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Civil Aeronautics Board
Civil Service Commission
Coast Guard
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Consumer and Marketing Service
Customs Bureau
Education Office
Emergency Preparedness Office
Federal Aviation Administration
Federal Communications Commission
Federal Power Commission
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Chapter I—Federal Communications Commission

[RM-1413, RM-1441; FCC 69-484]

PART 15—RADIO FREQUENCY DEVICES

Radiation Interference Limits

1. Section 15.63(c) of Part 15 of the Commission's rules provides that for television broadcast receivers the level of radio frequency radiation in the band 470-1000 Mc/s is increased from 500 to 1,000 microvolts per meter on a temporary basis until April 30, 1969. Upon repeated petition from industry, this more liberal limit has been extended by approximate 2 year periods since the provision was adopted in 1957. Radiation in the band of frequencies 470-1000 Mc/s concerned here is that radiation which is liable to cause harmful interference to radio operations. This regulation in no way relates to X-ray radiation or to the levels of radiation of X-rays.

2. The Commission has received two petitions in regard to § 15.63(c): (a) From Sarkes Tarzian, Inc., a large manufacturer of television tuners (received Feb. 17, 1969), and (b) from the Electronic Industries Association (EIA), representing a large segment of the television receiver manufacturing industry (received Apr. 11, 1969). Subsequently, Sarkes Tarzian has formally advised that they support the EIA petition and that if the Commission were to grant the relief EIA requests, Sarkes Tarzian will consider that their prior petition also has been granted.

3. In its petition, Sarkes Tarzian requests one more extension of time before the 500 microvolts per meter limit becomes effective—either to January 31, 1970, for all television broadcast receivers, or in accordance with a graduated schedule commencing May 1, 1969, and becoming fully effective at point of sale on February 1, 1970. Additionally, Sarkes Tarzian proposes the adoption of a somewhat more restrictive limit which would be obtained by a process of averaging a specified number of measurements over the UHF TV band. The impressive emphasis of the Sarkes Tarzian petition, however, is that without further extension of the existing temporary limit, "disruption" and "hardship" would be caused to the now well-established production and distribution processes. In short, certain electrical designs, and certain contractual arrangements between manufacturers and distributors would necessarily be disrupted unless a further extension of the temporary radiation limit is granted.

4. The EIA petition requests two actions: (a) That the Commission adopt a statistical averaging method of interpreting the measurement data regarding

receiver radiation, and (b) that the present temporary 1,000 μ V/m limit be extended until January 1, 1970. In its petition, EIA traces in detail the history of its efforts to reduce receiver radiation to comply with the Commission's regulations, and shows that early compliance is now practicable. EIA also asserts that the supply "pipeline" problem which Sarkes Tarzian describes makes it necessary that the temporary radiation limit be extended.

5. From the arguments and data set forth in the Sarkes Tarzian and EIA petitions, the Commission is persuaded that a radiation limit of 500 microvolts per meter at 100 feet, or even somewhat less, is practicable for television broadcast receivers of modern design; many receivers of current production, especially those of foreign manufacture, meet this requirement now. However because of the complexities of the receiver production and distribution process, it appears advisable to extend once more, and for a relatively brief period, the temporary 1,000 microvolt per meter limit. This extension is being granted solely to permit manufacturers to exhaust present component inventories, fulfill existing contractual arrangements, and accomplish a complete transition to full compliance with the 500 μ V/m limit. In this regard, the Commission takes at face value the assurances implied in the petitions that further extensions will not be requested. It further appears that the adoption of a more rigorously described method of radiation measurement, which would involve statistical or averaging procedures, may have merit. The Commission intends to study this matter further.

6. Accordingly, the Commission proposes herein to grant the relief requested by Sarkes Tarzian and EIA, insofar as extending the period during which the temporary 1,000 microvolts per meter radiation limit is applicable. However, with respect to the statistical measurement approaches suggested by the petitioners, the Commission will study this matter further.

7. For the foregoing reasons and noting that the compliance date was April 30, 1969, the Commission finds that notice and public procedures are impracticable. Moreover, because this order will extend the relief of a restriction, compliance with the effective date provisions of 5 U.S.C. 553 are found to be unnecessary.

8. It is ordered, That, pursuant to authority contained in sections 4(i), 301, 303(f), and 303(r) of the Communications Act of 1934, as amended, § 15.63(c) of Part 15 of the rules is amended, effective May 1, 1969, to read as follows:

§ 15.63 Radiation interference limits.

(c) For television broadcast receivers the limit 500 μ V/m is temporarily in-

creased to 1,000 μ V/m until January 31, 1970.

(Secs. 4, 301, 303; 48 Stat., as amended, 1066, 1081, 1082; 47 U.S.C. 154, 301, 303)

Adopted: May 2, 1969.

Released: May 5, 1969.

FEDERAL COMMUNICATIONS COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-5557; Filed, May 8, 1969; 8:46 a.m.]

[Docket No. 18345; FCC 69-482; RM-1329]

PART 73—RADIO BROADCAST SERVICES

FM Broadcast Stations; Table of Assignments, Waverly, Tenn.

Second report and order. In the matter of amendment of § 73.202, Table of Assignments, FM Broadcast Stations (Bay Shore, N.Y.; Lake Havasu City, Ariz., Eupora, Miss., Sledge, Miss., South Haven, Mich., Marksville, La., Waverly, Tenn., Livermore and Hayward, Calif., North East, Pa., Lawrenceburg, Ky., and Bardstown, Ky.); Docket No. 18345, RM-1236, RM-1320, RM-1321, RM-1325, RM-1327, RM-1328, RM-1329, RM-1331, RM-1334, RM-1336.

1. The Commission has before it for consideration its notice of proposed rule making issued in this proceeding on October 4, 1968, FCC 68-995, and published in the FEDERAL REGISTER on October 9, 1968 (33 F.R. 15069), proposing a number of amendments to the FM Table of Assignments. All petitions were disposed of in a previous first report and order (FCC 68-1194), except for two: RM-1236, Bay Shore, N.Y., and RM-1329, Waverly and Centerville, Tenn. The subject decision concerns the latter petition. All population figures are those shown in the 1960 U.S. Census. All duly filed comments and data were considered in making the following determination.

2. On July 18, 1968, R. M. McKay, Jr., trading as Humphreys County Broadcasting Co., a prospective FM applicant at Waverly, Tenn., filed a petition requesting the reassignment of Channel 285A from Centerville to Waverly, as follows:

City	Channel No.	
	Present	Proposed
Centerville, Tenn.	285A	
Waverly, Tenn.		285A

Waverly, located about 55 miles west of Nashville and having a population of

¹ Commissioners Bartley and Johnson dissenting; Commissioner Robert E. Lee absent; Commissioner Cox abstaining from voting.

2,891 persons, is the largest community and the county seat of Humphreys County (population 11,511). The only local radio outlet available at present in the county is that of WPHC (daytime-only AM), licensed to petitioner. There are no FM assignments in the county. Centerville is located about 30 miles southeast of Waverly and about 45 miles southwest of Nashville, and, with a population of 1,678, is the largest community and county seat of Hickman County (population 11,862). Hickman County has one local radio outlet, Station WHLP (daytime-only AM), and one unoccupied FM assignment (under consideration here), both at Centerville.

3. The petitioner submits that the requested reassignment fully complies with the separation requirements, that no other Class A meeting such requirements is available, and that it would provide a first local FM service to Waverly and its environs. It is alleged that removal of the channel from Centerville would not involve a corresponding detriment to the public interest, since Centerville is a smaller community than Waverly and is an area of smaller present and prospective economic growth. Petitioner states that it is prepared to immediately apply for use of the channel at Waverly upon adoption of its proposal. A large number of comparative statistics between Centerville and Waverly as to population growth, wholesale and retail sales, manufacturing and commerce, and employment are given to support the petitioner's claim that Waverly presents a greater need and has a superior prospect for supporting an FM facility than does Centerville.

4. An opposition by Trans-Aire Corp., licensee of Station WHLP(AM), Centerville, was filed urging that the proposal be denied on the grounds that it anticipated filing an application for use of the channel at Centerville. An application, BPH-6470, submitted by Trans-Aire and accepted for filing on September 18, 1968, is pending.

5. In response to the notice in this proceeding, petitioner submitted comments with a further showing containing additional statistics to support its contention that the needs for a first local FM outlet in Waverly and its surrounding areas exceeds the corresponding needs of Centerville. Petitioner notes that Hickman County is primarily agricultural and that it experienced a decline of 11.2 percent in population between 1950 and 1960, whereas, in the same period, Humphreys County increased in population to only slightly less than that listed for Hickman County.

6. The petitioner's comments are accompanied by an engineering statement demonstrating that the proposed assignment at Waverly would provide a first ("white" area) and second ("gray" area) FM service (1 mv/m contour) to areas of 90 and 70 square miles (containing populations of 1,837 and 3,604 persons), respectively. It is also shown that the operation described in the opponent's pending application for a new station at Centerville would provide neither a first nor second FM service due to coverage presently provided by two Nashville FM

stations, WSM-FM and WSIX-FM. For purposes of the comparison, petitioner assumes a 1 mv/m contour radius for the Waverly operation equivalent to that shown by the Centerville applicant in its application, which is less than the maximum permitted for Class A stations. It is further submitted that, as to the two cities themselves, Waverly presently receives FM service from one Nashville FM station, but Centerville receives two.¹

7. The showings by petitioner as to first and second FM services are based on assumptions not entirely in accord with those previously accepted for such purposes. See Further Notice of Proposed Rule Making, RM-1034, Docket No. 17095, FCC 67-665, for criteria considered acceptable for this purpose in FM rule making proceedings. Accordingly, we have determined that if maximum facilities are assumed for all Class A assignments (3 kw., 300 feet) and 75 kw. at 500 feet, or actual authorized facilities, whichever is larger, is assumed for all Class C assignments in the area, the "white" and "gray" areas for the Waverly proposal would be approximately 149 and 235 square miles, respectively. Under these same assumptions, the Centerville assignment would serve corresponding areas of 78 and 18 square miles. Thus, it is apparent, from determinations using either the petitioner's or the preferred method, that use of the channel at Waverly would potentially provide more first and second FM services than would its corresponding use at Centerville.

8. After careful consideration of all comments and data filed in this proceeding, we find that the basis upon which to reach a fair and equitable decision is very close. Both communities are seats of their respective counties and the counties are essentially equal in population. Both the counties are presently limited to one local radio outlet, each being a daytime-only AM station. It does not appear that other channels are available to either community without deletions or changes in operating stations. Among factors weighing in favor of Waverly is that the community has a larger population than Centerville—1,213 more persons, or over 70 percent larger. Based on reasonable assumptions described above, Waverly is presently within the service range of one FM station; Centerville is within the service range of two. Finally, when both communities are assumed to operate with maximum permissible facilities on the channel in question, the Waverly operation, while not serving very large areas, would in comparison provide coverage to greater "white" and "gray" areas than would operation at Centerville. We therefore conclude that it would be in the public interest to assign the channel to Waverly.

9. In view of the foregoing, we are adopting petitioner's proposal by assign-

¹ As for nighttime AM services, petitioner states that about 75 percent of the Waverly assumed FM service area would be covered by one Nashville AM station and that the assumed Centerville FM service area would be totally included within the service area of two Nashville AM stations.

ing Channel 285A to Waverly, Tenn., and deleting same from Centerville, Tenn.

10. Authority for adoption of the amendments contained herein is contained in sections 4(i), 303, and 307(b) of the Communications Act of 1934, as amended.

11. In view of the above: *It is ordered*, That effective June 10, 1969, § 73.202 of the Commission's rules and regulations is amended as follows:

(a) The following entry is deleted from the FM Table of Assignments:

City	Channel No.
Centerville, Tenn.	285A

(b) The following entry is added to the FM Table of Assignments:

City	Channel No.
Waverly, Tenn.	285A

(Secs. 4, 303, 307, 48 Stat., as amended, 1066, 1082, 1083; 47 U.S.C. 154, 303, 307)

Adopted: May 2, 1969.

Released: May 5, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,²

[SEAL] BEN F. WAPLE,
Secretary.

[P.R. Doc. 69-5558; Filed, May 8, 1969;
8:46 a.m.]

Title 7—AGRICULTURE

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

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

Subpart—United States Standards for Grades of Fresh Plums and Prunes¹

STANDARD PACK

On page 5301 of the FEDERAL REGISTER of March 15, 1969, there was published a notice of proposed rule making to amend these grade standards by deleting subparagraphs (a)(3)(i) and (a)(4) and revising subparagraph (b)(1) of § 51.1527. These grade standards are issued under authority of the Agricultural Marketing Act of 1946 (60 Stat. 1087, as amended; 7 U.S.C. 1621-1627), which provides for the issuance of official U.S. grades to designate different levels of quality for the voluntary use of producers, buyers, and consumers. Official grading services are also provided

² Commissioner Bartley dissenting; Commissioner Robert E. Lee absent; Commissioner Cox abstaining from voting.

³ Packing of the product in conformity with the requirements of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug, and Cosmetic Act or with applicable State laws and regulations.

under this act upon request of any financially interested party and upon payment of a fee to cover the cost of such services.

Interested persons were given until April 20, 1969, to submit written data, views, or arguments regarding the proposal. No objections have been received and the proposed amended § 51.1527 of these standards is hereby adopted without change and is set forth below.

It is hereby found that good cause exists for not postponing the effective date of this amendment beyond the date of publication hereof in the FEDERAL REGISTER, in that: (1) The 1969 packing season for plums will begin shortly and it is in the interest of the public and the industry that this amendment be placed in effect at the earliest possible date; and (2) no special preparation is required for compliance with this amendment on the part of members of the plum and prune industry or of others.

Accordingly this amendment shall become effective upon publication in the FEDERAL REGISTER.

Dated: May 5, 1969.

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

STANDARD PACK

§ 51.1527 Standard pack.

(a) *Packing.* (1) All packages shall be tightly packed or well filled, according to the approved and recognized methods.

(2) The plums or prunes in the top layer of any package shall be reasonably representative in quality and size of those in the remainder of the package.

(3) Four-basket crates: Four-basket crates shall not be packed more than three layers deep.

(i) The arrangement of the bottom layer shall be one row less one way, and may be one row less each way than the arrangement of the top layer; the arrangement of the middle layer may be the same as the top layer, or may be one row less one way than the arrangement of the top layer.

(ii) In the 3½—4 x 5 and 3½—4 x 4 packs the face of each half of the crate shall be packed as a unit, with no shim between the two baskets.

(b) *Marking.* (1) The size of plums or prunes shall be marked on each package, and shall be indicated in terms of minimum diameter, or number of fruit per package, or in accordance with the arrangement of the top layer of fruit in the package or subcontainer, or in terms of the four-basket crate designation for fruit of equivalent sizes. Size may also be shown in terms of maximum number of fruit for a specified weight, such as "8 per pound," "6.4 per pound" or "7½ per pound."

(i) *Four-basket crates.* The size of plums packed in four-basket crates shall be indicated in accordance with the arrangement in the top layer of the baskets, as follows: 6 x 6, 5 x 5, or 4 x 4 (square packs); 5 x 6, 4 x 5, or 3 x 4 (offset

packs); 3½—4 x 5, 3—4 x 5, 3½—4 x 4, or 3—4 x 4 (diagonal packs).

(ii) *California peach boxes, lug boxes and small consumer packages.* In layer-packed California peach boxes or lug boxes, and in small consumer packages, the count of the entire contents shall be marked on the package. The number of plums or prunes in California peach boxes or lug boxes shall not vary more than 4 from the number indicated on the package.

(iii) *Face and fill packs in cartons and lug boxes.* In face and fill packs in cartons and lug boxes the number of rows in the face shall be marked on the package, as "6 row", "8 row", etc.

(c) *Sizing.* (1) Not more than 5 percent, by count, of the plums or prunes in any package may vary more than one-fourth inch in diameter.

(2) When size is indicated in terms of minimum diameter, not more than 5 percent, by count, of the fruit in any package may be smaller than the size marked.

(d) *Tolerance for standard pack.* In order to allow for variations incident to proper sizing and packing, not more than 10 percent, by count, of the packages in any lot may fail to meet the requirements for standard pack.

(Secs. 203, 205, 60 Stat. 1087, as amended, 1090 as amended; 7 U.S.C. 1622, 1624)

[F.R. Doc. 69-5578; Filed, May 8, 1969; 8:48 a.m.]

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

[945.327 Amdt. 2]

PART 945—IRISH POTATOES GROWN IN CERTAIN DESIGNATED COUNTIES IN IDAHO AND MALHEUR COUNTY, OREGON

Limitation of Shipments

Findings. (a) Pursuant to Marketing Agreement No. 98 and Order No. 945, both as amended (7 CFR Part 945), regulating the handling of Irish potatoes grown in the production area defined therein, 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 recommendations and information submitted by the Idaho-Eastern Oregon Potato Committee, established pursuant to the said marketing agreement and order, and other available information, it is hereby found that the amendment to the limitation of shipments, herein-after set forth, will tend to effectuate the declared policy of the act.

The supply of potatoes available for dehydration outside the production area is nearly depleted for the current marketing season. The administrative committee requested this amendment to the limitation of shipments regulation to authorize the shipment of potatoes to

destinations outside the production area for this outlet and to reduce the supply of potatoes available for market within the production area.

The administrative committee anticipates that as much as 50,000 hundred-weight of production area potatoes will be shipped to the State of Washington for dehydration pursuant to this amendment.

(b) It is hereby found that it is impracticable and contrary to the public interest to give preliminary notice and engage in public rule making procedure, and that good cause exists for not postponing the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553) in that (1) the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, (2) compliance with this amendment will not require any special preparation by handlers which cannot be completed by the effective date, (3) information regarding the committee's recommendation has been made available to producers and handlers in the production area, and (4) this amendment relieves restrictions.

Order, as amended. In § 945.327 (33 F.R. 9531; 34 F.R. 495) paragraph (c) and the introductory text of paragraph (d) are amended to read as follows:

§ 945.327 Limitation of shipments.

(c) *Special purpose shipments.* (1) The minimum grade, size, cleanliness, and maturity requirements set forth in paragraphs (a) and (b) of this section shall not be applicable to shipments of potatoes for any of the following purposes:

- (i) Certified seed;
- (ii) Charity;
- (iii) Starch;
- (iv) Canning or freezing;
- (v) Dehydration;
- (vi) Experimentation;
- (vii) Seed pieces cut from stock eligible for certification as certified seed.

(2) The minimum grade, size, cleanliness, and maturity requirements set forth in paragraphs (a) and (b) of this section shall be applicable to shipments of potatoes for each of the following purposes:

(i) *Export: Provided,* That potatoes of a size not smaller than 1½ inches in diameter may be shipped if the potatoes grade not less than U.S. No. 2; and

(ii) *Potato chipping: Provided,* That potatoes of a size not smaller than 1½ inches in diameter may be shipped if the potatoes grade not less than Idaho Utility, or Oregon Utility grade.

(d) *Safeguards.* Each handler making shipments of potatoes for starch, canning or freezing, dehydration, experimentation, seed pieces cut from stock eligible for certification, export, or potato chipping, pursuant to paragraph (c) of this section shall:

Dated: May 5, 1969, to become effective May 5, 1969.

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

[F.R. Doc. 69-5548; Filed, May 8, 1969; 8:45 a.m.]

Title 10—ATOMIC ENERGY

Chapter I—Atomic Energy Commission

PART 20—STANDARDS FOR PROTECTION AGAINST RADIATION

Reports of Loss or Theft of Licensed Material

On October 23, 1968, the Atomic Energy Commission published in the FEDERAL REGISTER (33 F.R. 15666) for comment a proposed amendment to its regulation, "Standards for Protection Against Radiation", 10 CFR Part 20, which would establish additional requirements regarding reports of loss or theft of licensed material.

Interested persons were invited to submit written comments and suggestions for consideration in connection with the proposed amendment within 60 days after publication of the notice of proposed rule making in the FEDERAL REGISTER. After consideration of the comments and other factors involved the Commission has adopted the proposed amendment. The text of the amendment set out below is identical with the text of the proposed amendment published on October 23, 1968.

Section 20.402 of 10 CFR Part 20 presently requires licensees of the Atomic Energy Commission to report to the Commission by telephone and telegraph any loss or theft of byproduct, source, or special nuclear material immediately after its occurrence becomes known to the licensee if it appears to the licensee that a substantial hazard may result to persons in unrestricted areas. Section 20.402 does not require that the licensee submit information as to the circumstances surrounding the loss or steps taken to recover the licensed material. The telegraphic report occasionally is incomplete or even misleading since it may have been filed with the Commission before the facts were fully developed.

The amendment of § 20.402 set forth below requires a licensee to file a written report in addition to the telephone and telegraph report presently required by § 20.402. The written report must be filed within 30 days from the date that the licensee learns of the loss or theft and would include the following information: Description of the licensed material including kind, quantity, chemical, and physical form; conditions under which loss or theft occurred; disposition or probable disposition of the radioactive material; known radiation exposures and circumstances under which they occurred; extent of possible hazard to persons in unrestricted areas; and steps which have been taken or will be

taken to recover the material and to prevent a recurrence of the loss or theft. The amendment provides also that any report filed with the Commission pursuant to § 20.402 shall be so prepared that names of individuals who have received exposure to radiation are stated in a separate part of the report.

Subsequent to filing the written report the licensee would be required to report any substantive additional information which becomes available on the loss or theft within 30 days after he learns of such information.

Pursuant to the Atomic Energy Act of 1954, as amended, and sections 552 and 553 of title 5 of the United States Code, the following amendment of Title 10, Chapter I, Code of Federal Regulations, Part 20, is published as a document subject to codification effective sixty (60) days after publication in the FEDERAL REGISTER.

Section 20.402 of 10 CFR Part 20 is amended by designating the present text as paragraph (a) and adding new paragraphs (b), (c), and (d). As revised, § 20.402 reads as follows:

§ 20.402 Reports of theft or loss of licensed material.

(a) Each licensee shall report by telephone and telegraph to the Director of the appropriate Atomic Energy Commission Regional Compliance Office listed in Appendix D, immediately after its occurrence becomes known to the licensee, any loss or theft of licensed material in such quantities and under such circumstances that it appears to the licensee that a substantial hazard may result to persons in unrestricted areas.

(b) Each licensee who is required to make a telephonic and telegraphic report pursuant to paragraph (a) of this section shall, within 30 days after he learns of the loss or theft, make a report in writing to the Director, Division of Compliance, U.S. Atomic Energy Commission, Washington, D.C. 20545, with a copy to the Director of the appropriate Atomic Energy Commission Regional Compliance Office listed in Appendix D, setting forth the following information:

(1) A description of the licensed material involved, including kind, quantity, chemical, and physical form;

(2) A description of the circumstances under which the loss or theft occurred;

(3) A statement of disposition or probable disposition of the licensed material involved;

(4) Radiation exposures to individuals, circumstances under which the exposures occurred, and the extent of possible hazard to persons in unrestricted areas;

(5) Actions which have been taken, or will be taken, to recover the material; and

(6) Procedures or measures which have been or will be adopted to prevent a recurrence of the loss or theft of licensed material.

(c) Subsequent to filing the written report the licensee shall also report any substantive additional information on the loss or theft which becomes available

to the licensee, within 30 days after he learns of such information.

(d) Any report filed with the Commission pursuant to this section shall be so prepared that names of individuals who may have received exposure to radiation are stated in a separate part of the report.

(Sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Washington, D.C., this 1st day of May 1969.

For the Atomic Energy Commission,

W. B. McCool,
Secretary.

[F.R. Doc. 69-5556; Filed, May 8, 1969; 8:46 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER C—AIRCRAFT

[Airworthiness Docket No. 69-WE-4-AD; Amdt. 39-763]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing Airplane Company Models 707 and 720

Amendment 731, Part 507 (29 F.R. 6614), AD 64-11-1, as amended by Amendment 39-739 (34 F.R. 5428), requires inspection and repair of the upper rear spar chords. After issuing Amendment 39-739, the Agency determined that clarification of certain part of the amendment was necessary. Therefore, the AD is being further amended to provide minor change to paragraph (7). Accomplishment of the pertinent instructions of paragraph (7) by affected operators would constitute terminating action for inspections required by Part (a) of AD 64-11-1.

Since this amendment provides an alternative means of compliance and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 731, Part 507 (29 F.R. 6614), AD 64-11-1, as amended by Amendment 39-739 (34 F.R. 5428) is further amended by amending paragraph (7) to read as follows:

(7) Upon accomplishment of the repair or modification in accordance with one of the following, the inspections required by Part (a) of this AD may be discontinued:

Repair of chord in accordance with:

Boeing Drawing 65-40140.

Boeing Drawing 65-68328.

Boeing Drawing 65-68331.

Boeing Service Bulletin 2427, Part X.

Boeing Service Bulletin 2607.

Boeing Service Bulletin 2731.

Method approved by the Chief, Aircraft Engineering Division, FAA Western Region.

This amendment becomes effective May 9, 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 Los Angeles, Calif., on April 29, 1969.

ARVIN O. BASNIGHT,
Director, FAA Western Region.

[F.R. Doc. 69-5541; Filed, May 8, 1969; 8:45 a.m.]

[Airworthiness Docket No. 69-WE-5-AD; Amdt. 39-764]

PART 39—AIRWORTHINESS DIRECTIVES

North American Rockwell Corporation Models NA-265, NA-265-20, NA-265-30, NA-265-40, and NA-265-60

There have been five reported failures (three military and two civil) of the main landing gear piston approximately 6 inches above the axle center line with the origin of the failure occurring on the inner bore surface. These failures have been attributed to fatigue resulting from the cyclic loading of this part, with stress corrosion, tool marks, intergranular cracks, and surface decarburization as possible contributing factors which were present at the failure origin. As a result of the failures the manufacturer is investigating the service life of the main landing gear. The results of this investigation may necessitate the amending of this AD to include retirement times for gear components.

Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued to require the inspection, rework or replacement, as necessary of the main landing gear pistons.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective on the date of publication in the FEDERAL REGISTER.

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:

NORTH AMERICAN ROCKWELL. Applies to NA-265 Series aircraft equipped with main landing gear pistons P/N 174447 (LH), 174448 (RH), 174981 (LH), 174982 (RH), 2573965 (LH), 2573966 (RH), 1127L011-1 (LH), or 1127L011-2 (RH) with serial numbers which have not been altered by the addition of the letter "L," "R," or "T" in accordance with the instructions contained in Los Angeles Division of North American Rockwell Corp. Sabreliner Field Service Bulletin No. 69-2, dated March 31, 1969, or later revision approved by the Chief, Aircraft Engineering Division, FAA Western Region.

Compliance required as indicated, unless already accomplished.

To prevent failure of the main landing gear pistons, accomplish the following:

PART I

(a) Part I of this AD applies to landing gear pistons, P/N 174981 (LH) (Serial Nos. S-132A, S-145, S-148, S-153, S-158, S-162, S-169, and S-172) and 174982 (RH) (Serial Nos. S-144, S-149, S-154, S-157, S-159, S-161, S-164, S-165, S-166, and S-168).

(b) Within 15 hours time in service after the effective date of this AD accomplish the following:

(1) Rework and inspect the lower inside diameter of the piston in accordance with instructions contained in the above mentioned service bulletin No. 69-2, dated March 31, 1969, or later revision approved by the Chief, Aircraft Engineering Division, FAA Western Region; or

(2) Replace main landing gear pistons with parts which have been identified in accordance with Service Bulletin 69-2 with the letter "L," "R," or "T" following the serial number on the lower outboard side of the piston, or with another approved piston.

PART II

(a) Part II of this AD applies to all affected landing gear pistons not listed in Part I above.

(b) Within the next 300 hours time in service after the effective date of this AD accomplish the following:

(1) Inspect the lower inside diameter of the piston and rework as necessary in accordance with instructions contained in the above mentioned service bulletin No. 69-2, dated March 31, 1969, or later revision approved by the Chief, Aircraft Engineering Division, FAA Western Region; or

(2) Replace each main landing gear piston with a piston which has been identified in accordance with Service Bulletin No. 69-2 with the letter "L," "R," or "T" following the serial number on the lower outboard side of the piston or with another approved piston.

This amendment becomes effective May 9, 1969.

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

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a) (1). All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to North American Rockwell Corp., Los Angeles Division, International Airport, Los Angeles, Calif. 90009. These documents may also be examined at FAA Western Region, 5651 West Manchester Avenue, Los Angeles, Calif. 90045, and FAA Headquarters, 800 Independence Avenue SW., Washington, D.C. 20553. A historical file of this airworthiness directive which includes the incorporated material in full is maintained by the FAA at its headquarters in Washington, D.C., and at FAA Western Region.

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

ARVIN O. BASNIGHT,
Director, FAA Western Region.

The incorporation by reference provisions in this document were approved

by the Director of the Federal Register on May 8, 1969.

[F.R. Doc. 69-5542; Filed, May 8, 1969; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 68-SW-92]

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

PART 73—SPECIAL USE AIRSPACE

Designation of Restricted Area and Alteration of Controlled Airspace

On March 8, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 5022) stating that the Federal Aviation Administration is considering amendments to Parts 71 and 73 of the Federal Aviation Regulations that would designate a joint-use restricted area near White Sands Proving Grounds, N. Mex., and alter the description of the continental control area by including the new restricted area.

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

In consideration of the foregoing, Parts 71 and 73 of the Federal Aviation Regulations are amended, effective 0901 G.m.t., June 26, 1969, as hereinafter set forth.

In § 71.151 (34 F.R. 4546) the Continental Control Area is amended by adding:

R-5107E White Sands Proving Grounds, N. Mex.

Section 73.51 (34 F.R. 4837) is amended by adding a new Restricted Area R-5107E as follows:

R-5107E WHITE SANDS PROVING GROUNDS, N. MEX.

Boundaries. From the point where an arc of 19 nautical miles radius centered at lat. 33°45'00" N., long. 106°26'30" W., intersects the western boundary of R-5107C, to lat. 33°54'00" N., long. 106°48'30" W.; to lat. 33°32'45" N., long. 106°58'45" W.; to lat. 33°26'50" N., long. 107°00'00" W.; to lat. 33°35'00" N., long. 106°48'00" W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of use. As published in NOTAMs at least 12 hours in advance.

Controlling agency. FAA, Albuquerque ARTC Center.

Using agency. Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

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

Issued in Washington, D.C. on May 2, 1969.

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

[F.R. Doc. 69-5543; Filed, May 8, 1969; 8:45 a.m.]

RULES AND REGULATIONS

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 9549; Amdt. 648]

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 establish low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

From—	Transition	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
						2-engine or less		More than 2-engine, more than 65 knots
						65 knots or less	More than 65 knots	
Boston VOR	SEW NDB (Lynnfield)	Direct	2000	T-dn%	300-1	300-1	200-1/4	
Revere Int.	SEW NDB	Direct	1800	C-dn#	600-1	600-1	600-1/4	
Sandhills Int.	SEW NDB	Direct	1800	S-dn-22L**	600-1	600-1	600-1	
Danvers Int.	SEW NDB (NOPT)	Direct	1500	A-dn	800-2	800-2	800-2	
Bedford NDB	SEW NDB	Direct	1800					

Radar vectoring.

Procedure turn E side of crs, 035° Outbd, 215° Inbd, 1800' within 10 miles of SEW NDB.

Minimum altitude over facility on final approach crs, 1500'.

Crs and distance, facility to airport, 215°—4.8 miles.

If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished within 4.8 miles after passing SEW NDB, climb to 2000'; direct BO LOM (Milton). Hold SW of BO LOM, 035° Inbd, 1 minute, right turns.

CAUTION: 370' stack, 1 mile SW; 505' and 638' buildings, 1.7 miles to 1.9 miles W; 845' building, 3 miles W.

%Departures from Runway 27, make left turn to heading 290° as soon as practicable after takeoff.

#No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.

**Reduction not authorized.

MSA within 25 miles of SEW NDB: 000°-180°-1600'; 180°-360°-2400'.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Facility, SEW; Procedure No. NDB (ADF) Runway 22L, Amdt. Orig. Eff. date, 29 May 69

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

- Colorado Springs, Colo.—Peterson Field, ADF 1, Amdt. 14, 13 Mar. 1965 (established under Subpart C).
- Houston, Tex.—William P. Hobby, NDB (ADF) Runway 3, Amdt. 25, 4 Feb. 1967 (established under Subpart C).
- Houston, Tex.—William P. Hobby, NDB (ADF) Runway 21, Amdt. 4, 4 Feb. 1967 (established under Subpart C).
- Memphis, Tenn.—Metropolitan, ADF 1, Amdt. 14, 9 Dec. 1965 (established under Subpart C).
- Memphis, Tenn.—Metropolitan, NDB (ADF) Runway 35, Amdt. 7, 4 Feb. 1967 (established under Subpart C).
- Pueblo, Colo.—Pueblo Memorial, ADF 1, Amdt. 4, 22 Jan. 1966 (established under Subpart C).
- Pueblo, Colo.—Pueblo Memorial, ADF 2, Amdt. 1, 6 Mar. 1965 (established under Subpart C).
- San Diego, Calif.—San Diego International/Lindbergh Field, NDB (ADF) Runway 9, Amdt. 8, 10 June 1967 (established under Subpart C).
- Astoria, Oreg.—Clatsop County, VOR Runway 7, Amdt. 4, 1 July 1967 (established under Subpart C).
- Astoria, Oreg.—Clatsop County, VOR Runway 13, Amdt. 7, 1 July 1967 (established under Subpart C).
- Beckley, W. Va.—Raleigh County Memorial, VOR Runway 10, Amdt. 3, 20 May 1967 (established under Subpart C).
- Chicago, Ill.—Pal-Waukee, VOR Runway 16, Amdt. 9, 28 Jan. 1967 (established under Subpart C).
- Elkins, W. Va.—Elkins-Randolph County, VOR-1, Amdt. 3, 4 Apr. 1968 (established under Subpart C).
- Memphis, Tenn.—Metropolitan, VOR Runway 35, Amdt. 20, 23 Dec. 1967 (established under Subpart C).
- Ogden, Utah—Ogden Municipal, VOR 1, Amdt. 12, 26 Nov. 1966 (established under Subpart C).
- Pueblo, Colo.—Pueblo Memorial, VOR 1, Amdt. 11, 6 Mar. 1965 (established under Subpart C).
- Pullman, Wash.—Pullman-Moscow Regional, VOR Runway 5, Amdt. 2, 26 Aug. 1967 (established under Subpart C).

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

- Boston, Mass.—General Edward Lawrence Logan International, NDB (ADF) Runway 22L, Amdt. 8, 6 Feb. 1969, canceled, effective 29 May 1969.

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

- Colorado Springs, Colo.—Peterson Field, TerVOR-35, Orig., 5 Nov. 1966, canceled, effective 29 May 1969.

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

- Houston, Tex.—William P. Hobby, VOR/DME-3, Amdt. 7, 2 July 1966 (established under Subpart C).
- Houston, Tex.—William P. Hobby, VOR/DME-1, Amdt. 5, 4 June 1966 (established under Subpart C).
- Houston, Tex.—William P. Hobby, VOR/DME Runway 21, Amdt. 11, 1 Apr. 1967 (established under Subpart C).
- Houston, Tex.—William P. Hobby, VOR/DME-4, Amdt. 2, 4 June 1966 (established under Subpart C).

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

From—	Transition	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
						2-engine or less 65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
Boston VOR	SEW NDB (Lynnfield)	Direct	2000	T-dn%	300-1	300-1	200-1 ^{1/2}	
Reverse Int.	SEW NDB	Direct	1800	C-dn#	600-1	600-1	600-1 ^{1/2}	
Sandhills Int.	SEW NDB	Direct	1800	S-dn-22L**	500-1	500-1	500-1	
Danvers Int.	SEW NDB (NOPT)	Direct	1500	A-dn	800-2	800-2	800-2	

Radar vectoring.
Procedure turn E side of crs, 035° Outbnd, 215° Inbnd, 1800' within 10 miles of SEW NDB.
Minimum altitude over facility on final approach crs, 1800'.
Crs and distance, facility to airport, 215°—4.8 miles.
If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished within 4.8 miles after passing SEW NDB, climb to 2000' direct BO LOM (Milton). Hold SW of BO LOM, 1 minute, right turns, 035° Inbnd.
CAUTION: 370' stack, 1 mile SW; 500' and 638' buildings, 1.7 miles to 1.9 miles W; 845' building, 3 miles W.
%Departures from Runway 27, make left turn to heading 260° as soon as practicable after takeoff.
‡RVR 2400' authorized for Runways 4R and 33.
§No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 600'.
**Reduction not authorized.
MSA within 25 miles of SEW NDB: 000°-180°-1600'; 180°-300°-2400'.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., ILS; Ident., I-BOS; Procedure No. LOC (BC) Runway 22L, Amdt. 1; Eff. date, 29 May 69; Sup. Amdt. No. Orig.; Dated, 13 Jan. 65

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

- Colorado Springs, Colo.—Peterson Field, ILS-17, Amdt. 4, 5 Nov. 1966 (back course) (established under Subpart C).
- Colorado Springs, Colo.—Peterson Field, ILS-35, Amdt. 20, 5 Nov. 1966 (established under Subpart C).
- Houston, Tex.—William P. Hobby, ILS-3, Amdt. 26, 4 June 1966 (established under Subpart C).
- Houston, Tex.—William P. Hobby, ILS-21, Amdt. 12, 4 June 1966 (back course) (established under Subpart C).
- Memphis, Tenn.—Metropolitan, ILS-9, Amdt. 11, 9 Dec. 1965 (established under Subpart C).
- Memphis, Tenn.—Metropolitan, LOC (BC) Runway 17, Orig., 28 Oct. 1967 (established under Subpart C).
- Memphis, Tenn.—Metropolitan, ILS-27, Amdt. 11, 9 Dec. 1965 (back course) (established under Subpart C).
- Memphis, Tenn.—Metropolitan, ILS Runway 35, Amdt. 8, 4 Feb. 1967 (established under Subpart C).
- Pueblo, Colo.—Pueblo Memorial, ILS-7, Amdt. 6, 22 Jan. 1966 (established under Subpart C).
- Pueblo, Colo.—Pueblo Memorial, ILS-25, (BC), Amdt. 4, 27 Mar. 1965 (established under Subpart C).
- San Diego, Calif.—San Diego International/Lindbergh Field, ILS Runway 9, Amdt. 7, 10 June 1967 (established under Subpart C).
- San Diego, Calif.—San Diego International/Lindbergh Field, LOC (BC) Runway 27, Amdt. 7, 10 June 1967 (established under Subpart C).

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

- Colorado Springs, Colo.—Peterson Field, Radar 1, Amdt. 6, 13 Mar. 1965 (established under Subpart C).
- Houston, Tex.—William P. Hobby, Radar 1, Amdt. 15, 18 June 1966 (established under Subpart C).
- Memphis, Tenn.—Metropolitan, Radar 1, Amdt. 14, 25 Dec. 1965 (established under Subpart C).
- Odgen, Utah—Municipal, Radar 1, Amdt. 1, 13 June 1964 (established under Subpart C).

9. 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.

From—	Terminal routes	To—	Via	Minimum altitudes (feet)	Missed approach
					MAP: AST VOR.
					Climbing right turn to 1500' on R 246° within 10 miles. Supplementary charting information: Final approach crs intercepts runway centerline 4500' from threshold. Runway 7, TDZ elevation, 10'.

Procedure turn S side of crs, 246° Outbnd, 066° Inbnd, 1500' within 10 miles of AST VOR.
Final approach crs, 066°.
Minimum altitude over AST VOR, 640'.
MSA: 000°-090°-4100'; 090°-180°-4300'; 180°-270°-2300'; 270°-300°-3200'.
%IFR departure procedures: Runway 21—400-1, Runway 13—500-1, Runways 3 and 7—800-1, Runways 3, 7, and 31, turn left; Runways 13, 21, and 25, turn right; intercept and climb Westbound on R-287° within 10 miles to cross VOR at or above 600'; 1500' southeastbound V-27E.
‡Air carrier visibility reduction not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
8-7 ^{1/2}	640	1	630	640	1	630	640	1 ^{1/4}	630	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	660	1	649	660	1	649	780	1 ^{1/4}	769	NA
A	Standard.			T 2-Eng. or less—Runways 25 and 31, Standard.%			T over 2-eng.—Runways 25 and 31, Standard.%			

City, Astoria; State, Oreg.; Airport name, Clatsop County; Elev., 11'; Facility, AST; Procedure No. VOR Runway 7, Amdt. 5; Eff. date, 29 May 69; Sup. Amdt. No. 4; Dated, 1 July 67

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
AST VOR.....	Ilwaco Int.....	Direct.....	3000	MAP: AST VOR. Climb straight ahead to 800' on R 107°, turn left, climb to 2500' direct AST VOR, then on R 287° within 10 miles. Supplementary charting information: Final approach crs intercepts runway, centerline extended 300' from threshold Chart holding pattern and MHA at Ilwaco Int in plan view. Runway 13, TDZ elevation, 10'.
Ilwaco Int.....	Fort Stevens FM (NOPT).....	Direct.....	1200	
AST VOR.....	Fort Stevens FM.....	Direct.....	3000	

*Procedure turn N side of crs, 287° Outbnd, 107° Inbnd, 2500' within 10 miles of Fort Stevens FM.
Minimum altitude over Ilwaco Int., 2500'; over Fort Stevens FM, 1200'.
MSA: 000°-090°-4100'; 090°-180°-4300'; 180°-270°-2300'; 270°-360°-3200'.
*Procedure turn not authorized when restricted area 5705 active; final approach from holding pattern at Ilwaco Int must be used.
%IFR departure procedures: Runway 21-400-1, Runway 13-600-1, Runways 3 and 7-800-1. Runways 3, 7, and 31, turn left; Runways 13, 21, and 25, turn right; intercept and climb westbound on R 287° within 10 miles to cross VOR at or above 500'; 1500' southeastbound V-27E.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT		VIS
8-13.....	480	1	470	480	1	470	480	1	470	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	660	1	649	660	1	649	780	1 1/4	769	NA
A.....	Standard.			T 2-eng. or less—Runways 25 and 31, Standard. %			T over 2-eng.—Runways 25 and 31, Standard. %			

City, Astoria; State, Ore.; Airport name, Clatsop County; Elev., 11'; Facility, AST; Procedure No. VOR Runway 13, Amdt. 8; Eff. date, 29 May 69; Sup. Amdt. No. 7; Dated 1 July 67

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
				MAP: BKW VOR. Climb to 5000' on BKW R 107° within 10 miles and return to BKW VOR and hold. Supplementary charting information: Hold W, 1 minute, right turns, 107° Inbnd. Final approach crs intercepts runway centerline 3000' from threshold. Runway 10, TDZ elevation, 2501'.

Procedure turn S side of crs, 287° Outbnd, 107° Inbnd, 4700' within 10 miles of BKW VOR.
Final approach crs, 107°
MSA: 000°-090°-6200'; 090°-180°-5200'; 180°-270°-4800'; 270°-360°-4500'.
CAUTION: Precipitous terrain underlying this procedure; turbulence of varying intensities may be encountered.
CAUTION: Sharp dropoff both ends of runway.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-10.....	3200	1	699	3200	1	699	3200	1 1/4	699	3200	1 1/4	699
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	3200	1	696	3240	1	736	3240	1 1/4	736	3260	2	756
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Beckley; State, W. Va.; Airport name, Raleigh County Memorial; Elev., 2504'; Facility, BKW; Procedure No. VOR Runway 10, Amdt. 4; Eff. date, 29 May 69; Sup. Amdt. No. 3; Dated, 20 May 67

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.3 miles after passing OBK VORTAC.
				Make left-climbing turn to 2500' and return to OBK VORTAC. Supplementary charting information: 790' tower, 1 mile NNW of airport. 834' tower, 1.0 miles SE of airport. 1027' tower, 3.5 miles WNW of airport. Runway 16, TDZ elevation, 640'.

Procedure turn E side of crs, 342° Outbd, 162° Inbd, 2200' within 10 miles of OBK VORTAC.
FAF, OBK VORTAC. Final approach crs, 162°. Distance FAF to MAP, 4.3 miles.
Minimum altitude over OBK VORTAC, 1900'.
MSA: 045°-225°-3100'; 225°-315°-2400'; 315°-045°-2300'.
NOTES: (1) Radar vectoring. (2) Use Chicago O'Hare altimeter setting when control zone not effective. (3) Inoperative component table does not apply to HIRL, non-standard ALS and REILS Runway 16.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-16	1060	1	414	1060	1	414	1060	1	414	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	1120	1	474	1120	1	474	1120	1½	474	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Chicago; State, Ill.; Airport name, Pal-Waukee; Elev., 640'; Facility, OBK; Procedure No. VOR Runway 16, Amdt. 10; Eff. date, 29 May 69; Sup. Amdt. No. 9; Dated, 28 Jan. 67

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.4 miles after passing Coalton Int/6-mile DME (11.4-mile DME Fix EKN R 102°).
				Climbing left turn to 5000' direct to Elkins VORTAC and hold; or, when directed by ATC, climbing left turn to 6000' direct to CKB VOR via the CKB VOR R 139°. Supplementary charting information: Hold W, 1 minute, right turns, 089° Inbd. Final approach crs to center of landing area. Chart 3600' tower located 38°52'52" N, 79°55'54" W.

Procedure turn S side of crs, 282° Outbd, 102° Inbd, 5000' within 10 miles of EKN VORTAC.
FAF, Coalton Int/6-mile DME. Final approach crs, 102°. Distance FAF to MAP, 5.4 miles.
Minimum altitude over EKN VORTAC, 5000'; over Coalton Int/6-mile DME, 4500'; over 9-mile DME Fix, 4100'.
MSA: 045°-135°-7500'; 135°-225°-5000'; 225°-315°-3900'; 315°-045°-4200'.
*Night minimums not authorized.
†Air carrier will not reduce takeoff visibility due to local conditions.
‡Takeoffs all runways: Climb direct to RFC NDB, then via 090° bearing to intercept the EKN VORTAC R 074° (V-4) at or above 3300', continue climb proceed as cleared; requires a minimum climb rate of 250' per mile.
CAUTION: Freeflight terrain underlying this procedure. Turbulence of varying intensities may be encountered. 4008' terrain 6 miles ENE of airport, higher terrain beyond 10 miles E through S.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C*	4100	3	2113	4100	3	2113	4100	3	2113	NA
DME Minimums:	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C*	3500	2½	1613	3500	2½	1613	3500	3	1613	NA
A	2500-3.			T 2-eng. or less—1000-2.5%#			T over 2-eng.—1000-2.5%#			

City, Elkins; State, W. Va.; Airport name, Elkins-Randolph County; Elev., 1987'; Facility, EKN; Procedure No. VOR-1, Amdt. 4; Eff. date, 29 May 59; Sup. Amdt. No. 3; Dated, 4 Apr. 68

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: 0.5 miles after passing BML VOR or abeam ERR NDB.
From—	To—	Via			
Corham Int.....	Berlin VOR (NOPT).....	Direct.....		5300	Make right-climbing turn to 5300* direct BML VOR and hold. Supplementary charting information: Hold N of BML VOR, 1 minute, left turns, 192° Inbnd. CAUTION: 2782' terrain 2.5 miles N of airport.

Procedure turn E side of crs, 203° Outbnd, 023° Inbnd, 5300' within 10 miles of BML VOR.
 FAF, BML VOR. Final approach crs, 023°. Distance FAF to MAP, 9.5 miles.
 Minimum altitude over BML VOR, 5300'.
 MSA: 000°-090°-4800'; 090°-180°-5200'; 180°-270°-7400'; 270°-360°-5200'.
 NOTE: Use Montpelier, Vt., altimeter setting.
 #Night minimums not authorized.
 *Minimum communications altitude, Boston ARTCC or Augusta FSS, 5000'.
 **Abeam ERR NDB is missed approach point.
 %IFR departure procedure: Depart over the airport at 2200' on R 023°, climb to 5000' direct BML VOR. Hold N of BML VOR, 1 minute, left turns, 192° Inbnd. Climb in holding pattern to MSA or airway MEA.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#.....	3100	3	1855	3100	3	1855				NA		NA
VOR/NDB Minimums:**												
C#.....	2880	3	1635	2880	3	1635				VIS		VIS
A.....	Not authorized.			T 2-eng. or less—1000-134.%						T over 2-eng.—Not authorized.		

City, Error; State, N.H.; Airport name, Error; Elev., 1245'; Facility, BML; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 29 May 69

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: 5.4 miles after passing MEM VORTAC.
From—	To—	Via			
R 073°, MEM VORTAC CW.....	R 164° (NOPT).....	8-mile DME Arc.....		1900	Climb to 1900' to Stadium Int via B 330° MEM VORTAC and hold; or, when directed by ATC, climbing left turn to 1900' direct to ME LOM and hold W, 1 minute, right turns, 087° Inbnd. Supplementary charting information: Hold N, 1 minute, right turns, 170° Inbnd. HIRLS Runways 9/27, 17/35. VASI Runway 27; TDZL Runway 35. Runway 35, TDZ elevation, 331'.
R 257°, MEM VORTAC CCW.....	R 164° (NOPT).....	8-mile DME Arc.....		1900	
Independence Int.....	MEM VORTAC (NOPT).....	Direct.....		1900	
Coldwater Int.....	MEM VORTAC (NOPT).....	Direct.....		1900	

Procedure turn E side of crs, 164° Outbnd, 344° Inbnd, 1900' within 10 miles of MEM VORTAC.
 FAF, MEM VORTAC. Final approach crs, 344°. Distance FAF to MAP, 5.4 miles.
 Minimum altitude over MEM VORTAC, 1900'; over 8-mile DME Fix, 780'.
 MSA: 000°-090°-2400'; 090°-180°-2000'; 180°-270°-1700'; 270°-360°-2400'.
 NOTE: ASR.
 *Increase visibility 1/4 mile with inoperative ALS and HIRLS; inoperative component table does not apply to ALS and HIRLS.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-35*.....	780	RVR 40	440	780	RVR 40	440	780	RVR 40	440	780	RVR 40	440
C.....	780	1	440	800	1	400	800	1 1/2	400	900	2	500
VOR/DME Minimums:												
S-35*.....	700	RVR 40	300	700	RVR 40	300	700	RVR 40	300	700	RVR 40	300
A.....	Standard.			T 2-eng. or less—RVR 24', Runways 9, 35; Standard all other runways.			T over 2-eng.—RVR 24', Runways 9, 35; Standard all other runways.					

