.00	2,503.19
John T. Miller, Jr.	* 102,331.10	* 16,000.00
Benton & Moseley	* 91,142.21	4,326.64
Boyce Holleman (Mr. Holleman also received \$550 from Benton & Moseley) (see below)	33,500.00	
Robert McHale (Mr. McHale also received \$1,440.28 from Mr. Miller, and \$1,500 from Benton & Moseley) (see below)	27,500.00	
Accountant		
Arthur Andersen & Co.	82,331.00	10,504.00
Expert Witness		
Robert D. Hedberg (Hedberg & Gordon, Inc.)	101,581.40	4,281.81
Other Consultants		
Stone & Webster Management Consultants, Inc.	56,480.00	6,053.00
H. Zinder & Associates, Inc. (Contents that fees and expenses were not paid in connection with above-captioned proceeding)	78,294.00	12,854.24
Shareholder		
Morton M. Adler	18,500.00	1,214.86
Total	1,207,350.76	88,302.41

* After deduction of payments made in b and c below, Mr. Miller's fees amounted to \$65,000 and expenses to \$239.82.

* From which fees of \$15,000 and expenses of \$3,329.15 were paid to Simmons J. Barry (engineering consultant) (Mr. Barry also received fees of \$25,000 and expenses of \$7,691.36 from Benton & Moseley).

* From which fees of \$15,000 and expenses of \$4,001.95 were paid to James H. Blackburn (including Abrams & Co.).

* From which \$741.96 was paid to James H. Blackburn (including Abrams & Co.).

* From which \$1,440.28 was paid to Robert M. McHale.

* From which fees of \$7,853, expenses of \$134.94 and a bonus of \$5,000 were paid to Van Scoyoc & Wiskup, Inc. (public utility consultants).

* After deduction of payments made in a below, Benton & Moseley's fees amounted to \$48,250.85 and expenses to \$4,326.64.

* From which \$32,691.36 was paid to Simmons J. Barry.

* From which \$1,500.00 was paid to John Edwards.

* From which \$1,350.00 was paid to Jos. S. Gueno, Jr.

* From which \$1,000.00 was paid to Ed Glusman.

* From which \$1,500.00 was paid to Robert McHale.

* From which \$550.00 was paid to Boyce Holleman.

* From which \$900.00 was paid to Frances W. Watts, III.

* From which \$500.00 was paid to Coy Broussard.

* From which \$500.00 was paid to Toxle L. Bush.

* From which \$500.00 was paid to Stephen P. Boulet.

* From which \$350.00 was paid to J. Donald Aaron.

* From which \$390.00 was paid to Ernest C. Hunt, Jr.

* From which \$300.00 was paid to Marcy Lyons.

* From which \$250.00 was paid to Edward M. Monser.

* From which \$250.00 was paid to Ray Ryder.

* From which \$250.00 was paid to City of Crowley.

* From which \$200.00 was paid to City of Sulphur.

It further appears to the Commission that additional fees and expenses in such amounts and to such persons other than set forth hereinabove may have been requested, paid, or agreed to be paid.

It appearing to the Commission that it is necessary and appropriate in the public interest and in the interest of investors and consumers that a public hearing be held with respect to the allowance of all fees and expenses in connection with the above-captioned consolidated proceedings, including but not limited to those fees and expenses set forth hereinabove;

It is hereby ordered, That a public hearing with respect thereto be held at a time and place to be fixed by further order.

It is further ordered, That a Hearing Examiner, hereafter to be designated, shall preside at said hearing. The officer so designated is hereby authorized to exercise all powers granted to the Commission under section 18(c) of the Act and to a hearing officer under the Commission's rules of practice.

It is further ordered, That on or before July 14, 1969 Pennzoil United, Inc., submit in affidavit form the names and addresses of all persons having received or to receive fees and expenses or any other form of compensation or payment, whether cash or otherwise, in connection with the above-captioned consolidated proceedings; the respective amounts thereof; a description of the nature of the respective services performed; and a justification for the payment thereof.

The Division of Corporate Regulation of the Commission having advised the Commission that it has made a preliminary examination of the issues presented and, on the basis thereof, the following matters and questions are presented for consideration without prejudice to the presentation of additional matters and questions upon further examination:

1. Whether the services and disbursements for which remuneration is requested, was paid or will be paid are for, and associated with, compensable services rendered in connection with any of the various aspects of the consolidated proceedings, and whether it is lawful to grant allowances for such fees and expenses.

2. Whether the amounts of such fees and expenses are reasonable and, if not, what amounts should be allowed as reasonable.

3. Whether there are any other factors apart from the nature, necessity and value of the services rendered and the capacity in which rendered that would make the payment of compensation and reimbursement improper.

It is further ordered, That particular attention be directed at the hearing to the foregoing matters and questions, and to any others which may be properly presented during the course of the hearing.