City, Memphis; State, Tenn.; Airport name, Metropolitan; Elev., 331'; Facility, MEM; Procedure No. VOR Runway 35, Amdt. 21; Eff. date, 29 May 69; Sup. Amdt. No. 20 Dated, 23 Dec. 67

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing Nason Int.	
ENL VORTAC.....	VNN VOR.....	Direct.....	2100	Climb to 2100' direct to VNN VOR.	
Carter Int.....	VNN VOR.....	Direct.....	2100	Supplementary charting information:	
SAM VOR.....	VNN VOR.....	Direct.....	2300	Final approach crs crosses threshold	
EVV VORTAC.....	VNN VOR.....	Direct.....	2300	Runway 5.	
MWA VOR.....	VNN VOR.....	Direct.....	2400	Runway 5, TDZ elevation, 460'.	
MWA VOR.....	Waltonville Int.....	V 179°.....	2400		
Waltonville Int.....	Nason Int (NOPT).....	Direct.....	1700		

Procedure turn E side of crs, 223° Outbd, 043° Inbd, 2100' within 10 miles of Nason Int.
 FAF, Nason Int. Final approach crs, 043°. Distance FAF to MAP, 4 miles.
 Minimum altitude over Nason Int, 1700'.
 MSA: 180°-270°—2400'; 270°-180°—2100'.
 NOTE: Use Vandalla, Ill., altimeter setting when control zone not effective.
 †Dual VOR receivers required.
 *Circling and straight-in MDA increased 200' when control zone not effective except operators with approved weather reporting service.
 ‡Alternate minimums not authorized when control zone not effective except operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-55*	800	1	331	800	1	331	800	1	331	800	1	331
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	920	1	440	940	1	460	940	1½	460	1040	2	560
A.....	Standard.‡			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Mount Vernon; State, Ill.; Airport name, Mount Vernon-Outland; Elev., 480'; Facility, VNN; Procedure No. VOR Runway 5, Amdt. Orig.; Eff. date, 29 May 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.9 miles after passing VNN VOR.	
ENL VORTAC.....	VNN VOR.....	Direct.....	2100	Climbing left turn to 2100', return to VNN	
Carter Int.....	VNN VOR.....	Direct.....	2100	VOR.	
SAM VOR.....	VNN VOR.....	Direct.....	2300	Supplementary charting information:	
EVV VORTAC.....	VNN VOR.....	Direct.....	2300	Runway 23, TDZ elevation, 471'.	
MWA VOR.....	VNN VOR.....	Direct.....	2400		
BIB VOR.....	Johnson Int.....	Direct.....	2300		
Johnson Int.....	VNN VOR (NOPT).....	Direct.....	1400		

Procedure turn E side of crs, 041° Outbd, 221° Inbd, 2100' within 10 miles of VNN VOR.
 FAF, VNN VOR. Final approach crs, 221°. Distance FAF to MAP, 2.9 miles.
 Minimum altitude over VNN VOR, 1400'.
 MSA: 180°-270°—2400'; 270°-180°—2100'.
 NOTE: Use Vandalla, Ill., altimeter setting when control zone not effective.
 *Circling and straight-in MDA increased 200' when control zone not effective except operators with approved weather reporting service.
 ‡Alternate minimums not authorized when control zone not effective except operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-23*	860	1	389	800	1	389	860	1	389	860	1	389
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	920	1	440	940	1	460	940	1½	460	1040	2	560
A.....	Standard.‡			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Mount Vernon; State, Ill.; Airport name, Mount Vernon-Outland; Elev., 480'; Facility, VNN; Procedure No. VOR Runway 23, Amdt. Orig.; Eff. date, 29 May 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Via	Minimum altitudes (feet)	Missed approach
From—	To—	MAP: 3.7 miles after passing OGD VOR TAC.			
Promontory Point Int.	OGD R 260°/13-mile DME	Direct	5100	Climbing right turn to 6500' direct to OGD VORTAC and hold.*	
OGD R 260°/13-mile DME	OGD R 260°/10-mile DME	Direct	7000	Supplementary charting information: * Hold NW, 1 minute, right turns, 119° Inbd.	
OGD R 260°, CW	OGD R 299°	10-mile Arc OGD, R 287° lead radial.	6800	Runway 7, TDZ elevation, 4,444'.	
OGD R 299°/17-mile DME	OGD R 299°/10-mile DME	Direct	6800		
OGD R 328°, CCW	OGD R 299°	10-mile Arc OGD, R 311° lead radial.	6800		
10-mile DME Arc	OGD VORTAC (NOPT)	119° crs.	5500		

Procedure turn N side of crs, 299° Outbd, 119° Inbd, 6800' within 10 miles of OGD VORTAC.

FAF, OGD VORTAC. Final approach crs, 098°. Distance FAF to MAP, 3.7 miles.

Minimum altitude over OGD VORTAC, 5500'.

MSA: 150°-330°-8500'; 330°-150°-10,800'.

NOTE: (1) ASR. (2) Components inoperative table does not apply to REIL Runway 7. (3) Final approach from holding pattern at OGD VORTAC not authorized.

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

†Use Hill AFB altimeter setting when OGD control zone not effective.

‡Air carrier will not reduce landing visibility due to local conditions.

§IFR departure procedures: Climb on OGD VOR, R 260° within 10 miles to minimum crossing altitude for direction of flight: N, R 341°, 7500'; NE V-6, 10,000'; W V-6, 6000'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-76#	4900	1	456	4900	1	456	4900	1	456	4900	1	456
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	4940	1	485	5060	1	605	5060	1½	605	5060	2	605
A	Standard.‡			T 2-eng. or less—Runway 3, 400-1; Runway 16, 400-1½; Standard all other runways.‡			T over 2-eng.—Runway 3, 400-1; Runway 16, 400-1½; Standard all other runways.‡					

City, Ogden; State, Utah; Airport name, Ogden Municipal; Elev., 4455'; Facility, OGD; Procedure No. VOR Runway 7, Amdt. 13; Eff. date, 29 May 66; Sup. Amdt. No. VOR 1, Amdt. 12; Dated, 26 Nov. 66

Terminal routes			Via	Minimum altitudes (feet)	Missed approach
From—	To—	MAP: 2.4 miles after passing VOR.			
Rosebank VHF/DME	PUB VORTAC	Direct	7000	Climbing left turn to 7000' direct PUB VORTAC and hold.*	
Hanover Int.	PUB VORTAC	Direct	7000	Supplementary charting information: * Hold E, 245° Inbd, right turns, 1 minute	
PB LOM	PUB VORTAC	Direct	7000	Runway 25R TDZ elevation, 460'.	
Pinon Int.	PUB VORTAC	Direct	7300		
Cedarwood Int.	PUB VORTAC	Direct	7500		
R 331°, PUB VORTAC CW	R 068°, PUB VORTAC	13-mile Arc PUB R 069° lead radial.	7000		
R 203°, PUB VORTAC CCW	R 068°, PUB VORTAC	13-mile Arc PUB R 077° lead radial.	7000		
13-mile Arc	Haynes Creek Fix	PUB R 068°	7000		
Ordway Int.	Haynes Creek Fix	300° Mag and PUB R 068° 10.2 miles	7000		
Haynes Creek Fix	PUB VOR (NOPT)	Direct	5500		

Procedure turn N side of crs, 068° Outbd, 245° Inbd, 7000' within 10 miles of PUB VORTAC.

FAF, PUB VORTAC. Final approach crs, 245°. Distance FAF to MAP, 2.4 miles.

Minimum altitude over PUB VORTAC, 5500'.

MSA: 000°-180°-7300'; 180°-270°-8500'; 270°-360°-8000'.

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

‡IFR departure procedures: Takeoff all runways: Climb direct to Pueblo VORTAC, climb in holding pattern, 245° Inbd, 1 minute, right turns, to minimum crossing altitude for direction of flight: from R 200° CW to R 245° MCA 7300'; R 313° MCA 5200'.

CAUTION: Tower 6320', 5.5 miles NW of field.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25R	5100	¾	436	5100	¾	436	5100	¾	436	5100	1	436
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	5340	1	615	5340	1	615	5340	1½	615	5360	2	635
A	Standard.			T 2-eng. or less—Standard.‡			T over 2-eng.—Standard.‡					

City, Pueblo; State, Colo.; Airport name, Pueblo Memorial; Elev., 4720'; Facility, PUB; Procedure No. VOR Runway 25R, Amdt. 12; Eff. date, 29 May 66; Sup. Amdt. No. VOR 1, Amdt. 11; Dated, 6 Mar. 65

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Minimum altitudes (feet)	Missed approach
From—	To—	Via			
Bishop Int.....	PUW VOR (NOPT).....	Direct.....		4000	MAP: 5.9 miles after passing PUW VOR. Climbing left turn to 4300', direct PUW VOR and hold. Supplementary charting information: \$Hold SW, 1 minute, left turns, 032° Inbnd. Runway extended 1800' to the SW. LRCO, 122.1. Chart tree 46°44'25"/117°08'28", 2751'. Chart lighted antenna 46°41'47"/117°14'44", 2997'. Runway 5, TDZ elevation, 2537'.

Procedure turn W side of crs, 212° Outbnd, 032° Inbnd, 4300' within 10 miles of PUW VOR.
FAF, PUW VOR. Final approach crs, 027°. Distance FAF to MAP, 5.9 miles.
Minimum altitude over PUW VOR, 4000'.
MSA: 090°-090°-6000'; 090°-270°-6200'; 270°-360°-5400'.

NOTES: (1) Use Walla Walla altimeter setting when PUW altimeter setting not available. (2) Sliding scale not authorized.
*Circling and straight-in MDA increased 300' and alternate minimums not authorized when control zone not effective except operators with approved weather reporting service.
%IFR departure procedures: Climb direct to VOR before proceeding on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5*	3100	1	563	3100	1	563	3100	1	563	3100	1 1/4	563
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	3100	1	549	3100	1	549	3100	1 1/4	549	3160	2	609
A.....	Standard.*			T 2-eng. or less—Runways 5-23, 300-1.5%			T over 2-eng.—Runways 5-23, 300-1.5%					

City, Pullman; State, Wash.; Airport name, Pullman-Moscow Regional; Elev., 2551'; Facility, PUW; Procedure No. VOR Runway 5, Amdt. 3; Eff. date, 29 May 69; Sup. Amdt. No. 2; Dated, 26 Aug. 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

Terminal routes				Minimum altitudes (feet)	Missed approach
From—	To—	Via			
R 095°, IAH VORTAC CW.....	R 329°, IAH VORTAC.....	15-mile DME Arc.....		1700	MAP: 2.4 mile DME Fix, R 329°. Climb to 1800' direct to IAH VORTAC; proceed on R 149° within 10 miles. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from threshold. 257' control tower midfield. TDZ elevation, 90'.
R 243°, IAH VORTAC CW.....	R 329°, IAH VORTAC.....	15-mile DME Arc.....		1700	
15-mile Arc.....	8-mile DME Fix.....	R 329°, IAH VORTAC.....		1700	

Procedure turn not authorized.
Final approach crs, 149°.
Minimum altitude over 8-mile DME Fix, 1700'.
MSA within 25 miles of IAH VORTAC: 270°-180°-1600'; 180°-270°-2500'.
NOTE: ASR.
%RVR 18' authorized Runway 8.
*Inoperative table does not apply to HIRL Runway 14. HIRL inoperative visibility 1 mile.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14*	460	1	365	460	1	365	460	1	365	460	1	365
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	560	1	462	560	1	462	560	1 1/4	462	600	2	562
A.....	Standard.			T 2-eng. or less—Standard.5%			T over 2-eng.—Standard.5%					

City, Houston; State, Tex.; Airport name, Intercontinental; Elev., 98'; Facility, IAH; Procedure No. VOR/DME Runway 14, Amdt. Orig.; Eff. date, 29 May 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes				Missed approach	
From--	To--	Via	Minimum altitudes (feet)	MAP: IAH VORTAC :	
R 232°, IAH VORTAC CCW	R 167°, IAH VORTAC	10-mile DME Arc	1800	Climb to 1700' on R 331°, within 15 miles of IAH VORTAC.	
R 061°, IAH VORTAC CW	R 167°, IAH VORTAC	10-mile DME Arc	1800	Supplementary charting information: 257' control tower midfield.	
10-mile Arc	5-mile DME Fix (NOPT)	R 167°	1400	TDZ elevation, 90'.	

Procedure turn not authorized.
 Final approach crs, 347°.
 Minimum altitude over 5-mile DME Fix, 1400'.
 MSA within 25 miles of IAH VORTAC: 270°-180°-1600'; 180°-270°-2500'.
 Note: ASR.
 % RVR 18' authorized Runway 8.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	500	1	402	500	1	402	500	1 1/4	402	600	2	502
A	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Houston; State, Tex.; Airport name, Intercontinental; Elev., 98'; Facility, IAH; Procedure No. VOR/DME Runway 32, Amdt. Orig.; Eff. date, 29 May 69

Terminal routes				Missed approach	
From--	To--	Via	Minimum altitudes (feet)	MAP: 1-mile DME Fix, R 231°.	
R 330°, HOU VORTAC CCW	R 231°, HOU VORTAC	16-mile DME Arc, R 240° lead radial.	2000	Climb to 1600' direct to Monument Int. and hold.	
R 134°, HOU VORTAC CW	R 231°, HOU VORTAC	16-mile DME Arc, R 222° lead radial.	2000	Supplementary charting information: Hold NE, 1 minute, right turns, 217' Inbnd.	
16-mile DME Arc	16-mile DME Fix	R 231°	2000	TV tower 1540' 13 miles SW of airport.	
16-mile DME Fix	5-mile DME Fix (NOPT)	R 231°	1000	Runway 3, TDZ elevation, 47'.	

Procedure turn S side of crs, 231° Outbnd, 061° Inbnd, 2500' within 10 miles of 5-mile DME Fix.
 Final approach crs, 051°.
 Minimum altitude over 16-mile DME Fix, 2000'; over 5-mile DME Fix, 1000'.
 MSA within 25 miles of HOU VORTAC: 000°-090°-1700'; 090°-180°-2300'; 180°-270°-2600'; 270°-360°-1800'.
 Note: ASR.
 #RVR 2400' authorized Runway 3.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
6-3	440	RVR 24	303	440	RVR 24	303	440	RVR 24	303	440	RVR 50	303
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	480	1	432	500	1	432	500	1 1/4	432	600	2	502
A	Standard.			T 2-eng. or less—Standard. #			T over 2-eng.—Standard. #					

City, Houston; State, Tex.; Airport name, William P. Hobby; Elev., 48'; Facility, HOU; Procedure No. VOR/DME Runway 3, Amdt. 8; Eff. date, 29 May 69; Sup. Amdt. No. VOR/DME-3, Amdt. 7; Dated, 2 July 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 1-mile DME Fix, R 298°.
R 016°, HOU VORTAC.....	R 298°, HOU VORTAC.....	16-mile DME Arc, R 307° lead radial.	1800	Climb to 2200' on HOU R 171° within 15 miles.
R 198°, HOU VORTAC CW.....	R 298°, HOU VORTAC.....	16-mile DME Arc, R 280° lead radial.	2500	Supplementary charting information: TV tower 1235', 11 miles SSE of airport.
16-mile DME Arc.....	10-mile DME Fix.....	R 298°.....	1800	TV tower 13 miles SW of airport.
10-mile DME Fix.....	6-mile DME Fix (NOPT).....	R 298°.....	1300	Runway 12, TDZ elevation, 48'.

Procedure turn S side of crs, 298° Outbnd, 118° Inbnd, 1800' within 10 miles of 5-mile DME Fix.
 Final approach crs, 118°.
 Minimum altitude over 10-mile DME Fix, 1800'; over 5-mile DME Fix, 1300'.
 MSA within 25 miles of HOU VORTAC: 000°-090°-1700'; 090°-180°-2300'; 180°-270°-2900'; 270°-360°-1800'.
 Note: ASR.
 #RVR 2400' authorized Runway 3.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-12.....	400	1	412	400	1	412	400	1	412	400	1	412
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	450	1	432	500	1	452	500	1 1/4	452	600	2	552
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Houston; State, Tex.; Airport name, William P. Hobby; Elev., 48'; Facility, HOU; Procedure No. VOR/DME Runway 12, Amdt. 6; Eff. date, 29 May 69; Sup. Amdt. No. VOR/DME-1, Amdt. 5; Dated, 4 June 66

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 1-mile DME Fix, R 017°.
R 336°, HOU VORTAC CW.....	R 017°, HOU VORTAC.....	16-mile DME Arc, R 008° lead radial.	1800	Climb to 2500' on HOU R 218° within 15 miles.
R 060°, HOU VORTAC CCW.....	R 017°, HOU VORTAC.....	16-mile DME Arc, R 026° lead radial.	1800	Supplementary charting information: TV tower 1549', 13 miles SW of airport.
16-mile DME Arc.....	10-mile DME Fix.....	R 017°.....	1600	Runway 21, TDZ elevation, 44'.
10-mile DME Fix.....	6-mile DME Fix (NOPT).....	R 017°.....	1000	

Procedure turn E side of crs, 017° Outbnd, 197° Inbnd, 1800' within 10 miles of 6-mile DME Fix.
 Final approach crs, 197°.
 Minimum altitude over 6-mile DME Fix, 1600'; over 3.5-mile DME Fix, 540'.
 MSA within 25 miles of HOU VORTAC: 000°-090°-1700'; 090°-180°-2300'; 180°-270°-2600'; 270°-360°-1800'.
 Note: ASR.
 #RVR 24' authorized Runway 3.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-21.....	480	3/4	436	480	3/4	436	480	3/4	436	480	1	436
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	480	1	432	500	1	452	500	1 1/4	452	600	2	552
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Houston; State, Tex.; Airport name, William P. Hobby; Elev., 48'; Facility, HOU; Procedure No. VOR/DME Runway 21, Amdt. 12; Eff. date, 29 May 69; Sup. Amdt. No. 11; Dated, 1 Apr. 67

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		MAP: 1-mile DME Fix, R 134°.
R 264°, HOU VORTAC CCW.....	R 134°, HOU VORTAC.....	16-mile DME Arc, R 143° lead radial.	2500	Climb to 1800' on HOU R 306° within 15 miles; or, when directed by ATIS, climb to 2000' on HOU R 279° within 15 miles.
R 066°, HOU VORTAC CW.....	R 134°, HOU VORTAC.....	16-mile DME Arc, R 126° lead radial.	1700	Supplementary charting information: TV tower 1235', 11 miles SSE of airport, 1200' TV tower 1549', 13 miles SW of airport, Runway 30, TDZ elevation, 44'.
16-mile DME Arc.....	10-mile DME Fix.....	R 134°.....	1700	
10-mile DME Fix.....	5-mile DME Fix (NOPT).....	R 134°.....	1200	

Procedure turn S side of crs, 134° Outbnd, 314° Inbnd, 2200' within 10 miles of 5-mile DME Fix.
 Final approach crs, 314°.
 Minimum altitude over 10-mile DME Fix, 1700'; over 5-mile DME Fix, 1200'.
 MSA within 25 miles of HOU VORTAC: 000°-090°-1700'; 090°-180°-2200'; 180°-270°-2600'; 270°-360°-1800'.
 Note: ASR.
 #RVR 2400' authorized Runway 3.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-30.....	420	1	376	420	1	376	420	1	376	420	1	376
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	480	1	432	500	1	452	500	1 1/4	432	600	2	532
A.....	Standard.		T 2-eng. or less—Standard.#				T over 2-eng.—Standard.#					

City, Houston; State, Tex.; Airport name, William P. Hobby; Elev., 48'; Facility, HOU; Procedure No. VOR/DME Runway 30, Amdt. 3; Eff. date, 29 May 60; Sup. Amdt. No. VOR/DME-4, Amdt. 2; Dated, 4 June 66

10. 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			Minimum altitudes (feet)	Missed approach
From—	To—	Via		MAP: 10.2 miles after passing TBD VOR.
				Climb to 1500' right turn, direct TBD VOR. Supplementary charting information: TDZ elevation, 11'. Steel tower 2 miles NW of airport, 447'.

Procedure turn S side of crs, 297° Outbnd, 117° Inbnd, 1500' within 10 miles of TBD VOR.
 FAF, TBD VOR. Final approach crs, 117°. Distance FAF to MAP, 10.2 miles.
 Minimum altitude over TBD VOR, 1500'.
 MSA: 000°-360°-1500'.
 NOTES: (1) No weather service available. (2) Use New Orleans altimeter setting when Houma altimeter setting not available. (3) Circling and straight-in MDA increased 120' when Houma altimeter setting not available.
 CAUTION: Steel tower 187' approximately 1/4 mile W of Runway 12 threshold.
 *No runway lights on Runways 12/30.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-12.....	900	1 1/4	880	900	1 1/4	880	900	1 1/4	880	900	2	880
	Day only.*											
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	900	1 1/4	880	900	1 1/4	880	900	1 1/4	880	900	2	849
A.....	Not authorized.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Houma; State, La.; Airport name, Houma Municipal; Elev., 11'; Facility, TBD; Procedure No. VOR Runway 12, Amdt. 5; Eff. date, 20 May 60; Sup. Amdt. No. VOR Runway 11, Amdt. 4; Dated, 18 Apr. 63

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: 11-mile DME Fix TBD, R 118°.	
TBD VORTAC.....	16-mile DME Fix TBD, R 118°...	Direct.....	1500	Climb to 1500' direct TBD VORTAC. Supplementary charting information: TDZ elevation, 11'. Steel tower 2 miles NW of airport, 447'.	

Procedure turn N side of crs, 118° Outbd, 296° Inbd, 1500' within 10 miles of 16-mile DME Fix. Final approach crs, 298°. Distance FAF to MAP, 5 miles. Minimum altitude over 16-mile DME Fix, 1000'. MSA: 000°-360°-1500'.

NOTES: (1) No weather service available. (2) Use New Orleans altimeter setting when Houma altimeter setting not available. (3) Circling and straight-in MDA increased 120' when Houma altimeter not available. CAUTION: Steel tower 187' approximately ¼ mile west of Runway 12 threshold. *No runway lights on Runways 12/30.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-30.....	400	1	389	400	1	389	400	1	389	400	1	389
	Day only.*											
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	500	1	489	500	1	48	500	1½	489	700	2	749
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Houma; State, La.; Airport name, Houma Municipal; Elev., 11'; Facility, TBD; Procedure No. VOR/DME Runway 30, Amdt. 3; Eff. date, 29 May 69; Sup. Amdt. No. VOR/DME Runway 29, Amdt. 2; Dated, 18 Apr. 68

RULES AND REGULATIONS

11. 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 RVE.

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6 miles after passing Black Forest Int.
Hilltop DME Fix CCW	Vincent Int.	COS 15-mile DME Arc, R 341° lead radial.	10,000	Climb to 7300' direct to CO LOM and hold,* or, when directed by ATC, climbing left turn to 8000' heading 075° to COS R 140° to Hanover Int and hold. Supplementary charting information: *Hold 5, 1 minute, right turns, 347° Inhd. Runway 17, TDZ elevation, 6172'.
Vincent Int.	Academy Int.	Direct.	9000	
Academy Int.	Black Forest Int (NOPT)	Direct.	8500	
COS VORTAC	Black Forest Int.	Direct.	9000	
CO LOM	Black Forest Int.	Via LOC.	9000	

Procedure turn E side of crs, 347° Outbd, 167° Inhd, 9000' within 10 miles of Black Forest Int FAF, Black Forest Int. Final approach crs, 167°. Distance FAF to MAP, 6 miles.

Minimum altitude over Black Forest Int., 8500'; over Fannin Int., 7180'.

Notes: (1) ASR/PA. (2) Dual VOR receivers required for use of Fannin Int.

#Components inoperative table not applicable to HIRL Runway 17.

%IFR departure procedures: Takeoff all runways: Westbound 210° through 345°, climb direct to COS VORTAC, then climb between COS VORTAC and Kettle Int to cross COS VORTAC westbound at or above 14,100', V-SI northbound cross COS VORTAC at or above 9000'. Runways 35 and 12, climb straight ahead to 6500' MSL before turn.

CAUTION: Exceedingly high terrain beginning 6 miles W of localizer crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-17#	7180	1½	1008	7180	1¼	1008	7180	2	1008	7180	2¼	1008
C	7180	1½	1008	7180	1¼	1008	7180	2	1008	7180	2¼	1008
LOC/VOR MINIMUMS:												
S-17#	6700	1	588	6700	1	588	6700	1	588	6700	1¼	588
C	6700	1	588	6700	1	588	6700	1¼	588	6700	2	588
A	1200-2			T 2-eng. or less—Runway 35, RVR 24'; Standard all other runways.%			T over 2-eng.—Runway 35, RVR 24'; Standard all other runways.%					

City, Colorado Springs; State, Colo.; Airport name, Peterson Field; Elev., 6172'; Facility, I-COS; Procedure No. LOC (BC) Runway 17, Amdt. 5; Eff. date, 29 May 60; Sup. Amdt. No. ILS-17 (back crs), Amdt. 4; Dated, 5 Nov. 66

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.5 miles after passing Maxton Int.
R 095°, IAH VORTAC CCW	IAH LOC crs, R 081° lead radial (NOPT).	13-mile DME Arc	1800	Climb to 1800' direct to Houston (IA) LOM and hold. Supplementary charting information: Hold W, 1 minute, right turns, 032° Inhd. 257' control tower midfield. 240' water tower 3 miles E. TDZ elevation, 97'.
R 325°, IAH VORTAC CW	IAH LOC crs, R 065° lead radial (NOPT).	13-mile DME Arc	1800	
13-mile Arc	Maxton Int.	LOC crs.	1600	

Procedure turn N side of crs, 082° Outbd, 262° Inhd, 1800' within 10 miles of Maxton Int.

FAF, Maxton Int. Final approach crs, 262°. Distance FAF to MAP, 5.5 miles.