It is further ordered, That any person other than those named hereinabove who is not a party to, or has not been granted leave to participate in, or to be heard in, the consolidated proceedings and who desires to be heard or otherwise wishes to participate in such hearing or proposes to intervene therein, shall file with the Secretary of the Commission, on or before July 14, 1969, a written request relative thereto as provided in Rule 9 of the Commission's rules of practice. A copy

of such request should be contemporaneously served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Pennzoil United, Inc., 900 Southwest Tower, Houston, Tex. 77002, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request.

It is further ordered. That the Secretary of the Commission shall give notice of the aforesaid hearing by mailing copies of this notice and order by certified mail to Pennzoil United, Inc., the Federal Power Commission, the Louisiana Public Service Commission, the Mississippi Public Service Commission and to each of such persons herein indicated as having requested or received remuneration in connection with the above proceedings; that notice to all other persons shall be given by publication of this notice and order in the FEDERAL REGISTER, and that a general release in respect of this notice and order be distributed to the press and mailed to the mailing list of the Commission.

It is further ordered. That the Secretary shall mail a copy of this notice and order to the following persons together with our November 14, 1968, letter relating to the payment of fees and expenses: Lehman Brothers; Gruss & Co.; Abrams & Co.; Van Scoyoc & Wiskop, Inc.; City of Crowley; City of Sulphur; and Messrs. Blackburn; Bush; Lyons; Holleman; McHale; Edwards; Broussard; Ryder; Sandols; Vidrine; Crain; Muhlfeld; Mandel; and Flye, Shuebruk, Blume, and Gaguine.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 69-7269; Filed, June 19, 1969;
8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

JUNE 17, 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. 41661—*Chlorine to New Johnsonville, Tenn.* Filed by O. W. South, Jr., agent (No. A6107), for interested rail carriers. Rates on chlorine, in tank carloads, as described in the application, from Geismar, Baton Rouge, North Baton Rouge, and Gramercy, La., to New Johnsonville, Tenn.

Grounds for relief—Market competition.

Tariff—Supplement 97 to Southern Freight Association, agent, tariff ICC S-699.

FSA No. 41662—*Clay from Mississippi to official territory.* Filed by O. W. South,

Jr., agent (No. A6106), for interested rail carriers. Rates on clay, kaolin, or pyrophyllite, in carloads, as described in the application, from Aberdeen and Amory, Miss., and points taking same rates, to points in official territory.

Grounds for relief—Rate relationship. Tariff—Supplement 49 to Southern Freight Association, agent, tariff ICC S-751.

FSA No. 41663—*Anhydrous ammonia from points in Canada.* Filed by Western Trunk Line Committee, agent (No. A-2590), for interested rail carriers. Rates on anhydrous ammonia, in tank carloads, as described in the application, from Brandon, Manitoba, Calgary, and Medicine Hat, Alberta, Canada, to specified points in western trunkline territory.

Grounds for relief—Market competition, modified short-line distance formula and grouping.

Tariff—Revised pages to Canadian Pacific Railway Co., tariff ICC W.1091.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-7284; Filed, June 19, 1969;
8:46 a.m.]

[Notice 852]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JUNE 16, 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 340), 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 protest 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 the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 97009 (Sub-No. 18 TA), filed June 10, 1969. Applicant: VINCENT J. HERZOG, 200 Delaware Street, Honesdale, Pa. 18431. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Toilet preparations, cosmetics and such equipment, materials and supplies* used or useful in the manufacture and sale of toilet preparations

and cosmetics, between Milford and Matamoras, Pa., and Port Jervis, N.Y., on the one hand, and, on the other, Mountaintop, Wilkes-Barre, and Kingston, Pa., for 150 days. Supporting shipper: Dana Perfumes Corp., Crestwood Park, Mountaintop, Pa. 18707. Send protests to: District Supervisor Paul J. Kenworthy, Interstate Commerce Commission, Bureau of Operations, 309 U.S. Post Office Building, Scranton, Pa. 18503.

No. MC 133641 (Sub-No. 2 TA), filed June 10, 1969. Applicant: C. D. SAUNDERS, INC., Post Office Box 70, Bedford, Va. 24523. Applicant's representative: Eston H. Alt, Post Office Box 81, Winchester, Va. 22601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid or invert sugar (including blends with other sweeteners)*, in bulk in tank vehicles, from points in Bedford and Campbell Counties, Va., to points in West Virginia on and south of U.S. Highway 33; points in Kentucky on and east of Kentucky State Highway 7, running southward from the Ohio border to its junction with Highway 80 at Hueysville, thence along U.S. Highway 80 to its junction with U.S. Highway 421, thence along U.S. Highway 421 to the Kentucky-Virginia State line; points in Tennessee on and east of U.S. Highways 25E and 25; points in North Carolina on and north of Interstate Highway 40 from the Tennessee State line to its junction with U.S. Highway 64 near Mocksville, thence along U.S. Highway 64 to and including Raleigh, thence along U.S. Highway 1 to the Virginia-North Carolina State line, for 180 days. Supporting shipper: American Sugar Co., 120 Wall Street, New York, N.Y. 10005. Send protests to: Clatin M. Harmon, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 215 Campbell Avenue SW., Roanoke, Va. 24011.