Minimum altitude over Maxton Int, 1600'; over 3-mile Radar Fix, 560'.

Note: ASR.

%RVR 18' authorized Runway 8.

*Inoperative table does not apply to HIRL Runway 26. HIRL inoperative visibility 1 mile.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-26*	560	1	463	560	1	463	560	1	463	560	1	463
LOC/Radar Minimums:												
S-26*	460	1	363	460	1	363	460	1	363	460	1	363
C	560	1	462	560	1	462	560	1	462	600	2	562
A	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Houston; State, Tex.; Airport name, Intercontinental; Elev., 98'; Facility, I-IAH; Procedure No. LOC (BC) Runway 26, Amdt. Orig.; Eff. date, 29 May 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC (BC)—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing PDA NDB.	
HOU VORTAC.....	PDA NDB.....	Direct.....	1600	Climb to 2000' direct to HO LOM and hold; or, when directed by ATC, climb to 1800' over HOU VORTAC R 300 within 15 miles. Supplementary charting information: Hold SW, 1 minute, right turns, 030° Inbnd. TV tower 1549', 13 miles SW of airport. Runway 21, TDZ elevation, 44'.	
La Porte Int.....	PDA NDB.....	Direct.....	1600		
Fry Int.....	PDA NDB.....	Direct.....	1600		
Monument Int.....	PDA NDB (NOPT).....	Direct.....	1100		

Procedure turn N side of crs, 036° Outbnd, 216° Inbnd, 1600' within 10 miles of PDA NDB.
 FAF, PDA NDB. Final approach crs, 216°. Distance FAF to MAP, 4 miles.
 Minimum altitude over PDA NDB, 1100'.
 MSA within 25 miles of PDA NDB: 000°-090°-1600'; 090°-180°-2300'; 180°-270°-2900'; 270°-360°-1800'.
 NOTE: ASR.
 #RVR 2400' authorized Runway 3.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
E-21.....	440	3/4	396	440	3/4	396	440	3/4	396	440	1	396
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	480	1	432	500	1	452	500	1 1/2	452	600	2	532
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Houston; State, Tex.; Airport name, William P. Hobby; Elev., 48'; Facility, I-HOU; Procedure No. LOC (BC) Runway 21, Amdt. 13; Eff. date, 29 May 69; Sup. Amdt. No. ILS-21 (back crs), Amdt. 12; Dated, 4 June 66

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5 miles after passing Stadium Int.	
R 170°, MEM VORTAC CW.....	TSE LOC (BC).....	17-mile Arc MEM, R 346° lead radial.	1900	Climb to 1900' direct to TS LOM and hold; or, when directed by ATC, climbing right turn to 1900' to ME LOM and hold W, 1 minute, right turns, 087° Inbnd. Supplementary charting information: Hold S, 1 minute, right turns, 354° Inbnd. HIRLS Runways 9/27, 17/35. VASI Runway 27; TDZL Runway 35. Runway 17, TDZ elevation, 288'.	
R 170°, MEM VORTAC CCW.....	R 009°, MEM VORTAC.....	17-mile Arc.....	2300		
R 009°, MEM VORTAC CCW.....	TSE LOC (BC).....	17-mile Arc.....	1900		
MEM VORTAC.....	Stadium Int.....	Direct.....	1800		
5-mile DME Arc.....	Stadium Int (NOPT).....	LOC (BC).....	1800		

Procedure turn W side of crs, 354° Outbnd, 174° Inbnd, 1800' within 10 miles of Stadium Int.
 FAF, Stadium Int. Final approach crs, 174°. Distance FAF to MAP, 4.5 miles.
 Minimum altitude over Stadium Int, 1800'.
 NOTES: (1) ASR. (2) Back crs unusable below 1800' MSL beyond Stadium Int.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
E-17.....	640	3/4	352	640	3/4	352	640	3/4	352	640	1	352
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	740	1	400	800	1	460	800	1 1/2	460	900	2	500
A.....	Standard.			T 2-eng. or less—RVR 24', Runways 9, 35; Standard all other runways.			T over 2-eng.—RVR 24', Runways 9, 35; Standard all other runways.					

City, Memphis; State, Tenn.; Airport name, Metropolitan; Elev., 331'; Facility, I-TSE; Procedure No. LOC (BC) Runway 17, Amdt. 1; Eff. date, 29 May 69; Sup. Amdt. No. Orig.; Dated, 28 Oct. 67

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC (BC)—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing Oakville Int.	
MEM VORTAC.....	Oakville Int.....	Direct.....	1900	Climb to 1800' direct to ME LOM and hold; or, when directed by ATC, climbing left turn to 1900' to TS LOM and hold 3 1 minute, right turns, 354° Inbnd. Supplementary charting information: Hold W, 1 minute, right turns, 087° Inbnd. HIRLS Runways 9/27, 17/35. VASI Runway 27; TDZL Runway 35. Runway 27, TDZ elevation, 291'.	
Collierville Int.....	Oakville Int (NOPT).....	Direct.....	1600		
R 200°, MEM VORTAC CGW.....	MEM Localizer (BC).....	12-mile DME Arc.....	1900		
12-mile DME Arc.....	Oakville Int (NOPT).....	Localizer (BC).....	1600		

Procedure turn S side of crs, 087° Outbnd, 267° Inbnd, 1900' within 10 miles of Oakville Int. FAF, Oakville Int. Final approach crs, 267°. Distance FAF to MAP, 4 miles. Minimum altitude over Oakville Int, 1600'.

NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27.....	660	3/4	360	660	3/4	360	660	3/4	360	660	1	360
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	740	1	400	800	1	460	800	1 1/2	460	900	2	500
A.....	Standard.			T 2-eng. or less—RVR 24', Runways 9, 35; Standard all other runways.			T over 2-eng.—RVR 24', Runways 9, 35; Standard all other runways.					

City, Memphis; State, Tenn.; Airport name, Metropolitan; Elev., 331'; Facility, I-MEM; Procedure No. LOC (BC) Runway 27, Amdt. 12; Eff. date, 29 May 60; Sup. Amdt. No. ILS-27 (back crs), Amdt. 11; Dated, 9 Dec. 65

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6 miles after passing PCX NDB.	
Rosebank Int.....	PCX NDB.....	Direct.....	7000	Climb to 7000' direct to PU LOM and hold; * or, when directed by ATC, climbing left turn to 7000' direct P UB VORTAC. Supplementary charting information: *Hold W, 075° Inbnd, right turns, 1 minute Runway 25R, TDZ elevation, 4664'.	
Ordway Int.....	Helberg Int.....	300° Mag and E crs PUB LOC 5.6 miles.....	7000		
Helberg Int.....	PCX NDB (NOPT).....	Direct.....	6700		
Cedarwood Int.....	PCX NDB.....	Direct.....	7500		
PUB VORTAC.....	PCX NDB.....	Direct.....	7000		
Hanover Int.....	PCX NDB.....	Direct.....	7000		
PU LOM.....	PCX NDB.....	Direct.....	7000		
PUB VORTAC R 203°/13 CCW.....	Helberg Int.....	13-mile Arc PUB, R 087° lead radial.....	7000		
PUB VORTAC R 331°/13 CW.....	Helberg Int.....	13-mile Arc PUB, R 065° lead radial.....	7000		
Pinon Int.....	PCX NDB.....	Direct.....	7300		

Procedure turn N side of crs, 075° Outbnd, 255° Inbnd, 7000' within 10 miles of PCX NDB. FAF, PCX NDB. Final approach crs, 255°. Distance FAF to MAP, 6 miles. Minimum altitude over PCX NDB, 6700'. MSA: 000°-180°-7300'; 180°-270°-7400'; 270°-360°-7500'.

CAUTION: Tower 6320', 5.5 miles NW of field. #ADF required.

§1FR departure procedures: Takeoff all runways: Climb direct to Pueblo VORTAC, climb in holding pattern, 248° Inbnd, 1 minute, right turns, to minimum crossing altitude for direction of flight; from R 200° CW to R 240°, MCA 7200'; R 313° MCA 5200'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25R#.....	5060	3/4	306	5060	3/4	306	5060	3/4	306	5060	1	306
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#.....	5340	1	615	5340	1	615	5340	1 1/2	615	5300	2	635
A.....	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Pueblo; State, Colo.; Airport name, Pueblo Memorial; Elev., 4725'; Facility, I-PUB; Procedure No. LOC (BC) Runway 25R, Amdt. 5; Eff. date, 29 May 60; Sup. Amdt. No. ILS-25 (BC), Amdt. 4; Dated, 27 Mar. 65

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
12-mile I SAN DME Fix on SAN R 076° CW... Bostonia Int.	12-mile I SAN DME Fix on I SAN BC. Sweetwater Int.	12-mile Arc I SAN DME Channel 46. Direct.	3700 3700	MAP: 4.5 miles after passing Encanto FM/Int. 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 325° to Mount Dad Int. Supplementary charting information: Numerous obstructions penetrate 20:1 all runways. Chart I SAN DME distance at MAP. Chart Encanto FM. Chart 560' obstruction at 32°43' 0"/117°08' 00'.

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, 3900'; 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 glide slope site.
IFR departure procedure: All IFR departures must comply with published BIDs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	820	1	805	820	1 1/4	805	820	1 1/4	805	860	2	845
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., 18'; Facility, I-SAN; Procedure No. LOC (BC) Runway 27, Amdt. 8; Eff. date, 29 May 69; Sup. Amdt. No. 7; Dated, 10 June 67

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
NUN VOR Gonzales Int.	PNS NDB PNS NDB	Direct Direct	1700 1700	MAP: 1.7 miles after passing PNS, NDB. Climb to 1700' direct to Gonzales Int and hold. Supplementary charting information: Hold N, 1 minute, left turns, 163° Inbd. Warning area 10 miles S of PNS NDB. Extensive VFR student training activity all quadrants. HIRLS Runways 16/34. Runway 34, TDZ elevation, 103'.

Procedure turn E side of crs, 163° Outbd, 343° Inbd, 1700' within 10 miles of PNS NDB.
FAF, PNS NDB. Final approach crs, 343°. Distance FAF to MAP, 1.7 miles.
Minimum altitude over PNS NDB, 700'.
MSA within 25 miles of PNS NDB: 000°-270°-1600'; 270°-360°-2400'.
NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-34.....	440	3/4	337	440	3/4	337	440	3/4	337	440	1	337
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	500	1	379	580	1	459	580	1 1/4	459	680	2	559
A.....	Standard.			T 2-eng. or less—Standard.						T over 2 eng.—Standard.		

City, Pensacola; State, Fla.; Airport name, Pensacola Municipal (Hagler); Elev., 121'; Facility, I-PNS; Procedure No. LOC (BC) Runway 34, Amdt. 1; Eff. date, 29 May 69; Sup. Amdt. No. Orig.; Dated, 4 Apr. 68

13. 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 RVB.

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: ETT NDB.	
Zenith Int.	ETT NDB	Direct	5000	Climb to 5000' on 099° crs from ETT NDB	
BLF VOR	ETT NDB	Direct	5000	within 10 miles and return to ETT NDB	
BKW Temporary VHF Int.	ETT NDB	Direct	4700	and hold.	
				Supplementary charting information:	
				Hold W, 1 minute, right turns, 099° crs	
				inbd.	
				Final approach crs lies 500' left of runway	
				centerline at 3000' from threshold.	
				Runway 10, TDZ elevation, 2501'.	

Procedure turn S side of crs, 279° Outbd, 099° Inbd, 4700' within 10 miles of ETT NDB.
 Final approach crs, 099°.
 MSA: 000°-090°-5200'; 090°-180°-5200'; 180°-270°-4800'; 270°-360°-4500'.
 CAUTION: Precipitous terrain underlying this procedure; turbulence of varying intensities may be encountered.
 CAUTION: Sharp drop off both ends of runway.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-10	3240	1	739	3240	1	739	3240	1½	739	3240	1½	739
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3240	1	736	3240	1	736	3240	1½	736	3260	2	756
A	Standard.			T 2-eng. or less--Standard.			T over 2-eng.--Standard.					

City, Beckley; State, W. Va.; Airport name, Raleigh County Memorial; Elev., 2504'; Facility, ETT; Procedure No. NDB (ADF) Runway 10, Amdt. Orig.; Eff. date, 29 May 69

Terminal routes				Missed approach	
From--	To--	Via	Minimum altitudes (feet)	MAP: VBW NDB.	
Crawford Int.	VBW NDB	Direct	3400	Climbing right turn to 3400' direct VBW	
MOL VOR	VBW NDB	Direct	5200	NDB and hold.	
				Supplementary charting information:	
				Hold SW, 1 minute, right turns, 035° Inbd	
				Chart: 1742' hill, 2 miles S of NDB; 1728'	
				hill, 2.2 miles NW of NDB.	

Procedure turn E side of crs, 215° Outbd, 035° Inbd, 3400' within 10 miles of VBW NDB.
 Final approach crs, 035°.
 MSA: 000°-090°-5100'; 090°-180°-4900'; 180°-270°-5500'; 270°-360°-5600'.
 NOTES: (1) Use Charlottesville altimeter setting. (2) Night operations not authorized Runways 9/27.
 % IFR departure procedure: Climb in holding pattern to 4000' before proceeding as cleared.
 CAUTION: Precipitous terrain underlying this procedure; turbulence of varying intensities may be encountered.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D	
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS	
C	2500	2	1320	2500	2¾	1320	NA	NA	
A	Not authorized.			T 2-eng. or less--600-1%			T over 2-eng.--600-1%		

City, Bridgewater; State, Va.; Airport name, Bridgewater Airpark; Elev., 1180'; Facility, VBW; Procedure No. NDB (ADF-1), Amdt. Orig.; Eff. date, 29 May 69

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.3 miles after passing CO LOM.	
COS VORTAC.....	CO LOM.....	COS VOR R 185°.....	8200	Climbing right turn to 7300' direct to CO	
Hanover Int.....	CO LOM.....	Direct.....	8000	LOM and hold;* or, when directed by	
Pueblo VORTAC.....	Midway Int.....	Direct.....	7300	ATC, climbing right turn to 8000' head-	
Midway Int.....	CO LOM (NOPT).....	Direct.....	7100	ing 085° to COS R 140° to Hanover Int	

and hold.
 Supplementary charting information:
 *Hold 8 CO LOM, 1 minute, right turns,
 347° Inbnd.
 Runway 35, TDZ elevation, 6070'.

Procedure turn E side of crs, 167° Outbnd, 347° Inbnd, 7300' within 10 miles of CO LOM.
 FAF, CO LOM. Final approach crs, 347°. Distance FAF to MAP, 3.3 miles.
 Minimum altitude over CO LOM, 7100'.
 MSA: 090°-090°-6000'; 090°-180°-7500'; 180°-360°-16,200'.
 NOTE: ASR/PAR: Radar required when R-2601 in use.
 *IFB departure procedures: Takeoff all runways westbound 210° through 345°, climb direct to COS VORTAC, then climb between COS VORTAC and Kettle Int to cross COS VORTAC westbound at or above 14,100', V-81 northbound cross COS VORTAC at or above 9000'. Runways 35 and 12, climb straight ahead to 6500' MSL before turn.
 CAUTION: Exceedingly high terrain beginning 6 miles W of N-S runway centerline extended.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-35.....	6500	RVR 40	490	6500	RVR 40	490	6500	RVR 40	490	6500	RVR 50	490
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	6680	1	508	6680	1	508	6680	1½	508	6700	2	588
A.....	Standard.			T 2-eng. or less—Runway 35, RVR 24'; Standard all other runways.%			T over 2-eng.—Runway 35, RVR 24'; Standard all other runways.%					

City, Colorado Springs; State, Colo.; Airport name, Peterson Field; Elev., 6172'; Facility, COS; Procedure No. NDB (ADF) Runway 35, Amdt. 13; Eff. date, 29 May 69
 Sup. Amdt. No. ADF 1, Amdt. 14; Dated, 13 Mar. 65

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: Detroit Lakes NDB.	
Strawberry Int.....	DTL NDB.....	Direct.....	3100	Climb to 3100' on 122° bearing from DTL	
Lda Int.....	DTL NDB.....	Direct.....	3100	NDB within 10 miles; return to NDB.	

Supplementary charting information:
 Final approach crs intercepts runway centerline 3060' from runway threshold, 1430' AMSL drive-in theater screen, 1150' NW of approach end of Runway 13.
 Runway 13, TDZ elevation, 1396'.

Procedure turn S side of crs, 302° Outbnd, 122° Inbnd, 3100' within 10 miles of DTL NDB.
 Final approach crs, 122°.
 MSA: 090°-180°-2900'; 180°-270°-3000'; 270°-360°-2700'.
 NOTE: Use Fargo altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-13.....	1980	1	584	1980	1	584	1980	1	584	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1980	1	584	2040	1	644	2040	1½	644	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Detroit Lakes; State, Minn.; Airport name, Detroit Lakes Municipal; Elev., 1396'; Facility, DTL; Procedure No. NDB (ADF) Runway 13, Amdt. Orig.; Eff. date 29 May 69

RULES AND REGULATIONS

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.4 miles after passing IA LOM at MM.
IAH VORTAC	IA LOM	Direct	1800	Climb to 1800' direct to Maxton Int and hold. Supplementary charting information: Hold E, 1 minute, right turns, 262° Inbnd. 257' control tower midfield. TDZ elevation, 98'.
Silver Int.	IA LOM	Direct	1800	
Conroe Int.	IA LOM	Direct	1800	
Sheppard Int.	IA LOM	Direct	1800	
Magnolia Int.	IA LOM (NOPT)	Direct	1800	
Cypress Int.	IA LOM (NOPT)	Direct	1800	

Procedure turn S side of crs, 262° Outbnd, 082° Inbnd, 1800' within 10 miles of IA LOM.
 FAF, IA LOM. Final approach crs, 082°. Distance FAF to MAP, 5.4 miles at MM.
 Minimum altitude over IA LOM, 1800'.
 MSA within 25 miles of IA LOM: 270°-080°-1900'; 090°-270°-2500'.
 NOTE: ASR.
 % RVR 18' authorized Runway 8.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-8	500	RVR 40	402	500	RVR 40	402	500	RVR 40	402	500	RVR 50	402
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	500	1	402	500	1	402	500	1½	402	600	2	502
A	Standard.			T 2-eng. or less—Standard.½			T over 2-eng.—Standard.½					

City, Houston; State, Tex.; Airport name, Intercontinental; Elev., 98'; Facility, IA; Procedure No. NDB (ADF) Runway 8, Amdt. Orig.; Eff. date, 29 May 60

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.2 miles after passing HO LOM.
Houston VORTAC	HO LOM	Direct	2000	Climb to 1600' direct to Mounument Int and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 217° Inbnd. TV tower 1540', 13 miles SW of airport. Runway 3, TDZ elevation, 47'.
Blue Int.	HO LOM	Direct	2500	
Rosenberg Int.	HO LOM	Direct	2500	
Arcola Int.	HO LOM (NOPT)	Direct	1300	

Procedure turn S side of crs, 216° Outbnd, 036° Inbnd, 2000' within 10 miles of HO LOM.
 FAF, HO LOM. Final approach crs, 036°. Distance FAF to MAP, 4.2 miles.
 Minimum altitude over HO LOM, 1300'.
 MSA within 25 miles of HO LOM: 090°-090°-1800'; 090°-180°-2300'; 180°-360°-2000'.
 NOTE: ASR.
 # RVR 2400' authorized Runway 3.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-3	480	RVR 40	433	480	RVR 40	433	480	RVR 40	433	480	RVR 50	433
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	480	1	432	500	1	452	500	1½	452	600	2	552
A	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Houston; State, Tex.; Airport name, William R. Hobby; Elev., 48'; Facility HO; Procedure No. NDB (ADF) Runway 3, Amdt. 2; Eff. date, 29 May 60; Sup. Amdt. No. 2; Dated, 4 Feb. 67

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing PDA NDB.
HOU VORTAC.....	PDA NDB.....	Direct.....	1600	Climb to 2000' direct to HO LOM and
La Porte Int.....	PDA NDB.....	Direct.....	1600	hold; or, when directed by ATC, climb
Fry Int.....	PDA NDB.....	Direct.....	1600	to 1800' on R 306° HOU VORTAC
Monument Int.....	PDA NDB (NOPT).....	Direct.....	1100	within 15 miles.

Supplementary charting information:
 Hold SW, 1 minute, right turns, 036° Inbnd.
 TV tower 1540', 13 miles SW of airport.
 Runway 21, TDZ elevation, 44'.

Procedure turn N side of crs, 036° Outbnd, 216° Inbnd, 1600' within 10 miles of PDA NDB.
 FAF, PDA NDB. Final approach crs, 216°. Distance FAF to MAP, 4 miles.
 Minimum altitude over PDA NDB, 1100'.
 MSA within 25 miles of PDA NDB: 000°-090°-1600'; 090°-180°-2300'; 180°-270°-2600'; 270°-360°-1800'.

NOTE: ASR.
 #RVR 2400' authorized Runway 3.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-21.....	480	1	436	480	1	436	480	1	436	480	1	436
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
O.....	480	1	432	500	1	452	500	1½	452	600	2	532
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Houston; State, Tex.; Airport name, William P. Hobby; Elev., 46'; Facility, PDA; Procedure No. NDB (ADF) Runway 21, Amdt. 5; Eff. date, 29 May 69; Sup. Amdt. No. 4; Dated, 4 Feb. 67

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 1.9 miles after passing LSO NDB.
Mayfield Int.....	LSO NDB.....	Direct.....	3700	Climbing right turn to 3300' direct to
Winlock Int.....	LSO NDB.....	Direct.....	4700	LSO NDB and hold.§
Longview Int.....	LSO NDB.....	Direct.....	3700	Supplementary charting information:
PDX VORTAC.....	LSO NDB.....	Direct.....	4000	§Hold N, 1 minute, right turn, 171° Inbnd.

Procedure turn W side of crs, 351° Outbnd, 171° Inbnd, 3300' within 10 miles of LSO NDB.
 FAF, LSO NDB. Final approach crs, 149°. Distance FAF to MAP, 1.9 miles.
 Minimum altitude over LSO NDB, 1800'.
 MSA: 000°-090°-8000'; 090°-180°-5000'; 180-270°-4100'; 270°-360°-4200'.
 §IFR departure procedures: Climb visually over the airport to 700' then direct to LSO NDB. Continue climb in holding pattern so as to cross LSO NDB at or above:
 Southeastbound direct PDX VORTAC, 1500'; southwestbound direct Longview Int, 1500'; northwestbound direct Winlock Int, 2300'; northeastbound direct Mayfield Int, 2300'.

#Use Portland altimeter setting when Kelso-Longview altimeter setting not available. Circling MDA increased 100', and alternate minimums not authorized when Kelso-Longview weather not available.
 §Approach from holding pattern not authorized. Procedure turn required.

DAY AND NIGHT MINIMUMS

Cond.	A			B		C		D	
	MDA	VIS	HAA	VIS	VIS	VIS	VIS		
Cs.....	1200	1¾	1175	NA	NA	NA	NA		
A.....	1400-2.#		T 2-eng. or less—700-1.%		T over 2-eng.—700-1.%				

City, Kelso; State, Wash.; Airport name, Kelso-Longview; Elev., 25'; Facility, LSO; Procedure No. NDB (ADF) Runway 12, Amdt. Orig.; Eff. date, 29 May 69

RULES AND REGULATIONS

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

Terminal routes		Missed approach	
From—	To—	Via	Minimum altitudes (feet)
Porter Int.	ME LOM.....	Direct.....	1800
Walls Int.	ME LOM.....	Direct.....	1800
Kerrville Int.	ME LOM.....	Direct.....	1800
Memphis VORTAC.....	ME LOM.....	Direct.....	1900

MAP: 4.2 miles after passing ME LOM.

Climb to 1900' on 087° bearing of ME LOM within 15 miles; or, when directed by ATC, climbing right turn to 1900' direct to TS LOM and hold S, 1 minute, right turns, 354° Inbnd.

Supplementary charting information:
HIRLS Runways 9/27, 17/35.
VASI Runway 27, TDZL Runway 35.
Runway 9, TDZ elevation, 289'.

Procedure turn S side of crs, 267° Outbnd, 087° Inbnd, 1800' within 10 miles of ME LOM.
FAF, ME LOM. Final approach crs, 087°. Distance FAF to MAP, 4.2 miles.
Minimum altitude over ME LOM, 1500'.
MSA: 000°-090°-2400'; 090°-360°-1800'.
NOTE: ASB.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9.....	740	RVR 40	481	740	RVR 40	481	740	RVR 40	481	740	RVR 30	481
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	740	1	400	800	1	400	800	1½	400	900	2	500
A.....	Standard.			T 2-eng. or less—RVR 24', Runways 9, 35; Standard all other runways.			T over 2-eng.—RVR 24', Runways 9, 35; Standard all other runways.					

City, Memphis; State, Tenn.; Airport name, Metropolitan; Elev., 331'; Facility, ME; Procedure No. NDB (ADF) Runway 9, Amdt. 15; Eff. date, 29 May 66; Sup. Amdt. No. ADF 1, Amdt. 14; Dated, 9 Dec. 65

Terminal routes		Missed approach	
From—	To—	Via	Minimum altitudes (feet)
MEM VORTAC.....	TS LOM.....	Direct.....	1900
Independence Int.	TS LOM (NOPT).....	Direct.....	1900
Coldwater Int.	TS LOM (NOPT).....	Direct.....	1900
Walls Int.	TS LOM.....	Direct.....	1900
Porter Int.	TS LOM.....	Direct.....	1900

MAP: 4.7 miles after passing TS LOM.

Climb to 1900' on crs 354° of TS LOM to Stadium Int. and hold; or, when directed by ATC, climbing left turn to 1900' direct to ME LOM and hold W, 1 minute, right turns, 087° Inbnd.

Supplementary charting information:
Hold N, 1 minute, right turns, 174° Inbnd.
HIRLS Runways 9/27, 17/35.
VASI Runway 27; TDZL Runway 35.
Runway 35, TDZ elevation, 331'.

Procedure turn E side of crs, 174° Outbnd, 354° Inbnd, 1900' within 10 miles of TS LOM.
FAF, TS LOM. Final approach crs, 354°. Distance FAF to MAP, 4.7 miles.
Minimum altitude over TS LOM, 1900'.
MSA: 000°-090°-2400'; 090°-180°-2000'; 180°-270°-1700'; 270°-360°-2400'.
NOTE: ASB.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-35.....	820	RVR 40	489	820	RVR 40	489	820	RVR 40	489	820	RVR 50	489
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	820	1	489	820	1	489	820	1½	489	900	2	500
A.....	Standard.			T 2-eng. or less—RVR 24', Runways 9, 35; Standard all other runways.			T over 2-eng.—RVR 24', Runways 9, 35; Standard all other runways.					

City, Memphis; State, Tenn.; Airport name, Metropolitan; Elev., 331'; Facility, TS; Procedure No. NDB (ADF) Runway 35, Amdt. 8; Eff. date, 29 May 66; Sup. Amdt. No. 7; Dated, 4 Feb. 67

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

From—	Terminal routes			Via	Minimum altitudes (feet)	Missed approach
	To—					MAP: PLD NDB.
Redkey Int.	PLD NDB			Direct	2000	Climb on crs to 2000'; return to PLD NDB.
Berne Int.	PLD NDB			Direct	2000	Supplementary charting information:
Bonnie Int.	PLD NDB			Direct	2000	Final approach crs intercepts runway centerline 1408' from runway threshold. Radio tower 2 miles SW of airport, 1154'. Runway 27, TDZ elevation, 923'.

Procedure turn N side of crs, 100° Outbnd, 280° Inbnd, 2000' within 10 miles of PLD NDB.
 Final approach crs, 280°.
 MSA: 090°-270°-2500'; 270°-090°-2200'.
 NOTE: Use Fort Wayne altimeter setting.
 %IFR departures Runway 27 maintain runway heading, climb to 1700' MSL before turning left.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27	1500	1	577	1500	1	577				NA		
	MDA	VIS	HAA	MDA	VIS	HAA				NA		
C	1500	1	577	1500	1	577				NA		
A	Not authorized.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Portland; State, Ind.; Airport name, Steed; Elev., 923'; Facility, PLD; Procedure No. NDB (ADF) Runway 27, Amdt. Orig.; Eff. date, 29 May 69

From—	Terminal routes			Via	Minimum altitudes (feet)	Missed approach
	To—					MAP: 6.5 miles after passing PU LOM.
PUB VORTAC	PU LOM			Direct	7000	Climb to 7000' direct to PCX NDB and hold.* or, when directed by ATC, right-climbing turn to 7000' to PU LOM and hold.
Pineon Int.	PU LOM			Direct	7300	
Hanover Int.	PU LOM			Direct	7300	
Cedarwood Int.	PU LOM			Direct	7500	
PCX NDB	PU LOM			Direct	7000	Supplementary charting information:
Roebank Int.	PU LOM			Direct	7300	*Hold E, 255° Inbnd, right turns, 1 minute.
Stone Int, VHF/DME	PU LOM (NOPT)			Direct	6900	Runway 7, TDZ elevation, 4668'.

Procedure turn S side of crs, 255° Outbnd, 075° Inbnd, 7000' within 10 miles of PU LOM.
 FAF, PU LOM. Final approach crs, 075°. Distance FAF to MAP, 6.5 miles.
 Minimum altitude over PU LOM, 6900'.
 MSA: 090°-180°-7400'; 180°-270°-13,300'; 270°-360°-11,100'.
 %IFR departure procedures: Takeoff all runways: Climb direct to Pueblo VORTAC, climb in holding pattern, 245° Inbnd, 1 minute, right turns, to minimum crossing altitude for direction of flight; from R 200° clockwise to R 245° MCA 7200'; R 315° MCA 5200'.
 CAUTION: 6320' tower, 5.5 miles NW of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-7L	5480	1	812	5480	1	812	5480	1 1/4	812	5480	1 1/2	812
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	5480	1	755	5480	1 1/4	755	5480	1 1/4	755	5480	2	755
A	1000-2.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Pueblo; State, Colo.; Airport name, Pueblo Memorial; Elev., 4725'; Facility, PU; Procedure No. NDB (ADF) Runway 7L, Amdt. 5; Eff. date, 29 May 69; Sup. Amdt. No. ADF 1, Amdt. 4; Dated, 22 Jan. 66

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6 miles after passing PCX NDB.
PUB VOR.....	PCX NDB.....	Direct.....	7000	Climb to 7000' direct to PU LOM and
PU LOM.....	PCX NDB.....	Direct.....	7000	hold;* or, when directed by ATC, left-
Hanover Int.....	PCX NDB.....	Direct.....	7000	climbing turn to 7000' direct PCX NDB
Cedarwood Int.....	PCX NDB.....	Direct.....	7500	and hold.
Rosebank VHF/DME Int.....	PCX NDB.....	Direct.....	7000	Supplementary charting information:
Pinon Int.....	PCX NDB.....	Direct.....	7300	*Hold W, 075° Inbnd, right turns, 1 minute.
Avondale Int.....	PCX NDB (NOPT).....	Direct.....	6700	Runway 25R, TDZ elevation, 4964'.

Procedure turn N side of crs, 075° Outbnd, 255° Inbnd, 7000' within 10 miles of PCX NDB.
 FAF, PCX NDB. Final approach crs, 255°. Distance FAF to MAP, 6 miles.
 Minimum altitude over PCX NDB, 6700'.
 MSA: 000°-180°-7300'; 180°-270°-7400'; 270°-360°-7500'.
 % IFR departure procedures: Takeoff all runways: Climb direct to Pueblo VORTAC, climb in holding pattern, 248° Inbnd, 1 minute, right turns, to minimum crossing altitude for direction of flight; from R 200° clockwise to R 245° MCA 7200'; R 313° MCA 5200'.
 CAUTION: Tower 6320', 5.5 miles NW of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25R.....	5220	1	556	5220	1	556	5220	1	556	5220	1 1/4	556
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	5340	1	615	5340	1	615	5340	1 1/4	615	5360	2	635
A.....	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Pueblo; State, Colo.; Airport name, Pueblo Memorial; Elev., 4725'; Facility, PCX; Procedure No. NDB (ADF) Runway 25R, Amdt. 2; Eff. date, 29 May 60; Sup. Amdt. No. ADF 2, Amdt. 1; Dated, 6 Mar. 65

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ROX NDB.
BDE VOR.....	ROX NDB.....	Direct.....	3000	Make right-climbing turn to 3000' on 145°
TVF VOR.....	ROX NDB.....	Direct.....	3000	bearing from ROX NDB and hold.*
PMB VORTAC.....	ROX NDB.....	Direct.....	3000	Supplementary charting information:
				*Hold SE, 1 minute, right turns, 325° Inbnd.
				Final approach intercepts runway center-
				line 3000' from threshold.
				Runway 34, TDZ elevation, 1059'.

Procedure turn E side of crs, 145° Outbnd, 325° Inbnd, 3000' within 10 miles of ROX NDB.
 Final approach crs, 325°. MSA: 000°-360°-2900'.
 CAUTION: TURF Runways 7/25 unlighted.
 NOTE: Use Thief River Falls altimeter setting. Use Grand Forks altimeter setting when Thief River Falls altimeter setting not available. Circling and straight-in MDA increased 140' when using Grand Forks altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	VIS			VIS		
S-34.....	1900	1	841	1900	1 1/4	841						NA
	MDA	VIS	HAA	MDA	VIS	HAA						NA
C.....	1900	1	841	1900	1 1/4	841						NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.					

City, Roseau; State, Minn.; Airport name, Roseau Municipal; Elev., 1059'; Facility, ROX; Procedure No. NDB (ADF) Runway 34, Amdt. Orig.; Eff. date, 29 May 60

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 326° bearing within 15 miles. Supplementary charting information: Numerous obstructions penetrate 20:1 all runways. Chart 317' tree at 32°44'07.5"/117°14'05". Chart 560' 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, 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'.
MSA: 090°-155°-3200'; 155°-320°-2100'; 320°-050°-4700'.
NOTE: (1) Radar vectoring. (2) Inoperative table does not apply to HIRL or ALS Runway 9.
*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-9°.....	620	1	606	620	1	606	620	1	606	620	1½	606
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	780	1	765	800	1½	785	800	1½	785	800	2	845
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. 9; Eff. date, 29 May 69; Sup. Amdt. No. 8; Dated, 10 June 67

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.8 miles after passing BGM NDB.	
BGM VORTAC.....	BGM NDB.....	Direct.....	3700	Climb to 3700' on crs 338° left turn, direct BGM NDB and hold. Supplementary charting information: Hold SE 1-minute right turns, 338° Inbd, 2549' tower 3.9 miles SW BGM NDB. 1949' tower 2.1 miles NE BGM NDB. TDZ elevation, 1600'.	
Greene Int.....	BGM NDB.....	Direct.....	3700		
Tyler Int.....	BGM NDB.....	Direct.....	3700		

Procedure turn E side of crs, 158° Outbd, 338° Inbd, 3700' within 10 miles of BGM NDB.
FAF, BGM NDB. Final approach crs, 338°. Distance FAF to MAP, 6.8 miles.
Minimum altitude over BGM NDB, 3700'.
MSA: 000°-090°-3600'; 090°-150°-3800'; 180°-360°-3600'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-34.....	2040	¾	434	2040	¾	434	2040	¾	434	2040	1	434
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	2040	1	411	2080	1	451	2080	1½	451	2180	2	551
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Binghamton; State, N. Y.; Airport name, Broome County; Elev., 1629'; Facility, BGM; Procedure No. NDB (ADF) Runway 34, Amdt. 9; Eff. date, 29 May 69; Sup. Amdt. No. 8; Dated, 2 May 68

RULES AND REGULATIONS

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

Terminal routes			Via	Minimum Altitudes (feet)	Missed approach MAP: 4.4 miles after passing PN LOM.
From—	To—				
NUN VOR.....	PN LOM.....	Direct.....		1700	Climb to 1700' on crs 163° from PN LOM, left turn direct to Gonzales Int and hold. Supplementary charting information: Hold N, 1 minute, left turns, 163° Inbd. Warning area 10 miles S of PNS NDB. Extensive VFR student training activity all quadrants. HIRLS Runways 16/34. Runway 16, TDZ elevation, 121'.
PNS NDB.....	PN LOM.....	Direct.....		1700	
Gonzales Int.....	PN LOM (NOPT).....	Direct.....		1500	
Harold Int.....	PN LOM.....	Direct.....		1700	
Elberta Int.....	PN LOM.....	Direct.....		1700	

Procedure turn E side of crs, 343° Outbd, 163° Inbd, 1700' within 10 miles of PN LOM.
FAF, PN LOM. Final approach crs, 163°. Distance FAF to MAP, 4.4 miles.
Minimum altitude over PN LOM, 1500'.
MSA within 25 miles of PN LOM: 000°-180°-1600'; 180°-360°-2400'.
NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-16.....	520	3/4	399	520	3/4	399	520	3/4	399	520	1	399
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	520	1	399	580	1	459	580	1 1/2	459	680	2	559
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Pensacola; State, Fla.; Airport name, Pensacola Municipal (Hagler); Elev., 121'; Facility, PN; Procedure No. NDB (ADF) Runway 16, Amdt. 14; Eff. date, 29 May 69; Sup. Amdt. No. 13; Dated, 4 Apr. 68

Terminal routes			Via	Minimum Altitudes (feet)	Missed approach MAP: 1.7 miles after passing PNS NDB.
From—	To—				
NUN VOR.....	PNS NDB.....	Direct.....		1700	Climb to 1700' direct to Gonzales Int and hold. Supplementary charting information: Hold N, 1 minute, left turns, 163° Inbd. Warning area 10 miles S of PNS NDB. Extensive VFR student training activity all quadrants. HIRLS Runways 16/34. Runway 34, TDZ elevation, 103'.
Harold Int.....	PNS NDB.....	Direct.....		1700	

Procedure turn E side of crs, 163° Outbd, 343° Inbd, 1700' within 10 miles of PNS NDB.
FAF, PNS NDB. Final approach crs, 343°. Distance FAF to MAP, 1.7 miles.
Minimum altitude over PNS NDB, 700'.
MSA within 25 miles of PNS NDB: 000°-270°-1600'; 270°-300°-2400'.
NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-34.....	500	1	397	500	1	397	500	1	397	500	1	397
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	500	1	379	580	1	459	580	1 1/4	459	680	2	559
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Pensacola; State, Fla.; Airport name, Pensacola Municipal (Hagler); Elev., 121'; Facility, PNS; Procedure No. NDB (ADF) Runway 34, Amdt. 7; Eff. date, 29 May 69; Sup. Amdt. No. 6; Dated, 4 Apr. 68

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

Mount Vernon, Ill.—Mount Vernon-Outland, NDB (ADF) Runway 23, Amdt. 1, 3 Oct. 1968, canceled, effective 29 May 1969.

16. 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		Via	Minimum altitudes (feet)	Missed approach MAP: ILS DH, 6270'; LOC 3.3 miles after passing CO LOM.
From—	To—			
Vincent Int.....	Black Forest Int.....	LOC crs.....	9200	Climb straight ahead to 6600', then climbing right turn to 8000' heading 075° to intercept COS, R 140° to Hanover Int and hold;* or, when directed by ATC, climb to 10,000' direct to Black Forest Int and hold. *Hold N, 1 minute, left turn pattern, 171° Inbnd. Runway 35, TDZ elevation, 6070'.
Black Forest Int.....	OM.....	LOC crs.....	8200	
Hanover Int.....	CO LOM.....	Direct.....	8000	
COS VORTAC.....	CO LOM.....	Direct.....	8200	
COS VORTAC.....	Glen DME Fix.....	Direct.....	8000	
COS VORTAC.....	Bean DME Fix.....	Direct.....	8000	
Glen DME Fix CW.....	Bean DME Fix.....	COS 20-mile Arc.....	8000	
Bean DME Fix CW.....	Midway DME Fix.....	COS 20-mile Arc, R 172 lead radial.....	7300	
Pueblo VORTAC.....	Midway VHF/DME Int.....	Direct.....	7300	
Midway VHF/DME Int.....	CO LOM (NOPT).....	Direct.....	7100	

Procedure turn E side of crs, 167° Outbnd, 347° Inbnd, 7300' within 10 miles of CO LOM.
FAF, CO LOM. Final approach crs, 347°. Distance FAF to MAP, 3.3 miles.
Minimum altitude over Midway Int, 7300'; over CO LOM, 7100'.
Minimum glide slope interception altitude, 7100'. Glide slope altitude at OM, 7078'; at MM, 6273'.
Distance to runway threshold at OM, 3.3 miles; at MM, 0.6 mile.
MSA: 000°-090°-9000'; 090°-180°-7500'; 180°-359°-16,200'.

NOTE: ASR/PAR: Radar required when R-2601 in use.

%IFR departure procedures: Takeoff all runways westbound 210° through 345°, climb direct to COS VORTAC, then climb between COS VORTAC and Kettle Int to cross COS VORTAC westbound at or above 14,100', V-81, northbound cross COS VORTAC at or above 9000'. Runways 35 and 12, climb straight ahead to 6600' MSL before turn.

CAUTION: Exceedingly high terrain beginning 6 miles W of N-S runway centerline extended.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-35.....	6270	RVR 24	200	6270	RVR 24	200	6270	RVR 24	200	6270	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-35.....	6320	RVR 24	250	6320	RVR 24	250	6320	RVR 24	250	6320	RVR 40	250
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
O.....	6680	1	508	6680	1	508	6680	1½	508	6760	2	588
A.....	Standard.	T 2-eng. or less—Runway 35, RVR 24'; Standard all other runways.%					T over 2-eng.—Runway 25, RVR 24'; Standard all other runways.%					

City, Colorado Springs; State, Colo.; Airport name, Peterson Field; Elev., 6172'; Facility, I-COS; Procedure No. ILS Runway 35, Amdt. 21; Eff. date, 29 May 69; Sup. Amdt. No. ILS-35, Amdt. 20; Dated, 5 Nov. 66

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Via	Minimum altitudes (feet)	Missed approach MAP: ILS DH 298; LOC 6 miles after passing IA LOM.
From—	To—				
IAH VORTAC.....	IA LOM.....	Direct.....		1800	Climb to 1800' direct to Maxton Int and hold. 1800 hold. 1800 Supplementary charting information: 1800 Hold E, 1 minute, right turns, 262° Inbnd. 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° Outbnd, 082° Inbnd, 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, 3,380' (0.55 mile); at IM, 1170' (0.19 mile).
 MSA within 25 miles of IA LOM: 270°-090°-1000'; 090°-270°-2500'.
 NOTE: ASR.
 %RVR 18' authorized Runway 8.
 *Inoperative table does not apply to HIRL Runway 8. HIRL 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-3.....	298	RVR 18	200	298	RVR 18	200	298	RVR 18	200	298	RVR 20	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-3*.....	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-3.....	150	RVR 16	248	150	RVR 16	248	150	RVR 16	248	150	RVR 16	248
	RA152			RA152			RA152			RA152		
S-3.....	100	RVR 12	198	100	RVR 12	198	100	RVR 12	198	100	RVR 12	198
		RA103			RA103			RA103			RA103	
A.....	Standard.			T 2-eng. or less—Standard.‡			T over 2-eng.—Standard.‡					

City, Houston; State, Tex.; Airport name, Intercontinental; Elev., 68'; Facility, I-IAH; Procedure No. ILS Runway 8, Amndt. Orig.; Eff. date, 29 May 69

Terminal routes			Via	Minimum altitudes (feet)	Missed approach MAP: ILS DH, 247'; LOC 4.2 miles after passing HO LOM.
From—	To—				
HOU VORTAC.....	HO LOM.....	Direct.....		2000	Climb to 1600' direct to Monument Int and hold. 2500 hold. 2500 Supplementary charting information: 1300 Hold NE, 1 minute, right turns, 217° Inbnd. TV tower 1540', 13 miles SW of airport. Tower 1235', 11 miles SSE of airport. Runway 3, TDZ elevation, 47'.
Blue Int.....	HO LOM.....	Direct.....		2500	
Rosenberg Int.....	HO LOM.....	Direct.....		2500	
Arcoia Int.....	HO LOM (NOPT).....	Direct.....		1300	

Procedure turn S side of crs, 216° Outbnd, 036° Inbnd, 2500' within 10 miles of HO LOM.
 FAF, HO LOM. Final approach crs, 036°. Distance FAF to MAP, 4.2 miles.
 Minimum glide slope interception altitude, 1300'. Glide slope altitude at OM, 1277'; at MM, 250'.
 Distance to runway threshold at OM, 4.2 miles; at MM, 0.5 mile.
 MSA within 25 miles of HO LOM: 000°-090°-1800'; 090°-180°-2300'; 180°-360°-2500'.
 NOTE: ASR.
 #RVR 2400' authorized Runway 3.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-3.....	247	RVR 24	200	247	RVR 24	200	247	RVR 24	200	247	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-3.....	440	RVR 24	303	440	RVR 24	303	440	RVR 24	303	440	RVR 40	303
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	450	1	432	500	1	452	500	1½	452	600	2	532
A.....	Standard.			T 2-eng. or less—Standard.‡			T over 2-eng.—Standard.‡					

City, Houston; State, Tex; Airport name, William P. Hobby; Elev., 48'; Facility, I-HOU; Procedure No. ILS Runway 3, Amndt. 27; Eff. date, 29 May 69; Sup. Amndt. No. ILS-3, Amndt. 26; Dated, 4 June 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes		Missed approach	
From—	To—	Via	Minimum altitudes (feet)
E 170°, MEM VORTAC CW.....	MEM localizer.....	13-mile DME Arc.....	1900
Kerrville Int.....	ME LOM.....	Direct.....	1800
Porter Int.....	ME LOM.....	Direct.....	1800
Walls Int.....	ME LOM.....	Direct.....	1800
MEM VORTAC.....	ME LOM.....	Direct.....	1900
13-mile DME Arc.....	ME LOM (NOPT).....	LOC Crs.....	1500

MAP: ILS DH, 459'; LOC 4.2 miles after passing ME LOM.

Climb to 1900' on crs 087° MEM LOC to Oakville Int and hold; or, when directed by ATC, climbing right turn to 1900' direct to TS LOM and hold S, 1 minute, right turns, 354° Inbnd.

Supplementary charting information: Hold E, 1 minute, left turns, 267° Inbnd. HIRLS Runways 9/27, 17/35. VASI Runway 27; TDZL Runway 35. Runway 9, TDZ elevation, 259'.

Procedure turn S side of crs, 267° Outbnd, 087° Inbnd, 1800' within 10 miles of ME LOM.
 FAF, ME LOM. Final approach crs, 087°. Distance FAF to MAP, 4.2 miles.
 Minimum glide slope interception altitude, 1500'. Glide slope altitude at OM, 1479'; at MM, 490'.
 Distance to runway threshold at OM, 4.2 miles; at MM, 0.6 mile.
 MSA: 000°-090°-2400'; 090°-360°-1800'.
 NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-9.....	459	RVR 24	200	459	RVR 24	200	459	RVR 24	200	459	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-9.....	700	RVR 24	441	700	RVR 24	441	700	RVR 24	441	700	RVR 40	441
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	740	1	409	800	1	409	800	1½	409	900	2	569
A.....	Standard.			T 2-eng. or less—RVR 24', Runways 9, 35; Standard all other runways.			T over 2-eng.—RVR 24', Runways 9, 35; Standard all other runways.					

City, Memphis; State, Tenn.; Airport name, Metropolitan; Elev., 331'; Facility, I-MEM; Procedure No. ILS Runway 9, Amdt. 12; Eff. date, 29 May 69; Sup. Amdt. No. ILS-9, Amdt. 11; Dated 9 Dec. 65

Terminal routes		Missed approach	
From—	To—	Via	Minimum altitudes (feet)
R 356°, MEM VORTAC CW.....	TSE LOC.....	7-mile Arc.....	1900
R 356°, MEM VORTAC CCW.....	S crs TSE LOC.....	7-mile Arc MEM R 195° lead radial.....	1900
MEM VORTAC.....	TS LOM.....	Direct.....	1900
Walls Int.....	TS LOM.....	Direct.....	1900
Porter Int.....	TS LOM.....	Direct.....	1900
7-mile DME Arc.....	TS LOM (NOPT).....	LOC crs.....	1700

MAP: ILS DH, 531'; LOC 4.7 miles after passing TS LOM.

Climb to 1900' on crs 354° TSE LOC to Stadium Int and hold; or, when directed by ATC, climbing left turn to 1900' direct to ME LOM and hold W, 1 minute, right turns, 087° Inbnd.

Supplementary charting information: Hold N, 1 minute, right turns, 174° Inbnd. HIRLS Runways 9/27, 17/35. VASI Runway 27; TDZL Runway 35. Runway 35, TDZ elevation, 331'.

Procedure turn E side of crs, 174° Outbnd, 354° Inbnd, 1900' within 10 miles of TS LOM.
 FAF, TS LOM. Final approach crs, 354°. Distance FAF to MAP, 4.7 miles.
 Minimum glide slope interception altitude, 1700'. Glide slope altitude at OM, 1694'; at MM, 531'.
 Distance to runway threshold at OM, 4.7 miles; at MM, 0.6 mile.
 MSA: 000°-090°-2400'; 090°-180°-2000'; 180°-270°-1700'; 270°-360°-2400'.
 NOTES: (1) ASR. (2) Back crs unusable below 1800' MSL beyond Stadium Int.
 % Increase localizer minimum visibility ¼ mile for inoperative ALS and HIRLS; Inoperative component table does not apply to ALS and HIRLS.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-35.....	531	RVR 24	200	531	RVR 24	200	531	RVR 24	200	531	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-35.....	780	RVR 40	449	780	RVR 40	449	780	RVR 40	449	780	RVR 40	449
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	780	1	449	800	1	469	800	1½	469	900	2	569
A.....	Standard.			T 2-eng. or less—RVR 24', Runways 9, 35, Standard all other runways.			T over 2-eng.—RVR 24', Runways 9, 35, Standard all other runways.					