No. MC 133796 TA, filed June 10, 1969. Applicant: GEORGE APPEL, 249 Carverton Road, Trucksville, Pa. 18708. Applicant's representative: Kenneth R. Davis, 1106 Dartmouth Street, Scranton, Pa. 18504. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Custom enclosures and related metal trim*, used in connection with heating, ventilating, and air conditioning installations, from plantsite of The Brandt Corp., Long Island City, N.Y., to San Francisco and Los Angeles, Calif., Richland and Seattle, Wash.; Milwaukee, Wis.; Little Rock, Ark.; Cleveland, Ohio, and Pittsburgh, Pa., for 180 days. Supporting shipper: The Brandt Corp., 50-20 25th Street, Long Island City, N.Y. 11101. Send protests to: District Supervisor Paul J. Kenworthy, Interstate Commerce Commission, Bureau of Operations, 309 U.S. Post Office Building, Scranton, Pa. 18503.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-7285; Filed, June 19, 1969;
8:47 a.m.]

CIVIL SERVICE COMMISSION
DEPARTMENT OF COMMERCE

Notice of Revocation of Authority to Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Department of Commerce to fill by

noncareer executive assignment in the excepted service the position of Assistant to the Secretary, Office of Minority Business Enterprise.

UNITED STATES CIVIL SERVICE COMMISSION,

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

[P.R. Doc. 69-7356; Filed, June 19, 1969; 8:49 a.m.]

CUMULATIVE LIST OF PARTS AFFECTED—JUNE

The following numerical guide is a list of parts of each title of the Code of Federal Regulations affected by documents published to date during June

3 CFR	Page	7 CFR—Continued	Page	12 CFR—Continued	Page
PROCLAMATIONS:					
3914	8689	61	9345	545	8903, 8904, 9330
3915	8691	301	8923	563	8905
3916	9055	362	9454	584	9208
3917	9117	717	9562	640	9381
EXECUTIVE ORDERS:					
11157 (amended by EO 11473)	9485	Ch. IX	8705	650	9381
11242 (see EO 11473)	9485	905	9454	PROPOSED RULES:	
11278 (revoked by EO 11472)	8693	911	9124	204	9092
11359A (revoked by EO 11472)	8693	912	9562	523	9216
11402 (revoked by EO 11472)	8693	915	9124	531	9216
11472	8693	916	9455	545	8973, 9091, 9216
11473	9485	917	9078	556	8973, 9216
11474	9605	919	8969	561	9216
11475	9609	929	9035	571	9216
5 CFR					
213	8697, 9025, 9057, 9259, 9380, 9657	966	9393	13 CFR	
550	9381	991	9682	101	8699
7 CFR					
1	9260	1001	8709, 9035	103	8699
17	8963	1002	8709, 9035	104	8699
51	9188, 9377	1003	8709, 9035	106	8700
52	9613	1004	8709, 9035	107	8700
68	8963	1015	8709, 9035	108	8700
220	9379	1016	8709, 9035	109	8700
354	9025	1032	9620	110	8700
406	9327	1075	8972	113	8700
409	9328	1138	9394	120	8700
722	9057	8 CFR			
725	9189	212	9061	121	8700
730	9417	238	9061	122	8700
778	9538	316a	9061	123	8700
811	9119	9 CFR			
842	9417	97	8697	124	8700
908	8964, 9261, 9613	10 CFR			
909	8895	30	9025	125	8700
910	9059, 9380, 9417, 9539	32	9025, 9329	126	8700
915	8964	PROPOSED RULES:			
917	9674	50	8712	127	8700
922	9614	70	9125	128	8700
944	8895	73	9215	PROPOSED RULES:	
950	9261	150	9125	107	8927
966	9191, 9539	12 CFR			
980	9191, 9539	8	9672	121	9092
1002	9120	207	9121, 9191	14 CFR	
1408	9539	211	9615	39	8700,
1421	8897, 9059, 9418, 9540	213	9615	71	9027, 9029, 9157, 9259, 9330, 9546-9548, 9657
1434	9675	220	9196	71	8701,
1481	9545	221	9203	73	8702, 8907, 8966, 9030-9032, 9119, 9260, 9419, 9548
1483	9546	226	8698, 9615	75	9260, 9549, 9616
		523	9329	97	9616
				151	9658
				153	9616
				207	9549
				208	9550
				212	9551
				214	9551