City, Memphis; State, Tenn.; Airport name, Metropolitan; Elev., 331'; Facility, I-TSE; Procedure No. ILS Runway 35, Amdt. 9; Eff. date, 29 May 69; Sup. Amdt. No. 8 Dated, 4 Feb. 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 4868'; LOC 6.5 miles after passing PU LOM.	
Stone Int.	PU LOM (NOPT)	120° Mag and W crs PUB LOC 9.4 miles.	6000	Climb to 7000' on the back crs of PUB	
PUB VORTAC	PU LOM	Direct	7000	ILS to PCX NDB and hold;* or, when directed by ATIS, continue straight ahead to 6000' then right-climbing turn to 7000' direct PU LOM and hold.	
Rosebank Int.	PU LOM	Direct	7300	Supplementary charting information: *Hold E, 255° Inbnd, right turns, 1 minute.	
Hanover Int.	PU LOM	Direct	7300	Runway 7L, TDZ elevation, 4668'.	
Pinon Int.	PU LOM	Direct	7300		
PCX NDB	PU LOM	Direct	7000		
Cedarwood Int.	PU LOM	Direct	7000		
Vieil Int.	PU LOM	Direct	7000		
R 008°, PUB VORTAC CCW	PU LOM	10-mile DME Arc.	7300		
R 135°, PUB VORTAC CW	Swallows Fix	17-mile DME Arc PUB, R 247° lead radial.	7000		
Swallows Fix	PU LOM (NOPT)	Direct	6000		

Procedure turn S side of crs, 255° Outbnd, 075° Inbnd, 7000' within 10 miles of PU LOM.
 FAF, PU LOM. Final approach crs, 075°. Distance FAF to MAP, 6.5 miles.
 Minimum altitude over PU LOM, 6000'.
 Minimum glide slope interception altitude, 6000'. Glide slope altitude at OM, 6834'; at MM, 4920'.
 Distance to runway threshold at OM, 6.5 miles; at MM, 0.6 mile.
 MSA: 000°-180°-7400'; 180°-270°-13,300'; 270°-360°-11,100'.
 % IFR departure procedures: Takeoff all runways: Climb direct to Pueblo VORTAC, climb in holding pattern, 248° Inbnd, 1 minute, right turns, to minimum crossing altitude for direction of flight; from R 200° clockwise to R 245°, MCA 7200' R 313°, MCA 5200'.
 CAUTION: 6320' tower 5.5 miles NW of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-7L	4868	¼	200	4868	¼	200	4868	¼	200	4868	¼	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-7L	5260	¼	592	5260	¼	592	5260	¼	592	5260	¼	592
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	5340	1	615	5340	1	615	5340	1¼	615	5360	2	635
A	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Pueblo; State, Colo.; Airport name, Pueblo Memorial; Elev., 4725'; Facility, I-PUB; Procedure No. ILS Runway 7L, Amdt. 7; Eff. date, 29 May 69; Sup. Amdt. No. ILS-7, Amdt. 6; Dated, 22 Jan. 66

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 414'; LOC 2 miles after passing LOM.	
Sargo Int.	SA LOM (NOPT)	Direct	*1500	Climbing left turn to 3000' direct SAN	
Bostonia Int.	SA LOM	Direct	4000	VOR, thence via SAN R 326° to Mount	
SAN VOR	SA LOM	Direct	2500	Dad Int.	
R 326° SAN 6.8-mile DME Fix CCW	Front crs I SAN 10-mile DME Fix	10-mile Arc I SAN	2600	Supplementary charting information: Numerous obstructions penetrate 201 all runways. Chart 281' tree at 32°44'33"/117°13'28". Chart 560' obstruction at 32°43'30"/117°08'00". Chart I SAN DME at glide slope intercept 4.3 miles. Runway 9, TDZ elevation, 14'.	

Procedure turn S side of crs, 272° Outbnd, 092° Inbnd, 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°-5300'; 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 Mat 3700'.
 *1000' authorized when glide slope not used.
 †Turbojet minimum visibility 1 mile.
 ‡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
S-084	414	¾	400	414	¾	400	414	¾	400	414	1	400
	LOC Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-084	540	1	526	540	1	526	540	1	526	540	1¼	526
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	780	1	765	800	1¼	785	800	1¼	785	800	2	845
A	900-2.			T 2-eng. or less—Runway 27, Standard; Runway 9, Runways 13/31, 500-1. %			T over 2-eng.—Runway 27, Standard; Runway 9, Runways 13/31, 500-1. %					

City, San Diego; State, Calif.; Airport name, San Diego International-Lindbergh Field; Elev., 15'; Facility, I-SAN; Procedure No. ILS Runway 9, Amdt. 8; Eff. date, 29 May 69; Sup. Amdt. No. 7; Dated, 10 June 67

17. 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				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 1800'; LOC 6.8 miles after passing BGM NDB.	
BGM VORTAC	BGM NDB/River Int.	Direct	3700	Climb to 3700' left turn direct BGM	
Greene Int.	BGM NDB	Direct	3700	VORTAC and hold.	
Tyler Int.	BGM NDB	Direct	3700	Supplementary charting information: Hold W, 1-minute right turns, 095° Inbnd. 2540' tower 3.9 miles SW BGM NDB. 1940' tower 2.1 miles NE BGM NDB. TDZ elevation, 1600'.	

Procedure turn E side of crs, 158° Outbnd, 338° Inbnd, 3700' within 10 miles of BGM NDB.
FAF, BGM NDB/River Int. Final approach crs, 338°. Distance FAF to MAP, 6.8 miles.
Glide slope altitude at NDB, 3660'.
Minimum glide slope interception altitude, 3700'. Glide slope altitude at OM, 2742'; at MM, 1770'.
Distance to runway threshold at OM, 3.8 miles; at MM, 0.5 mile.
MSA within 25 miles of BGM NDB: 000°-090°-3600'; 090°-180°-3800'; 180°-360°-3600'.

Note: ASR.
*Inoperative visual aids table for ALS does not apply for Categories A, B, C, add ¼ mile visibility when ALS inoperative.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-34	1800	¼	200	1800	¼	200	1800	¼	200	1800	¼	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-34*	1860	¼	254	1800	¼	204	1800	¼	254	1860	¼	254
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	2040	1	411	2080	1	451	2080	1½	451	2180	2	551
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Binghamton; State, N.Y.; Airport name, Broome County; Elev., 1629'; Facility, I-BGM; Procedure No. ILS Runway 34, Amdt. 12; Eff. date, 29 May 69; Sup. Amdt. No. 11; Dated, 24 Apr. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 725'; LOC 7.2 miles after passing Madeira NDB.	
Mason Int.	Madiera NDB (NOPT)	DR 275° and N crs LUK	2700	Climb to 2700' to California Int via LUK	
Hamilton Int.	Madiera NDB	LOC	2700	LOC crs and CVG VOR R 105° and hold.	
CVG VORTAC	Madiera NDB	Direct	2700	Supplementary charting information: Hold E, 1 minute, left turns, 285° Inbnd.	
Scott DME Int.	Madiera NDB	Direct	2700	TDZ elevation, 475'.	

Procedure turn E side of crs, 021° Outbnd, 201° Inbnd, 2700' within 10 miles of Madeira NDB.
FAF, Madeira NDB. Final approach crs, 201°. Distance FAF to MAP, 7.2 miles.
Minimum altitude over Madeira NDB, 2700'.
Minimum glide slope interception altitude, 2700'. Glide slope altitude at OM, 1601'; at MM, 681'.
Distance to runway threshold at OM, 3.4 miles; at MM, 0.5 mile.
MSA: 000°-090°-2600'; 090°-180°-2200'; 180°-270°-2900'; 270°-360°-2600'.

Note: Radar vectoring.

%IFR departure procedures: Runway 2R, climb on N crs LUK LOC through 1000' before proceeding as cleared. Runway 6, climb via direct LUK RBN through 1000' before proceeding as cleared. Runway 20L, climb on S crs LUK LOC through 1190' before proceeding as cleared. This departure requires a minimum rate of climb of 370' per mile.

*Inoperative table does not apply to ALS Runway 20L. One mile visibility required with ALS inoperative except for Category D localizer only 1¼ miles required.

CAUTION: 1031' tower 1.6 miles S of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-20L#	725	¼	250	725	¼	250	725	¼	250	725	¼	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-20L#	1000	¼	525	1000	¼	525	1000	¼	525	1000	1	525
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1240	1	752	1340	1½	852	1340	1½	852	1340	2	852
A	900-2.			T 2-eng. or less—Standard Runways 2R, 6; Runway 20L, 400-1; all others, 600-1. %			T over 2-eng.—Standard Runways 2R, 6; Runway 20L; 400-1; all others 600-1.					

City, Cincinnati; State, Ohio; Airport name, Cincinnati Municipal-Lunken Field; Elev., 488'; Facility, I-LUK; Procedure No. ILS Runway 20L, Amdt. 4; Eff. date, 29 May 69, Sup. Amdt. No. 3; Dated, 26 Dec. 68

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Missed approach	
From--	To--	Via	Minimum altitudes (feet)	MAP: ILS DH, 321'; LOC 4.4 miles after passing PN LOM.
NUN VOR.....	PN LOM.....	Direct.....	1700	Climb to 1700' on S crs of PNS LOC, left
PNS NDB.....	PN LOM.....	Direct.....	1700	turn direct to Gonzales Int and hold.
Gonzales Int.....	PN LOM (NOPT).....	Direct.....	1500	Supplementary charting information:
Harold Int.....	PN LOM.....	Direct.....	1700	Hold N, 1 minute, left turns, 163° Inbnd.
Elberta Int.....	PN LOM.....	Direct.....	1700	Warning area 10 miles S of PNS NDB. Extensive VFR student training activity all quadrants. HIRLS Runways 16/34. Runway 16, TDZ elevation, 121'.

Procedure turn E side of crs, 343° Outbnd, 163° Inbnd, 1700' within 10 miles of PN LOM.
FAF, PN LOM. Final approach crs, 163°. Distance FAF to MAP, 4.4 miles.
Minimum glide slope interception altitude, 1300'. Glide slope altitude at OM, 1428'; at MM, 322'.
Distance to runway threshold at OM, 4.4 miles; at MM, 6.5 miles.
MSA within 25 miles of PN LOM: 000°-180°-1000'; 180°-360°-2400'.

NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-16.....	321	1/4	200	321	1/4	200	321	1/4	200	321	1/4	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-16.....	480	3/4	350	480	3/4	350	480	3/4	350	480	3/4	350
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	500	1	370	580	1	450	580	1 1/2	450	680	2	550
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Pensacola; State, Fla.; Airport name, Pensacola Municipal (Hagler); Elev., 121'; Facility, I-PNS; Procedure No. ILS Runway 16, Amdt. 1; Eff. date, 29 May 69; Sup. Amdt. No. Orig.; Dated, 4 Apr. 68

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

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

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)										Notes		
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	

As established by COS ASR minimum altitude vectoring chart.

Descend aircraft to MDA after FAF.
 PAR Runway 35 FAF 3.3 miles from threshold.
 ASR Runway 35 FAF 3.3 miles from threshold.
 ASR Runway 30 FAF 5 miles from threshold.
 CAUTION: Exceedingly high terrain beginning 6 miles W of N-S runway centerline extended.
 #RVR 24 authorized for Runway 35.
 %IFR departure procedures: Takeoff all runways: Westbound 210° through 345° climb direct to COS VORTAC, then climb between COS VORTAC Kettle Int to cross COS VORTAC westbound at or above 14,100', V-81 northbound cross COS VORTAC at or above 9,000'. Runways 35 and 12, climb straight ahead to 6,500' MSL before turn.

Missed Approach:
 ASR Runway 35 and PAR Runway 35: Climb straight ahead to 6900', then climbing right turn to 8000' heading 075° to intercept COS R 140° to Hanover Int and hold;* or, when directed by ATC, climb to 10,000' direct to Black Forest Int and hold.
 ASR Runway 30: Climbing right turn to 8000' on 075° heading to intercept COS R 140° to Hanover Int and hold;* or, when directed by ATC, climbing right turn to 10,000' to intercept LOC (BC) direct to Black Forest Int, and hold.
 Supplementary charting information: Runway 35, TDZ elevation, 6070', Runway 30, TDZ elevation, 6150'.
 *Hold N Hanover Int, 1 minute, left turns, 171° Inbnd.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
PAR: S-35	6270	RVR 24	200	6270	RVR 24	200	6270	RVR 24	200	6270	RVR 24	200
Without glide slope:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
PAR: S-35	6320	RVR 24	250	6320	RVR 24	250	6320	RVR 24	250	6320	RVR 40	250
ASR: S-35	6500	RVR 24	430	6500	RVR 24	430	6500	RVR 24	430	6500	RVR 50	430
ASR: S-30	6520	1	370	6520	1	370	6520	1	370	6520	1	370
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	6680	1	508	6680	1	508	6680	1½	508	6760	2	568
A	Standard.			T 2-eng. or less—Standard.%#			T over 2-eng.—Standard.%#					

City, Colorado Springs; State, Colo.; Airport name, Peterson Field; Elev., 6172'; Facility, COS Radar; Procedure No. Radar-1, Amdt. 7, Eff. date, 29 May 69; Sup. Amdt. No. Radar 1, Amdt. 6 Dated, 13 Mar. 65

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)										Notes		
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	

As established by Houston ASR minimum vectoring charts.

Descend aircraft to MDA after FAF, 5 miles from airport.

Missed approach: Climb to 1800' within 10 miles of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	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
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Houston; State, Tex.; Airport name, Intercontinental; Elev., 98'; Facility, Houston Radar; Procedure No. Radar-1, Amdt. Orig; Eff. date, 29 May 69

RULES AND REGULATIONS

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	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
As established by Houston ASR minimum vectoring charts.												Descend aircraft to MDA at FAF 5-mile radius William P. Hobby Airport. #RVR 24' authorized Runway 3.

Missed approach: Climb to 2500', right or left turn as appropriate direct to HOU VORTAC.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	480	1	432	500	1	452	500	1 1/4	452	600	2	552
A.....	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Houston; State, Tex.; Airport name, William P. Hobby; Elev., 48'; Facility, Houston Radar; Procedure No. Radar-1, Amdt. 16; Eff. date, 29 May 60; Sup. Amdt. No. Radar 1, Amdt. 15; Dated, 18 June 60

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)												Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
040°.....	185°.....	0-20	1900									Descend aircraft after Passing FAF 5 miles from runway threshold. Minimum altitude over 3-mile fix, 1200' all runways.
185°.....	040°.....	0-20	1800									
000°.....	112°.....	20-40	1900									
112°.....	135°.....	20-40	2000									
135°.....	185°.....	20-40	1900									
185°.....	000°.....	20-40	1800									

Radar azimuths are clockwise with distance and altitudes based on antenna located on Memphis Metropolitan Airport. Radar will provide 1000' vertical clearance within 3-mile radius of following towers: 1349', 9.7 miles NE; 1340', 8 miles NE; 975', 9.2 miles NE; 1333', 8.7 miles NE.

Runway No.	TDE elevation (feet)
9.....	259
17.....	288
21.....	253
27.....	291
35.....	331
3.....	260
HIRLS Runways 9/27, 17/35.	
VASI Runway 27.	
TDZL Runway 35.	

Missed approach: Runways 17, 21, 27—Climbing left turn to 1900' direct to MEM VORTAC and hold S, 1 minute, right turns, 346° Inbnd. Runways 3, 9, 35—Climbing right turn to 1900' direct to MEM VORTAC and hold S, 1 minute, right turns, 349° Inbnd.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9.....	580	RVR 40	321	580	RVR 40	321	580	RVR 40	321	580	RVR 50	321
S-17.....	640	3/4	352	640	3/4	352	640	3/4	352	640	1	332
S-21.....	640	1	387	640	1	387	640	1	387	640	1	387
S-27.....	660	1	369	660	1	369	660	1	369	660	1	369
S-35.....	680	RVR 40	349	680	RVR 40	349	680	RVR 40	349	680	RVR 50	349
S-3.....	680	1	420	680	1	420	680	1	420	680	1	420
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	740	1	409	800	1	409	800	1 1/4	409	900	2	569
A.....	Standard.			T 2-eng. or less—RVR 24', Runways 9/35; Standard all other runways.			T over 2-eng. RVR 24', Runways 9/35; Standard all other runways.					

City, Memphis; State, Tenn.; Airport name, Metropolitan; Elev., 331'; Facility, Memphis Radar; Procedure No. Radar-1, Amdt. 15; Eff. date, 29 May 60; Sup. Amdt. No. Radar 1, Amdt. 14; Dated, 25 Dec. 60

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	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude			
As established by Hill AFB approach control minimum altitude vectoring chart.													1. Descend aircraft to MDA after FAF. 2. ASR Runway 3 FAF 5 miles from threshold. Runway 3, TDZ elevation, 4454'. 3. Components inoperative table does not apply to REIL Runway 3. *Hold NW, 1 minute, right turns, 119° Inbnd. ‡Alternate minimums not authorized when control zone not effective except operators with approved weather reporting service. †Use Hill AFB altimeter setting when control zone not effective. ‡Air carrier reduction not authorized. %IFR departure procedures: Climb on OGD VOR R 200° within 10 miles to minimum crossing altitude for direction of flight, N R 341°, 7500'; NE V-6, 10,000'; W V-6, 6000'.	

Missed approach: Climbing left turn to 6500', direct OGD VOR and hold.*

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-36†	5000	1	546	5000	1	546	5000	1	546	5000	1½	546
C†	5000	1	545	5000	1	605	5000	1½	605	5000	2	605
A	Standard.‡			T 2-eng. or less—Runway 3, 400-1; Runway 16, 400-1½; Standard all other runways.%			T over 2-eng.—Runway 3, 400-1; Runway 16, 400-1½; Standard all other runways.%					

City, Ogden; State, Utah; Airport name, Municipal; Elev., 4455'; Facility, Hill Approach Control; Procedure No. Radar-1, Amdt. 2; Eff. date, 29 May 69; Sup. Amdt. No. Radar 1, Amdt. 1; Dated, 13 June 64

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 April 22, 1969.

JAMES F. RUDOLPH,
Director, Flight Standards Service.

[F.R. Doc. 69-5175; Filed, May 8, 1969; 8:45 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

**Chapter I—Civil Service Commission
PART 213—EXCEPTED SERVICE**

Department of Agriculture; Correction

In F.R. Doc. 69-5280 appearing in the FEDERAL REGISTER of May 2, 1969, on page 7231, the item under § 213.3113(a) (5), "11 agricultural commodity aids (cotton) in the Consumer and Marketing Service", should read "agricultural commodity aids (cotton) in the Consumer and Marketing Service". The number "11" appeared through error.

(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. 69-5581; Filed, May 8, 1969; 8:48 a.m.]

Title 32A—NATIONAL DEFENSE, APPENDIX

Chapter X—Oil Import Administration, Department of the Interior

[Oil Import Reg. 1 (Rev. 5)]

OIL REG. 1—OIL IMPORT REGULATION

Allocations of Unfinished Oils—Districts I-IV Based on Production of Low Sulphur Residual Fuel Oil in Districts I-IV; Indefinite Suspension of Section 26

On December 5, 1968, the Secretary of the Interior issued Amendment 11 to Oil Import Regulation 1 (Revision 5) (33 F.R. 18374) adding a new section 26 "Allocations of unfinished oils—Districts

I-IV based on production of low sulphur residual fuel oil in Districts I-IV." The section was subsequently amended by Amendment 13 to Oil Import Regulation 1 (Revision 5) on January 8, 1969 (34 F.R. 391).

In order to afford time for review in connection with the recently announced Cabinet Committee study of the Mandatory Oil Import Program, section 26 of Oil Import Regulation 1 (Revision 5), as amended, is hereby indefinitely suspended and the section shall not be operative until further notice.

WALTER J. HICKEL,
Secretary of the Interior.

APRIL 30, 1969.

[F.R. Doc. 69-5550; Filed, May 8, 1969; 8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF COMMERCE

Office of Foreign Direct Investments

[15 CFR Part 1000]

FOREIGN DIRECT INVESTMENT REGULATIONS

Exploration and Development Expenditures

EDITORIAL NOTE: The Foreign Direct Investment Regulations appear in Title 15, Chapter X, Part 1000 of the Code of Federal Regulations ("CFR"). All sections of the regulations contained in the CFR are preceded by the designation "1000" (e.g., § 1000.201). The "1000" prefix has for convenience been eliminated from the section references contained in this notice. The terms "DI" and "AFN" are used in this notice to refer to "direct investor" and "affiliated foreign national".

Notice is hereby given that the Office of Foreign Direct Investments has amended proposed Subpart L as first published in the FEDERAL REGISTER on November 14, 1968 (33 F.R. No. 222). The proposed subpart is therefore being re-noticed, and interested persons are invited to submit written comments, suggestions, or objections concerning the proposed subpart as amended.

Proposed Subpart L (Exploration and Development Expenditures) will become effective when published in final form in the FEDERAL REGISTER. It will affect compliance under the Foreign Direct Investment Regulations (the "regulations") from January 1, 1969.

The basic provisions of proposed Subpart L (§§ 1201-1206) are as follows:

(a) Exploration and development expenditures are treated separately. Exploration expenditures are defined in § 1201(a) as those incurred before a determination is made that a commercially marketable deposit exists with respect to a particular reservoir or body of mineral resources. Development expenditures are defined in § 1201(b) as those thereafter incurred with respect to a particular reservoir or ore body to prepare it for production. It is recognized that these definitions will leave areas of doubt and may not conform entirely to categories already established by individual direct investors. Therefore, § 1201(c) provides that a DI may elect instead to categorize its expenditures as either exploration or development in accordance with its consistent practice so long as such categorization is reasonable and consistent with the purposes of Subpart L.

(b) Section 1202 deals with exploration expenditures. Its effect is to put all DIs, whether they capitalize or expense, on the same basis with respect to such expenditures. It does this by adjusting the § 504 historical and earnings allowables (as proposed in 34 F.R. No. 66,

Apr. 8, 1969), and the § 506 incremental earnings allowables, of all DIs so that those allowables become what they would be if all DIs expensed exploration expenditures. To § 504 allowables as so adjusted is added an additional allowable in the amount of a DI's total exploration expenditures, whether expensed or capitalized, in either 1967 or 1968. (Each DI elects which year's expenditures it wishes to have apply.) Finally, all DIs, whether governed by § 503 or § 504, are treated under § 1202 as if they capitalized and deferred all exploration expenditures incurred in 1969 and succeeding years for purposes of calculating direct investment made during those years. That is, DIs are required to add to their calculation of direct investment in 1969 and succeeding years the amount of exploration expenditures which they expend or amortize during such years:

(c) Section 1203 deals with development expenditures. Unlike exploration expenditures, only development expenditures which are expensed are subject to Subpart L. (Expensed development expenditures include write-offs of deferred charges for development costs such as write-offs for developmental dry holes.) For 1969 and succeeding years, DIs are given an addition to their § 504 historical or earnings allowables in the amount of their expensed development expenditures in 1967 or 1968, whichever year's expenditures is elected. However, expensed development expenditures (like expensed exploration expenditures and amortization of such expenditures) incurred in 1969 and succeeding years are added to the direct investment made by a DI, whether it is governed by § 503 or § 504. These expenses are thus charged against the sum of the DI's allowables including the addition to allowables in the amount of 1967 or 1968 expensed development expenditures.

(d) Section 1204 provides that a DI must elect whether it will have 1967 or 1968 exploration and expensed development expenditures serve as the basis for the additions to allowables provided under §§ 1202 and 1203. The same year must be elected for purposes of measuring both the addition under § 1202 for exploration expenditures and the addition under § 1203 for expensed development expenditures. Generally, a DI will elect the year in which the sum of both types of expenditures is greater unless those expenditures are more helpfully distributed among the scheduled areas during the alternate year.

(e) Section 1205 states the point at which DIs electing to be governed by § 504(a) historical allowables during any year will make an "upstream" adjustment of those scheduler allowables under § 504(c) in view of the adjustments to § 504(a) allowables provided for by §§ 1202 and 1203.

(f) Section 1206 provides for an elective addition to § 504(f) carry-forward allowables in 1969 for DIs whose 1968 allowables were less than they would have been if Subpart L had been in effect in 1968 with respect to exploration expenditures. The election is made by filing on or before August 15, 1969 (the date on which first quarter reports for 1969 are presently due) a reconciliation sheet showing what these allowables would have been in accordance with the rules set forth in § 1206.

Because the proposal requires an adjustment to § 504 historical and earnings allowables, and to § 506 incremental earnings allowables, DIs who intend to elect to be governed by § 504 (a) and (c), or (b), as provided in proposed § 502 (34 F.R. No. 66, Apr. 8, 1969), will be required to complete a special exploration and development supplement to Form FDI-102.

The principle features of the proposals are described in greater detail below:

1. Section 1201 is a definitional section. Paragraph (a) of § 1201 defines "exploration expenditures" and paragraph (b) defines "development expenditures." Exploration expenditures are defined as the DI's share of costs incurred by or for the benefit of AFNs to ascertain the existence, quantity or quality of a mineral resource and which are incurred prior to the determination that a commercially marketable discovery has been made with respect to a reservoir or body of mineral resources. Costs incurred with respect to a particular geological area of interest after a declaration has been filed with the host country that a marketable deposit has been discovered in that area would, for example, not generally be exploration costs.

Exploration expenditures include costs of acquiring exploration rights, leasing costs, bonuses, rentals, option costs, and related legal or other costs; cost of geological or geophysical surveys; exploratory core drilling; and, generally, tangible and intangible costs of drilling nonproductive exploratory wells. Access roads and other transportation and communication expenditures in support of exploratory drilling will generally be exploratory expenditures. Such expenditures, however, incurred after the determination that commercially marketable deposits exist will generally be development expenditures. Site preparation, clearing vegetation and other obstructions from an area to be developed, constructing access roads and ancillary installations preparatory to commencing production of a proved deposit, and removal and disposal of overburden will be considered development expenditures. Costs incurred to delineate the quantity or quality of a reservoir of gas or oil or of a body or ore or other minerals, which

reservoir or body has already been determined to have commercial potential, will generally be considered development expenditures.

The definitions of "exploration expenditures" and "development expenditures" given in paragraphs (a) and (b) correspond for the most part with usage in the extractive industries. Paragraph (c) provides that a DI may elect to follow its own practices in categorizing expenditures as either exploratory or developmental. In that event, paragraphs (a) and (b) will not apply. Such an election must be made on a DI's annual report (Form FDI-102F) for 1969 which is to be filed in 1970, and shall be effective for all purposes and years unless the consent of the Director is obtained to change the DI's method of categorization.

It should be noted that no restrictions are placed on a DI's own definition of expenditures with respect to a reservoir or body of mineral resource. That is, if a DI is unable to make a geological determination that particular costs are developmental of a particular proven reservoir or body and, consequently, treats an item of expenditure as exploratory, the Office will accept the classification the DI adopts even though another DI in similar circumstances might treat the expenditure as developmental, provided that the classification used is reasonable in the circumstances, consistently followed, and not adopted for the purpose of avoiding the regulations.

Paragraph (d) of § 1201 defines "expensed development expenditures" as that portion of development expenditures which, in accordance with generally accepted accounting principles consistently applied, are deducted from revenues in the computation of earnings (losses) in the year for which such expenditures are incurred. It also includes, however, write-offs for expenditures initially deferred or placed in a suspense account in the current or previous years. Thus, write-offs of deferred charges for intangible drilling and development costs with respect to developmental dry holes are included in "expensed development expenditures." The term does not include deductions from revenues for depreciation or amortization of capitalized expenditures. The treatment accorded any item of expenditure for 1968 and succeeding years must be determined as of the date that the annual report (Form FDI-102F) is required to be filed with the Office and retroactive adjustments may not thereafter be made. In effect, DIs have until the annual report is due—normally, 120 days after the calendar year—in which to make adjustments for that year. For the year 1969, however, DIs have until May 15, 1969 to file their annual report. That annual report does not require expensed development expenditures for 1968 to be separately reported but it does require that 1968 earnings and losses of AFNs be given and the treatment of development expenditures for 1968 as expensed or capitalized will necessarily be reflected in those figures. For the year 1967, DIs will report on a supplement to their first quarterly report for 1969 on FDI-102,

presently due by August 15, 1969, the amount of expensed development expenditures for that year as well as separately itemizing such expenses for 1968. While adjustments to expensed development costs as carried on a DI's books as of the end of any calendar year may be made until such reports are due, such adjustments must, of course, also be in accordance with generally accepted accounting methods consistently applied.

Paragraph (e) of § 1201 defines "amortization" with respect to capitalized exploration expenditures. It has relevance only to exploration expenditures and not to development expenditures. "Amortization" means charges against current earnings (losses) for any year for capitalized or deferred exploration expenditures whether initially capitalized or deferred in that year or previous years. It includes write-offs of initially capitalized or deferred exploration expenditures when leaseholds or other property are surrendered or abandoned. Thus, "amortization" includes write-offs of deferred charges for drilling costs with respect to exploratory dry holes.

Paragraph (f) of § 1201 provides that exploration and development expenditures by or on behalf of Canadian AFNs are not affected by Subpart L. Paragraph (g) excludes from Subpart L, expenditures by or on behalf of AFNs engaged in contract drilling or other contract work for other persons. Thus, while exploratory and expensed development expenditures incurred for contract drilling by an AFN with a working interest in property are covered by Subpart L, expenditures to provide such services to others by an AFN who has no interest in the property are not covered by Subpart L.

2. *Additions to § 504 schedular allowables under §§ 1202(a) and 1203(a); election under § 1204.* Both §§ 1202(a) and 1203(a) provide for an addition to a DI's § 504 historical or earnings allowables. The total amount of the additions under the two sections to § 504 allowables in all scheduled areas is either the amount of exploration and expensed development expenditures in 1967 or the amount of such expenditures in 1968. Under § 1204, a DI elects which year's expenditures it wishes to have apply. The same year's total expenditures must be elected for exploration expenditures added to § 504 allowables under § 1202(a) and for expensed development expenditures added to those allowables under § 1203(a). Generally, it will be in the interest of a DI to elect the year of the larger total amount. However, since the additions to allowables are schedular, in some cases a DI may wish to elect the smaller total in order to have a large addition in a particular scheduled area. The election must be made on a DI's annual report for 1969 (Form FDI-102F) which is due 120 days after the end of the calendar year. The election is binding for purposes of calculating allowables not only in 1969 but in all subsequent years and may not thereafter be changed without the permission of the Director.

Example (1): During 1967 and 1968, DI had a wholly owned incorporated AFN (X)

in Schedule C, a wholly owned unincorporated AFN (Y) in Schedule B, and a joint venture AFN (Z) in Schedule A in which DI held a 50 percent interest. Total exploration expenditures incurred by or on behalf of all such AFNs were \$2,000,000 in 1967 and \$2,500,000 in 1968, and total expensed development expenditures were so incurred in the amounts of \$500,000 in 1967 and \$100,000 in 1968. DI must elect a total addition to allowables under §§ 1202(a) and 1203(a) of either \$2,500,000 or \$2,600,000. DI elects the 1968 total of \$2,600,000. Of said amount, \$250,000 was expended by X for exploration rights and DI expended on behalf of X \$250,000 for geological and geophysical surveys. DI expended \$750,000 in Schedule B on behalf of Y for similar purposes and for exploratory drilling, and incurred \$50,000 for improving access roads to a producing leasehold which DI expensed. DI's share in exploration expenditures incurred by Z in Schedule A during 1968 was \$1,250,000 and expensed development costs were incurred in the amount of \$50,000. DI's additions for exploration expenditures in Schedules C, B, and A under § 1202 (a) are accordingly \$500,000, \$750,000 and \$1,250,000, respectively. DI's additions for expensed development expenditures in Schedules C, B, and A under § 1203(a) are accordingly zero, \$50,000 and \$50,000, respectively. DI's total additions to § 504 allowables under both §§ 1202(a) and 1203(a) are accordingly \$500,000 in Schedule C, \$800,000 in Schedule B, and \$1,300,000 in Schedule A.

If 1967 total exploration and expensed development expenditures were greater in Schedules C or B, and DI did not believe it would have need for the greater allowables in Schedule A resulting from the election of 1968 expenditures, DI would instead elect the 1967 totals even though it would thereby lose \$100,000 in its aggregate allowables for the three scheduled areas.

Note that the additions to § 504 schedular allowables under §§ 1202(a) and 1203(a) have the same value as any other authorization to make positive direct investment under § 504, and are not merely added for the purpose of offsetting exploration and development expenditures made in 1969 and succeeding years.

3. *Exploration expenditures and the calculation of authorized positive direct investment under § 1202.* The effect of § 1202 (a) and (b), together with § 1205, is to put all DIs on the same basis with respect to their §§ 504 and 506 allowables and their computation of direct investment so far as exploration expenditures are concerned; to put a ceiling on future exploration expenditures which may be expensed and therefore avoid regulation; and to increase the allowables of direct investors in the extractive industries.

This effect is accomplished as follows:

(a) Sections 1202(a) (1), (2), and (3), and 1205, provide for an adjustment of §§ 504 and 506 allowables to equal what they would have been if a DI had expensed exploration expenditures during the base period years 1965 through 1968.

(b) As already noted, § 1202(a) authorizes an additional allowable in each scheduled area in the amount of each scheduled area's exploration expenditures during 1967 or 1968, as the DI may elect under § 1204.

(c) Section 1202(b) requires that expensed and amortized exploration expenditures for 1969 and succeeding years

be added to the amount of direct investment made by a DI, thereby charging against general allowables in a scheduled area any exploration expenditures in 1969 or succeeding year in excess of the addition to allowables for exploration expenditures in 1967 or 1968 in that scheduled area.

Adjustment to § 504(a) historical allowables. The adjustments to allowables provided for in § 1202(a) are illustrated in the following examples:

Example (2): DI elects for 1969 under § 502 to be governed by its historical allowables provided by § 504(a). DI has unadjusted § 504(a) historical allowables in Schedules A and B of \$2,200,000 and \$650,000. (See line (1) in the table below.) Average direct investment in each scheduled area during 1965 and 1966, as reported by DI on line 15 of Form FDI-101, was \$2,000,000 in Schedule A and \$1,000,000 in Schedule B. (See line (2) below.) During 1965-66, DI's average annual capitalized exploration expenditures were \$300,000 in Schedule A and \$200,000 in Schedule B, and DI's annual average amortization of these and previously capitalized expenditures for exploration was \$100,000 and \$50,000, respectively. As shown on line (3), DI's average net capitalized exploration expenditures were accordingly \$200,000 in Schedule A and \$150,000 in Schedule B. After the adjustment to direct investment required by § 1202(a)(1), DI's 1965-66 adjusted direct investment is as shown on line (4). That is, average net capitalized exploration expenditures of \$200,000 in Schedule A are subtracted from unadjusted average direct investment of \$2,000,000 in Schedule A, and average net capitalized exploration expenditures of \$150,000 in Schedule B are subtracted from \$1,000,000 in average direct investment in Schedule B. Applying the authorized direct investment percentage of 110 percent in Schedule A and 65 percent in Schedule B, as provided in § 504(a) (1) and (2), DI has historical allowables, as adjusted under § 1202(a)(1), of \$1,980,000 in Schedule A and approximately \$552,000 in Schedule B. (See line (5) in the table below.) In 1967 and 1968, DI had total exploration and expensed development expenditures of \$600,000 and \$700,000, respectively. DI elects under § 1204 to have the larger amount incurred in 1968 added to its historical allowables. DI's total additional § 504 historical allowables for 1969 are accordingly \$700,000, of which \$400,000 was incurred by or for AFNs in Schedule A and \$300,000 by or for AFNs in Schedule B. These additions to § 504 historical allowables are shown on line (6) of the table. Under §§ 1202(a) and 1203(a), the amounts are added to DI's historical allowables as adjusted under § 1202(a)(1) to determine DI's total historical allowables under § 504(a) (see line (7) below).

	(000 omitted)	
	Schedule A	Schedule B
(1) Unadjusted § 504(a) historical allowables.....	\$2,200	\$650
(2) 1965-66 unadjusted av. direct investment.....	2,000	1,000
(3) 1965-66 av. capitalized exploration expenditure less amortization.....	200	150
(4) 1965-66 adjusted av. direct investment (line (2) less line (3)).....	1,800	850
(5) Adjusted historical allowables.....	1,980	552
(6) Addition for 1968 exploration and expensed development expenditures.....	400	300
(7) Total § 504(a) historical allowables.....	2,380	852

Note that if DI did not defer or capitalize but consistently expensed exploration expenditures, no adjustment to its historical allowables would result from the application of § 1202(a)(1). In that event, DI would simply add to its historical allowables, as already calculated, its exploration and expensed development expenditures in 1967 or 1968 in order to arrive at its total historical allowables under §§ 504(a), 1202(a), and 1203(a).

Example (3): Some facts as in Example (2) except that DI had no exploration expenditures in Schedule A during 1965 or 1966. During such years, however, DI amortized and charged against earnings in Schedule A \$100,000 of exploration expenditures capitalized in 1964. Further, DI abandoned a nonproducing well and wrote-off an additional \$200,000 in exploration expenditures incurred with respect to that venture in prior years and placed in a deferred account. The average of such amortization during 1965 and 1966 is accordingly \$150,000 and DI will, under § 1202(a)(1), add said amount to its average direct investment in Schedule A as reported on line 15 of its Form FDI-101. After such addition, DI's adjusted historical allowable in Schedule A is \$2,385,000 (110 percent times [\$2,000,000 plus \$150,000]) and its total § 504(a) historical allowable after adding its Schedule A exploration and expensed development expenditures in 1968 in Schedule A is \$2,765,000.

If a DI has AFNs in Schedule C for which exploration expenditures are incurred, an adjustment under § 1202(a)(1) and (2) to the § 504(a)(3) historical allowable in Schedule C will involve two calculations. This is because the historical allowable in Schedule C is the lesser of (a) 35 percent of annual average direct investment in 1965-66, and (b) the annual average percent of earnings reinvested in 1964, 1965, and 1966 times current (i.e., 1969) total earnings of incorporated AFNs, and adjustment must be made in both calculations under § 1202(a)(1) and (2). The first calculation, based on 35 percent of 1965-66 average direct investment, is adjusted in the same manner as already illustrated for § 504 historical allowables in Schedules A and B in Examples (2) and (3). The second calculation, based on the ratio of reinvested earnings to total earnings in 1964 through 1966 times current year total earnings, is adjusted by subtracting capitalized exploration expenditures (less amortization) of incorporated AFNs from the total earnings of incorporated AFNs during the current year. No adjustment is made to the "reinvestment ratio," i.e., to the annual average percent of earnings reinvested in 1964, 1965, and 1966.

The following example illustrates the adjustment to § 504(a)(3) historical allowables in Schedule C under § 1202(a)(1) and (2):

Example (4): DI has a wholly owned incorporated AFN (X) in Schedule C. During 1965 and 1966, DI's average direct investment in Schedule C, as reported on line 15 of its Form FDI-101, was \$1,000,000. DI's annual average capitalized exploration expenditures, less annual average amortization, during those years was \$200,000. As adjusted under § 1202(a)(1), DI's annual average direct investment is accordingly \$800,000, and its adjusted historical allowable under the first alternative of § 504(a)(3) is \$280,000 (35 percent times \$800,000).

During 1964, 1965, and 1966, X had average earnings of \$400,000 of which an average of \$300,000 was reinvested. DI's reinvestment ratio under § 504(a)(3)(ii) is accordingly 75 percent (\$300,000 divided by \$400,000). No adjustment is made to such reinvestment ratio under § 1202. During 1969, X has earnings of \$500,000 and capitalized exploration expenditures, less amortization, of \$100,000. As adjusted under § 1202(a)(2) for purposes of determining DI's historical allowable under § 504(a)(3)(ii), X's total earnings in 1969 are \$400,000 (\$500,000 less \$100,000). DI's historical allowable under the second alternative calculation under § 504(a)(3) is accordingly \$300,000 (75 percent of \$400,000). Since this amount is greater than the amount calculated as 35 percent of adjusted average direct investment in 1965-66, DI's 1969 historical allowable in Schedule C is the latter amount of \$280,000 to which is added DI's exploration and expensed development expenditures for Schedule C in 1967 or 1968 (i.e., the Schedule C portion of total worldwide exploration and expensed development expenditures in 1967 or 1968, whichever is elected).

Adjustment to § 504(b) earnings allowable. DIs who elect to be governed by the 30 percent of earnings allowable of § 504(b) have three calculations to make under §§ 504(b) and 1202(a): First, a DI's "annual earnings" in 1968 as determined under § 504(b)(4) are reduced by the amount of capitalized exploration expenditures (less amortization) incurred with respect to each scheduled area in 1968 (but not to an amount less than zero). Second, such adjusted annual earnings in each scheduled area are multiplied by 30 percent. Third, the exploration and expensed development expenditures in 1967 or 1968 (whichever is elected) for each scheduled area are added to 30 percent of adjusted annual earnings.

The following example is illustrative of § 1201(a) as it operates to adjust earnings allowables for DIs who elect to be governed by § 504(b):

Example (5): During 1968, DI had annual earnings, as calculated under § 504(b)(4), in each of the scheduled areas as follows: \$2,000,000 in Schedule A, \$500,000 in Schedule B, and \$900,000 in Schedule C. (See line (1) below.) Accordingly, before adjustment under § 1202(a), DI's 30 percent of earnings allowable for 1969 under § 504(b) is \$600,000 in Schedule A, \$150,000 in Schedule B, and \$270,000 in Schedule C. (See line (2) below.) During 1968, however, capitalized exploration expenditures (less amortization of such expenditures) were incurred by or on behalf of AFNs in Schedules A and B as follows: \$500,000 in Schedule A, and \$800,000 in Schedule B. In Schedule C, amortization of exploration expenditures capitalized either in 1968 or preceding years (including write-offs of initially capitalized or deferred exploration expenditures) exceeded by \$100,000 exploration expenditures incurred and capitalized or deferred in 1968. (See line (3) below.) As adjusted under § 1202(a)(3), DI's annual earnings in each scheduled area are accordingly as follows: \$1,500,000 in Schedule A (\$2,000,000 less \$500,000), a negative sum of \$300,000 in Schedule B (\$500,000 less \$800,000), and \$1,000,000 in Schedule C (\$900,000 plus \$100,000). (See line (4) below.) Consequently, DI has adjusted 30 percent of earnings allowables of \$450,000 in Schedule A, zero in Schedule B, and \$300,000 in Schedule C. (See line (5) below.)

DI's total exploration and expensed development expenditures incurred in 1967 and

1968 were \$2,000,000 and \$2,500,000, respectively. DI elects the 1968 amount under § 1204. In 1968 such expenditures were incurred by or on behalf of AFNs in Schedule A in the amount of \$1,000,000, in Schedule B in the amount of \$1,200,000, and in Schedule C in the amount of \$300,000. (See line (6) below.) DI's allowables in 1969 under §§ 504(b), 1202(a), and 1203(a) are \$1,450,000 in Schedule A, \$1,200,000 in Schedule B, and \$600,000 in Schedule C.

In tabular form, the above calculations are as follows:

	(000 omitted)		
	Schedule A	Schedule B	Schedule C
(1) 1968 annual earnings.....	\$2,000	\$500	\$900
(2) 1968 unadjusted § 504(b) earnings allowable (30 percent of line (1)).....	600	150	270
(3) 1968 capitalized exploration expenditures less amortization.....	500	800	(100)
(4) 1968 adjusted annual earnings (line (1) less line (3)).....	1,500	(300)	1,000
(5) 1969 adjusted earnings allowable (30 percent of line (4)).....	450	0	300
(6) Addition for 1968 exploration and expensed development expenditures.....	1,000	1,200	300
(7) 1969 total § 504(b) allowables.....	1,450	1,200	600

Adjustment to § 506 incremental earnings allowable. Section 1202(a)(3) also provides for adjustment of "annual earnings" for purposes of calculating a DI's § 506 incremental earnings allowable. Section 506 provides for an additional worldwide allowable beginning in the year 1970 based on 40 percent of any increase in "aggregate annual earnings" in 1970 and succeeding years over "base period aggregate annual earnings," which are the average of "aggregate annual earnings" in 1966 and 1967. (See 33 F.R. No. 220, Nov. 9, 1968, and 34 F.R. No. 66, Apr. 8, 1969, for a full discussion of § 506.) "Aggregate annual earnings" is defined as the algebraic sum of "annual earnings" as defined in § 504(b)(4). Since § 1202(a)(3) requires an adjustment in the computation of "annual earnings"—and therefore of "aggregate annual earnings"—it affects the incremental earnings allowable of § 506.

The following example illustrates the adjustment of the § 506 incremental earnings allowable under § 1202(a)(3):

Example (6). During 1966 and 1967, DI had average annual earnings, before adjustment under § 1202(a)(3), in each of the scheduled areas as follows: \$1,000,000 in Schedule A, \$200,000 in Schedule B, and a negative sum (losses) of \$300,000 in Schedule C. During those years, capitalized exploration expenditures (less amortization) were \$200,000 in Schedule A, \$50,000 in Schedule B, and \$100,000 in Schedule C. As adjusted under § 1202(a)(3), DI's average annual earnings for 1966-67 are accordingly \$800,000 in Schedule A, \$150,000 in Schedule B, and the negative amount of \$400,000 in Schedule C. DI's "base period aggregate annual earnings," before adjustment under § 1303(a)(3), are \$900,000, and, after adjustment, they are \$550,000.

In 1970, DI has annual earnings of \$2,000,000 in Schedule A, \$3,000,000 in Schedule B, and \$200,000 in Schedule C. DI's capitalized exploration expenditures (less amortization) in that year are \$500,000 in Schedule A, \$250,000

in Schedule B, and zero in Schedule C. DI's aggregate annual earnings, as adjusted under § 1202(a)(3), are accordingly \$4,450,000 (\$1,500,000 plus \$2,750,000 plus \$200,000). DI's "incremental earnings" are \$3,900,000 (\$4,450,000 less \$550,000) and its "incremental earnings allowable" is the amount by which \$1,560,000 (40 percent of \$3,900,000) exceeds the greatest of its aggregate allowables calculated under § 503, or § 504(a) or § 504(b) as such § 504 allowables themselves are adjusted under §§ 1202 and 1203.

4. "Upstream" adjustment of historical allowables under § 1205. Section 1205 of proposed Subpart L provides that the "upstream" adjustment to § 504(a) historical allowables under § 504(c) shall not apply until the adjustments to those allowables under §§ 1202(a) and 1203(a) have been made. Under § 504(c), DIs who elect to be governed by § 504(a) may have a portion of the allowables authorized by that section moved "upstream." (That is, Schedule A allowables may be shifted to Schedules B or C, and Schedule B allowables may be shifted to Schedule C.) The operation of § 504(c) is based upon a calculation of the difference between 30 percent of "annual earnings" (determined as provided in § 504(b)(4)) in the preceding year in the "upstream" scheduled area and historical allowables in that scheduled area, and it also depends on the amount of historical allowables in the "downstream" scheduled areas. For example, for 1969, Schedule A historical allowables, to the extent there are any, will be transferred to Schedule C to the extent that 30 percent of annual earnings in Schedule C in 1968 exceed Schedule C historical allowables in 1969. Both §§ 1202(a) and 1203(a) affect the operation of such "upstream" adjustment because those sections affect the amount of historical allowables in each scheduled area under § 504(a) and the amount of annual earnings in the preceding year in each scheduled area under § 504(b)(4). As already described, § 1202(a) affects allowables by excluding capitalized exploration expenditures (less amortization) from base period calculations of direct investment, and both §§ 1202(a) and 1203(a) affect the § 504(a) historical allowable in each scheduled area by adding thereto the 1967 or 1968 exploration and expensed development expenditures for each scheduled area. Under § 1202(a)(2) of proposed Subpart L, annual earnings in the preceding year must also be adjusted by subtracting capitalized exploration expenditures (less amortizations) from those earnings before the § 504(c) "upstream" adjustment of allowables is made. The operations of §§ 1202(a), 1203(a), and 504(c) are illustrated in the following example:

Example (7): For 1969, DI has total historical allowables including additions for 1967 or 1968 exploration and expensed development expenditures under §§ 504(a)(1), (2), and (3), 1202(a)(1), and (2), and 1203(a), as computed in Examples (2) and (4), of \$2,380,000 in Schedule A, \$852,000 in Schedule B, and \$280,000 in Schedule C. Those allowables are before any "upstream" adjustment under § 504(c). During 1968, DI's AFNs in Schedule A had annual earnings (as calculated under § 504(b)(4)) of \$1,500,000, its AFNs in Schedule B had annual

earnings of \$4,000,000 and its AFNs in Schedule C had annual earnings of \$1,000,000. Also during 1968, capitalized exploration expenditures (less amortization) were incurred in each of the scheduled areas as follows: \$500,000 in Schedule A, \$200,000 in Schedule B, and zero in Schedule C. Under § 1202(a)(3), DI's adjusted annual earnings in each scheduled area are accordingly \$1,000,000 in Schedule A (\$1,500,000 less \$500,000), \$3,800,000 in Schedule B (\$4,000,000 less \$200,000), and \$1,000,000 in Schedule C. Under § 504(c), DI's historical allowables in each scheduled area are shifted "upstream" to the extent that 30 percent of such adjusted annual earnings exceed the historical allowables in the "upstream" scheduled areas. Consequently, DI's final historical allowables in each scheduled area are \$2,228,500 in Schedule A, \$1,140,000 in Schedule B, and \$300,000 in Schedule C. In tabular form, these adjustments are as follows:

	(000 omitted)			
	Schedule A	Schedule B	Schedule C	Total
(1) 1969 total § 504(a) historical allowables.....	\$2,380	\$852	\$280	\$3,512
(2) 1968 unadjusted annual earnings.....	1,500	4,000	1,000	.....
(3) 1968 capitalized exploration less amortization.....	500	200	0	.....
(4) 1968 adjusted annual earnings (line (2) less line (3)).....	1,000	3,800	1,000	.....
(5) 30 percent of line (4).....	300	1,140	300	.....
(6) 1969 § 504(a) historical allowables after § 504(c) upstream adjustments.....	2,072	1,140	300	3,512

5. Carryforward adjustment. Under § 504(f), DIs may carry forward historical allowables not used in 1968 into 1969. Thus, if a DI had an historical allowable of \$1,000,000 in Schedule A for 1968 and made positive direct investment of \$800,000 in that scheduled area during 1968, it is authorized to make positive direct investment of \$200,000 in Schedule A in 1969 or succeeding years in addition to whatever other allowables it may have under §§ 504, 1202(a) and 1203(a). Similarly, if a DI had not historical allowables in Schedule A in 1968 but incurred total losses in that scheduled area, or made a negative net transfer of capital to that scheduled area, resulting in negative direct investment, it would have an additional allowable in 1969 in the amount of such negative direct investment.

It is apparent that the amount of carryforward allowables in 1969 under present regulations is affected by whether a DI capitalized or expensed exploration expenditures in 1968 and prior years. Accordingly, § 1206 tends to equalize the amount of such carryforward allowables, prospectively and only for 1969, by treating all DIs in effect, as if they had under the 1968 program expensed exploration expenditures during 1968 and the base period years of 1965 and 1966. Section 1206 does not apply, however, if the result of equalization would be to decrease a DI's 1969 allowables. Also, § 1206 does not affect compliance in 1968 or change the regulations in effect for 1968. Its effect is to increase schedular allowables in

1969 for those DIs who would have had greater carryforward allowables in any particular schedular area if they had expensed and not capitalized exploration expenditures in prior periods. To qualify for this increase in 1969 allowables, however, a DI must file with the Office on or before the due date for the first quarterly report for 1969 (presently due Aug. 15, 1969) a carryforward adjustment computation on a special supplement to Form FDI-102. A copy of this supplement will be sent out to all DIs together with revised Form FDI-102 or a copy may be obtained directly from the Office.