14 CFR—Continued

295	9552
298	9552
PROPOSED RULES:	
25	9456
39	9124, 9683
61	9080
65	9347
71	8710,
	8711, 8925, 9035, 9036, 9287, 9348,
	9457, 9568-9570, 9620
75	9288, 9570, 9683
91	9456
121	9456
218	9621
241	9632

15 CFR

368	8802
369	8805
370	8806
371	8811
372	8818
373	8827
374	8840
375	8842
376	8852
377	8857
378	8861
379	8862
385	8868
386	8869
387	8879
388	8882
389	8886
390	8887
399	8889
1000	9061, 9071
PROPOSED RULES:	
1000	9564

16 CFR

2	9438
13	9280, 9281, 9331, 9332
501	9209
503	9210
PROPOSED RULES:	
4	9457
500	9216, 9217
501	8925, 8926, 9218

17 CFR

251	9553
PROPOSED RULES:	
231	9035
271	9035

18 CFR

2	9157
13	9676
14	9332
131	9676
159	9676
PROPOSED RULES:	
2	9348
157	9348

19 CFR

16	9121, 9487
----	------------

21 CFR

3	8704
8	9657
17	9381
19	8908
120	8909, 8967, 9437
121	8910, 8911, 9381, 9437, 9438
141a	9333

21 CFR—Continued

141c	9336
141e	9438
146a	9333, 9336, 9657
146c	9336
148k	9382
PROPOSED RULES:	
1	9078
19	8925, 9079
121	8973
148n	9394
121	9626
141c	9626
146c	9626
146d	9626
146e	9626

22 CFR

201	9418
-----	------

24 CFR

200	9382
1907	9121
1909	9554
1910	9555
1911	9557
1912	9558
1914	9559
1915	9559

25 CFR

151	9383
PROPOSED RULES:	
221	9287, 9620

26 CFR

1	9672
194	8911
PROPOSED RULES:	
240	9440

28 CFR

0	9676
---	------

29 CFR

2	9033, 9122
511	9386
610	9338
615	9338
850	9157, 9538
PROPOSED RULES:	
60	8972
519	9345
526	9213
601	9346
657	9346
671	9346
673	9346
683	9346
699	9346
720	9346

30 CFR

14	9617
----	------

31 CFR

54	9211
306	9676
500	9211

32 CFR

1	9262
2	9262
3	9263
7	9263
9	9278
13	9279

32 CFR—Continued

16	9279
22	9280
591	9488
592	9503
593	9504
594	9515
595	9516
596	9517
597	9519
598	9524
600	9525
601	9525
602	9526
603	9528
604	9530
606	9531
608	9533
612	9535
616	9536
719	9123
756	9123
PROPOSED RULES:	
117	9395

33 CFR

110	9677
117	8967
207	9259
PROPOSED RULES:	
117	9395

36 CFR

7	9072, 9338, 9339, 9387
PROPOSED RULES:	
7	9345

37 CFR

5	9211
PROPOSED RULES:	
1	9213
6	9124

38 CFR

2	8703
3	8703, 9560
17	9339
19	8703
36	9560

39 CFR

Ch. I	
113	9388
134	9072, 9123
137	9487
143	9388
156	9487
161	9341
162	9341
163	9342
166	9342
168	9342
172	9388
173	9389
242	9342
245	9342

41 CFR

1-16	9673
3-1	9033
5A-2	9342
5A-72	9418
9-7	9282
9-16	9282

42 CFR

73	8914, 9072
78	8952
PROPOSED RULES:	
78	8953

	Page		Page		Page
43 CFR		46 CFR—Continued		49 CFR	
1720	8915	527	9075	371	9342
PUBLIC LAND ORDERS:		528	9076	393	9343
4567 (revoked in part by PLO 4664)	8915	537	9076	1033	8920, 8921, 9033
4582 (modified by PLO 4668)	9389	PROPOSED RULES:		PROPOSED RULES:	
4664	8915	401	8923	71	9213
4665	9075	504	9626	371	8711
4666	9075	47 CFR		391	9080
4667	9075	0	9282	392	9087
4668	9389	1	9283	393	9088
PROPOSED RULES:		73	8919, 9284	1002	8927
2240	9077	81	8968, 9284	1056	9623
45 CFR		87	8703, 9284, 9390, 9679		
131	8916, 9390	91	8968	50 CFR	
1070	8919	93	8968	10	9678
46 CFR		PROPOSED RULES:		28	9679
2	9010	0	9288	33	9419
42	9011	1	9288	240	9419
43	9018	21	9126	PROPOSED RULES:	
46	9019	63	9089	29	9680
	9019	73	9090, 9395, 9623		
	9019	74	9090, 9289		