Section 1206 (b) and (c) accomplishes equalization generally with respect to Schedules A and B by increasing allowables if capitalized exploration expenditures (less amortization) in 1968 were greater than average capitalized exploration expenditures (less amortization) in 1965 and 1966 times the Schedules A and B percentages of 110 and 65 percent. This equalizes carryforward as among DIs since the difference between these two sums is the measure of the advantages in any particular case of consistently expensing exploration expenditures. In general, a DI which had no allowables in 1968 simply adds to its 1969 carryforward allowables the amount by which 1968 capitalized exploration exceeded 1968 amortization.

In Schedule C, the same carryforward adjustment is made under § 1206(d) (1) as is made for Schedules A and B under § 1206 (b) and (c) if during 1968 a DI was governed by the first alternative calculation of allowables based on 35 percent of 1965-66 direct investment (§ 504(a) (3) (i) (a)). Also, as is generally the case for Schedules A and B, if a DI had no allowables in Schedule C in 1968, the amount to be added to 1969 reinvested earnings allowables, as provided in § 1206(d) (3), is the amount by which 1968 capitalized exploration expenditures of incorporated AFNs exceeded amortization with respect to such AFNs for that year. Section 1206(d) (2) deals with the DI who was governed by the second alternative calculation of allowables (§ 504(a) (3) (i) (b)). That calculation is based on a DI's average annual percent of reinvested earnings in 1964, 1965, and 1966 (the "reinvestment ratio") times the DI's share of total earnings of incorporated AFNs in Schedule C in 1968, and consequently § 1206(d) (2) provides that a revised 1968 allowable be calculated on the basis of the reinvestment ratio times total earnings in 1968 as adjusted by subtracting net capitalized exploration expenditures. If the revised 1968 allowable is less than DI's actual 1968 allowable, as will generally be the case, the difference is subtracted from capitalized exploration expenditures (less amortization) with respect to incorporated AFNs in 1968. Section 1206(e) provides for a carryforward adjustment for all DIs with respect to their unincorporated AFNs in Schedule C, again simply increasing a DI's Schedule C carryforward allowable by the amount of capitalized exploration expenditures and decreasing it by the

amount of amortization with respect to such unincorporated AFNs.

The carryforward addition to 1969 Schedule C allowables under § 1206(d) increases the amount of earnings of incorporated AFNs which a DI is authorized to reinvest in 1969 because, during 1968, DIs were substantially only permitted to reinvest earnings in Schedule C and in only relatively rare instances could DIs make in 1968—or carryforward allowables which would permit them to make in 1969—positive direct investment in the form of a positive net transfer of capital to incorporated or unincorporated AFNs.

While the thrust of § 1206 is to increase § 504 allowables in 1969 for DIs who would have had larger allowables in 1968 if Subpart L had been in effect in 1968, the adjustments provided for in § 1206, particularly as they may affect Schedule C, are for convenience somewhat simplified over what they would be if the rationale were taken to its logical conclusion.

The following examples illustrate the application of § 1206:

Example (8): DI had 1968 allowables of \$1,000,000 in Schedule A under § 504(a) (1) as in effect for 1968. During 1968, DI's sole AFN (X), a wholly owned incorporated subsidiary in Schedule A, capitalized \$1,000,000 in exploration expenditures incurred in 1968 and amortized \$200,000 of such expenditures which had been capitalized either in 1968 or prior years. During the years 1965-66, X incurred annual average amortization of \$25,000. Under § 1206(b) (1), and provided that DI elects under § 1206(a), DI has \$580,000 of additional § 504(f) (1) carryforward allowables in 1969, such amount being calculated as follows:

	(000 omitted) Schedule A
(1) 1968 capitalized exploration expenditures	\$1,000
(2) 1968 amortization	200
(3) 1968 net capitalized exploration expenditures (line (1) less line (2))	800
(4) 1965-66 av. capitalized exploration expenditures	225
(5) 1965-66 av. amortization	25
(6) 1965-66 net capitalized exploration expenditures (line (4) less line (5))	200
(7) 110 percent of line (6)	220
(8) Carryforward adjustment added to § 504(f) allowables (line (3) less line (7))	580

Note that if DI's 1968 Schedule A allowables had been less than the amount shown on line (7), the amount subtracted from line (8) would have been the amount of such allowables.

Example (9): Same facts as in Example (8) except that DI's sole AFN (X) is in Schedule B instead of Schedule A. DI has additional § 504(f) (2) allowables for 1969 in Schedule B under § 1206(c) (1) of \$670,000 calculated as follows:

	(000 omitted) Schedule B
(1) 65 percent of line (6) of Example (8)	\$130
(2) Carryforward adjustment added to § 504(f) allowables (line (3) of Example (8) less line (1) of this example)	670

Example (10): Same facts as in Example (8) except that DI's sole AFN (X) is in Schedule C instead of Schedule A. During 1968,

DI was authorized to reinvest \$1,000,000 in earnings in Schedule C computed as 35 percent of annual average direct investment during the years 1965 and 1966 under § 504 (a) (3) (i) (a) as in effect for 1968. DI has additional § 504(f) (3) (ii) reinvested earnings allowables in 1969 in Schedule C under § 1206(d) (1) of \$730,000 calculated as follows:

	(000 omitted) Schedule C
(1) 35 percent of line (6) of Example (8)	\$70
(2) Carryforward adjustment added to § 504(f) allowables for reinvested earnings only (line (3) of Example (8) less line (1) of this example)	730

In certain cases, amortization during 1968, or 1965 and 1966, may be greater than capitalized exploration expenditures during those years resulting in a negative figure for purposes of calculating any increase or decrease of allowables under § 1206 (b) and (c). Any carryforward adjustment is nevertheless calculated in the same manner. The following example illustrates an instance in which amortization exceeds capitalized exploration expenditures in both 1968 and 1965-66:

Example (11): For 1968, DI has Schedule B allowables under § 504(a) (2), as in effect for 1968, of \$1,000,000. DI has one AFN, a wholly owned unincorporated branch (X) in Schedule B. During 1968, capitalized exploration expenditures incurred on behalf of X equalled \$50,000 and amortization for that year equalled \$75,000. During 1965-66, \$100,000 in capitalized exploration expenditures were incurred on behalf of X and \$200,000 was amortized. For 1969, under § 1206(c) (1), DI's carryforward allowables in Schedule B are increased by \$40,000.

In a tabular form that is shorter than that used in Example (8), these adjustments to allowables are as follows:

	(000 omitted) Schedule B
(1) 1968 capitalized exploration expenditures	50
(2) 1968 amortization	75
(3) 65 percent of 1965-66 capitalized exploration expenditures	65
(4) 65 percent of 1965-66 amortization	130
(5) Carryforward adjustment to be added to § 504(f) (2) allowables (line (1) less line (2) less line (3) plus line (4))	40

Section 1206(d) (2) provides for a carryforward adjustment for DIs who had Schedule C allowables in 1968 under the reinvestment ratio formula of § 504 (a) (3) (i) (b). This adjustment is made by (a) adding 1968 capitalized exploration expenditures incurred by incorporated AFNs in Schedule C; (b) subtracting 1968 amortization with respect to such AFNs; and (c) recomputing what the DI's Schedule C allowable would have been if Subpart L had applied in 1968. If a DI's allowables in 1968 would have been greater had Subpart L applied, the difference between the hypothetical and the actual allowable is added to the algebraic sum of (a) and (b). If DI's allowables in 1968 would have been less, the difference between the hypothetical and actual allowable is subtracted from the algebraic sum of (a) and (b).

The following example illustrates how § 1206(d) (2) applies to DIs governed by

the reinvestment ratio formula of § 504 (a) (3) (i) during 1968:

Example (12). During 1964, 1965, and 1966, DI's wholly owned incorporated AFNs in Schedule C had annual average total earnings as calculated under § 306(e) of \$500,000, of which earnings \$250,000 were, on average, reinvested. Under § 504(a) (3) (i) (b), DI's reinvestment ratio is 50 percent, and for purposes of calculating its carryforward adjustment under § 1206(d) (2) that ratio remains at 50 percent.

During 1968, DI's incorporated AFNs have total earnings of \$100,000 as calculated under § 306(c) and its reinvested earnings allowable for Schedule C was accordingly \$80,000 (50 percent of \$160,000). Also during 1968, such AFNs incurred capitalized exploration expenditures of \$100,000 and amortization of \$30,000. DI's allowable would accordingly have been \$45,000 (50 percent times [\$100,000 minus \$70,000]) if net capitalized exploration expenditures had been excluded from the calculation of its allowables under § 504 (a) (3) (i) (b) for 1968.

Section 1206(d) (2) provides in effect that § 504 allowables for reinvested earnings are to be (a) decreased by the difference between DI's 1968 allowable of \$80,000 and its adjusted allowable of \$45,000, (b) decreased by the amount of amortization in 1968 (\$30,000), and (c) increased by the amount of capitalized exploration expenditure in 1968 (\$100,000). Accordingly, DI's 1969 § 504 allowables are increased by the net amount of \$35,000 (\$35,000 plus \$30,000 subtracted from \$100,000).

If a DI had no 1968 historical allowable in a scheduled area, whether it be Schedule A, B, or C, § 1206(b) (2), (c) (2), and (d) (3) provide that its 1969 allowables under § 504(f) (1), (2), and (3) (ii) shall be increased by the amount of capitalized exploration expenditures incurred by or on behalf of AFNs during 1968 and decreased by the amount of amortization with respect to such AFNs during that year. In Schedules A and B a further refinement is added: a DI's 1969 § 504(f) allowables are increased to the extent it would have had allowables if amortization had not exceeded capitalized exploration expenditures during the years 1965 and 1966. This refinement is not made with respect to Schedule C because generally the absence of a 1968 Schedule C allowable is traceable to the alternate reinvestment ratio formula rather than to the 35 percent of earnings formula.

In Schedule C a distinction is made with respect to net capitalized exploration expenditures of incorporated and unincorporated AFNs. Section 1206(d) (3) provides that if a DI had no Schedule C historical allowable in 1968, its 1969 reinvested earnings allowable under § 504(f) (3) (ii) shall be increased by the amount of capitalized exploration expenditures (less amortization) incurred by or on behalf of incorporated AFNs during 1968. Section 1206(e) provides for a similar calculation except that it applies to all DI's, whether or not they had Schedule C historical allowables during 1968, but it applies only to capitalized exploration expenditures less amortization incurred by or on behalf of unincorporated AFNs.

The following examples illustrate the application of § 1206(b) (2), (c) (2), (d) (3), and (e):

Example (13). For 1968, DI had no § 504 historical allowables in Schedules A and B. During that year its AFNs in Schedule A incurred capitalized exploration expenditures (less amortization) of \$500,000, and its Schedule B AFNs incurred capitalized exploration expenditures (less amortization) of \$200,000. During the base period years of 1965 and 1966, DI had no AFNs and no direct investment in Schedule B, and it had negative direct investment in Schedule A of \$100,000. During 1965 and 1966, average amortization in Schedule A exceeded average capitalized exploration expenditures by \$200,000. Under § 1206 (b) and (c) (2), DI has additional § 504(f) (1) and (2) allowables of \$620,000 in Schedule A, and \$200,000 in Schedule B calculated as follows:

	(000 omitted)	
	Schedule A	Schedule B
(1) 1968 net capitalized exploration expenditures.....	\$500	\$200
(2) 1965-66 excess amortization.....	200	0
(3) Scheduling percentage of line (2).....	220	0
(4) 1965-66 negative direct investment.....	100	0
(5) Carry forward adjustment to 1969 allowables under § 504 (f) (1) and (2) (line (1) plus line (3) less line (4)).....	620	200

Example (14). DI's sole AFNs are a wholly owned corporation and a branch in Schedule C. DI had no historical allowables for reinvested earnings in Schedule C during 1968 since the incorporated AFN had losses of \$200,000 in 1968. During that year, DI's branch decreased its net assets by \$50,000 and DI incurred \$500,000 for exploration expenditures on behalf of the branch which were capitalized, and amortized \$100,000 of capitalized exploration expenditures. DI's incorporated AFN had \$300,000 in capitalized exploration expenditures and amortized \$100,000 of previously capitalized expenditures for geological and geophysical surveys. Under § 504(f) (3) (i), DI has carryforward allowables for 1969 of \$50,000 as a result of the decrease in branch assets and the consequent negative net transfer of capital to Schedule C as calculated under § 313(b). This allowable may be used to make a positive net transfer of capital or to reinvest earnings during 1969. DI also has a carryforward allowable under § 504(f) (3) (ii) for the \$200,000 in losses incurred by its subsidiary. This carryforward, however, may only be used to offset reinvested earnings in 1969. As a result of § 1206(d) (3), the § 504(f) (3) (ii) carryforward allowable of \$200,000 for reinvested earnings is adjusted to increase it by the \$200,000 in net capitalized exploration expenditures with respect to the incorporated AFN. Under § 1206(e), DI's § 504(f) (3) (i) carryforward allowable, which may be used to make positive direct investment generally, is increased by \$500,000 for capitalized exploration expenditures and decreased by \$100,000 for amortization with respect to DI's branch, or a net increase of \$400,000.

6. *Additions to direct investment made under §§ 1202(b) and 1203(b).* After a DI has adjusted its historical and earnings allowables by excluding capitalized exploration expenditures (less amortization) from their computation as provided in § 1202(a) (1), (2), and (3); has added its 1967 or 1968 exploration and expensed

development expenditures to its allowables as provided in §§ 1202(a) and 1203(a); has made "upstream" adjustments to historical allowables as provided in §§ 504(c) and 1205; and has made any carryforward additions to 1969 allowables under § 1206; the last step under §§ 1202(b) and 1203(b) of Subpart L is to add to its direct investment in 1969, expensed exploration expenditures in that year, plus amortization of previously capitalized or deferred exploration expenditures for that year, plus expensed development expenditures for that year. Amortization includes write-offs for abandoned property for which exploration expenditures were initially capitalized or deferred. Expensed development expenditures include write-offs for deferred or capitalized development expenditures.

The following example will serve to summarize Subpart L with particular attention to the application of §§ 1202(b) and 1203(b):

Example (15). Same facts as in Example (7). That is, for 1969 DI has total allowables under § 504 (a) and (c), after adjustments to allowables and additions under §§ 1202(a) and 1203(a), and "upstream" adjustment as directed in § 1205, of \$2,072,000 in Schedule A, \$1,140,000 in Schedule B, and \$300,000 in Schedule C.

Since 1968 net capitalized exploration expenditures in Schedule A were \$500,000, and 110 percent of 1965-66 average net capitalized exploration expenditures were \$220,000, DI also has \$280,000 in additional Schedule A allowables under § 1206(d) (1) (assuming that 1968 Schedule A allowables were equal or greater than \$220,000 so that the proviso to that subparagraph does not apply). Since 1968 net capitalized exploration expenditures of \$200,000 in Schedule B exceeded 65 percent of average net capitalized exploration expenditures in 1965-66 of \$150,000 (\$97,500), DI also has additional 1969 allowables in Schedule B of \$102,500 under § 1206(c) (1) (again assuming that the proviso to that subparagraph does not apply). In Schedule C, assuming DI had Schedule C allowables in 1968 and that it was governed by the 35-percent-of direct-investment alternative of § 504(a) (3) (i) (a) for 1968, its carryforward adjustment is calculated under § 1206(d) (1) in the same manner as for Schedules A and B. Since 1968 net capitalized exploration expenditures in Schedule C were zero, and 35 percent of 1965-66 average net capitalized exploration expenditures was \$70,000, DI has no carryforward adjustment in Schedule C. (Zero less \$70,000 would result in a reduction in carryforward allowables and § 1206(a) provides that a DI's allowables may only be increased by the operation of § 1206.) DI has no unincorporated AFNs in Schedule C and therefore § 1206(e) does not apply. After the provisions of § 1206 are applied, DI's 1969 allowables are accordingly \$2,352,000 in Schedule A, \$1,242,500 in Schedule B, and \$300,000 in Schedule C plus any carryforwards DI may otherwise have for unused 1968 allowables under § 504(f) (1), (2), and (3).

During 1969, DI's branch (X) in Schedule A has net earnings of \$2,000,000, none of which are remitted to DI, and X's net assets increase by that amount. Also, during 1969, DI renders geological and geophysical services to X valued at \$300,000, all of which is expensed on DI's books for the branch. No other relevant transactions occur with respect to X. DI is within its allowables in Schedule A, since under §§ 313(b) and

1202(b), DI has made positive direct investment in Schedule A of \$2,300,000. DI's unused allowable of \$52,000 may be carried forward and used to offset positive direct investment in later years. The \$300,000 in exploration expenses is treated as an addition to net transfer of capital to X.

During 1969, DI's branch (Y) in Schedule B has net earnings of \$400,000 and has \$200,000 in exploration and development expenses and \$400,000 in amortization of capitalized exploration expenditures. Y remits no earnings and no other relevant transactions occurred with respect to Schedule B. As a result, Y's net assets increase by \$400,000. DI has made a net transfer of capital of \$1,000,000 (\$400,000 plus \$600,000) which is less than DI's allowables in Schedule B of \$1,242,500. DI may carry forward its unused allowable of \$242,500 for use in 1970 in Schedule B or A, or use it downstream in Schedule A in 1969, under § 504(d) (2). The \$200,000 in exploration and development expenses, and the \$400,000 in amortization for capitalized exploration expenditures, is added to DI's net transfer of capital to Y.

In Schedule C during 1969, DI's sole wholly owned incorporated AFN (Z) has earnings of \$200,000 and has no expensed exploration expenditures or amortization of such expenditures previously capitalized. Z does have expensed development expenditures of \$200,000 including \$100,000 of previously deferred intangible drilling and development costs which it writes off in 1969. \$100,000 in dividends are paid by Z to DI. DI has made positive direct investment to Schedule C in 1969 of \$300,000. The expensed development costs are added to reinvested earnings of \$100,000 in Z. DI has no carryforward allowable which it may use to make positive direct investment in Schedules B or A in 1969 or succeeding years, or for use in Schedules C in succeeding years, under § 504(d) (3) since its 1969 Schedule C allowable equalled 1969 positive direct investment.

While expensed exploration expenditures and amortization, and expensed development expenditures, are added to reinvested earnings of incorporated AFNs (and to net transfer of capital to unincorporated AFNs) to determine direct investment made by a DI in 1969, they are not considered in determining "annual earnings" as computed under § 504(b) (4). Thus, for 1970, a DI which elects to be governed by the earnings allowable of § 504(b) will adjust "annual earnings" in 1969 to exclude capitalized exploration expenditures less amortization as those earnings and those net capitalized exploration expenditures appear on its books and records and in its financial reports, and it will not add to those earnings any expensed exploration expenditures or amortization, or expensed development expenditures, added to direct investment in 1969 under §§ 1202(b) and 1203(b).

7. *Section 503 minimum allowable.* Subpart L has limited effect on DIs who elect in 1969 or succeeding years to be governed by the § 503 \$1,000,000 minimum allowable. No adjustments are made to that allowable, either to increase it or decrease it, under §§ 1202(a) and 1203 (a), and therefore §§ 1204 and 1205 also do not apply. Section 1206 also has no application to a DI who elects the minimum allowable since § 503(c) eliminates carryforward allowables under § 504(f) for DIs electing the minimum allowable.

Under §§ 1202(b) and 1203(b), however, expensed exploration expenditures plus amortization, and expensed development expenditures, are added to the direct investment made by a DI who elects to be governed by § 503. However, those sections also provide that any amount so added will be taken into account in determining "aggregate annual losses" of AFNs which otherwise under § 503(b) cannot be used to offset transfers of capital. The following example illustrates this application of Subpart L:

Example (16). For 1969, DI elects to be governed by the \$1,000,000 minimum allowable provided by § 503. During 1969, DI transfers \$1,000,000 to its sole unincorporated AFN and that AFN writes off deferred charges for exploratory and developmental dry holes in the amount of \$750,000. In addition, as of December 31, 1969, the AFN has development work in progress for which \$250,000 in expenditures have been incurred and placed in a suspense account. No other transactions occur. As a result of these transactions, the AFN's net assets as computed under § 313(b) have increased by \$250,000 during the year 1969, and the AFN has net losses of \$750,000 which must be disregarded under § 503(b). Consequently, DI has made a positive net transfer of capital and positive direct investment in the amount of \$1,000,000 as provided in those sections. Under §§ 1202(b) and 1203(b), the \$750,000 for expenditures written off and expensed is added to such amount, but such expenditures may be offset against the net losses in the same amount. DI's positive direct investment is therefore \$1,000,000, and not \$1,750,000, and within the minimum allowable.

Interested persons are invited to submit written comments, suggestions, or objections concerning the proposed amendments to the Chief Counsel, Legal Division, Office of Foreign Direct Investments, Department of Commerce, Washington, D.C. 20230. Such communications concerning the proposed amendments will be considered if received within 30 days after publication of this notice in the FEDERAL REGISTER. Subsequent to such time, the proposed amendments, if adopted, will be published in the FEDERAL REGISTER in final form either as proposed or as they may be changed in light of comments received.

The texts of the proposed revisions are as follows:

Subpart L—Exploration and Development Expenditures	
Sec.	
1000.1201	Definitions.
1000.1202	Calculation of authorized positive direct investment and of direct investment; exploration adjustment.
1000.1203	Calculation of authorized positive direct investment and of direct investment; expensed development adjustment.
1000.1204	Election with respect to §§ 1000.-1202 and 1203.
1000.1205	Effect on § 1000.504(c).
1000.1206	1969 authorized positive direct investment; optional carry forward adjustment.

AUTHORITY: The provisions of Subpart L issued under sec. 5, Act of October 6, 1917, 40 Stat. 415, as amended 12 U.S.C. 95a; E.O. 11387, January 1, 1968, 33 F.R. 47.

Subpart L—Exploration and Development Expenditures

§ 1000.1201 Definitions.

(a) The term "exploration expenditures" means a direct investor's share of all expenditures incurred by or on behalf or for the benefit of its affiliated foreign nationals which are primarily related and allocable to ascertaining the existence, location, extent or quality of a reservoir or body of gas, oil, ore or other mineral resource located in a foreign country, or on the continental shelf under the regime of a foreign country, and which are incurred prior to the determination that a commercially marketable deposit exists with respect to such reservoir or body.

(b) The term "development expenditures" means a direct investor's share of all expenditures incurred by or on behalf or for the benefit of its affiliated foreign nationals which are not primarily related and allocable to exploration expenditures and which are related and allocable to preparing for production or establishing facilities for the extraction and transportation of gas, oil, or other mineral resources located in a foreign country, or on the continental shelf under the regime of a foreign country.

(c) Notwithstanding paragraphs (a) and (b) of this section, a direct investor may elect to categorize its expenditures in accordance with its consistent usage and practice if such practice is reasonable, is in accordance with accounting principles generally accepted in the United States, and is consistent with the purposes of this subpart. An election made pursuant to this paragraph (c) shall, except with the consent of the Secretary, be binding and effective for all purposes of this subpart, and as to both exploration and development expenditures. Such election shall be made on Form FDI-102F timely filed for the year 1969 by the direct investor.

(d) The term "expensed development expenditures" means that portion of development expenditures which, in accordance with accounting principles generally accepted in the United States and consistently applied by a direct investor, is properly charged to the profit and loss account for the year in which such expenditures are incurred and as shall be reflected in total earnings or losses in the annual report for such year on Form FDI-102F filed by the direct investor pursuant to § 1000.602(b) (3). Expensed development expenditures do not include losses from sale of property, or depreciation, depletion or amortization of development expenditures initially capitalized. Expensed development expenditures do include write-offs of development expenditures initially deferred or capitalized such as write-offs for developmental dry holes.

(e) The term "amortization" during any year means any charge or write-off against earnings or losses for exploration expenditures (including dry holes and abandonments) incurred by or on behalf

or for the benefit of affiliated foreign nationals in a scheduled area which were initially capitalized or deferred in such year or in preceding years.

(f) For the purposes of determining a direct investor's share of exploration or development expenditures, there shall be excluded any expenditures incurred by or on behalf or for the benefit of Canadian affiliates of the direct investor (as defined in § 1000.1101(a)).

(g) With respect to an affiliated foreign national which provides exploration or development contract services, this subpart shall not apply to expenditures incurred by or on behalf or for the benefit of such affiliated foreign national to provide such services to any other person, including contract drilling, field services and similar services.

§ 1000.1202 Calculation of authorized positive direct investment and of direct investment; exploration adjustment.

(a) For any year commencing with the year 1969, there shall be added to the amount of positive direct investment authorized to a direct investor in each scheduled area under § 1000.504 (a) and (b) an amount equal to that portion of total exploration and expensed development expenditures incurred in all scheduled areas in the year 1967 or 1968 which comprised exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in such scheduled area: *Provided*, That positive direct investment authorized under §§ 1000.504 (a) and (b) and 1000.506 shall first be adjusted as follows:

(1) In determining the amount of positive direct investment authorized under § 1000.504(a) (1), (2), and (3) (1), a direct investor shall deduct from direct investment made during the years 1965 and 1966 in each scheduled area the amount of all exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in such scheduled area which were capitalized or deferred during such years and shall add to such direct investment the amount of any amortization during such years.

(2) In determining the amount of positive direct investment authorized in Schedule C under § 1000.504(a) (3) (ii), a direct investor shall deduct from total earnings of incorporated affiliated foreign nationals in Schedule C during the year 1969 and all succeeding years, the amount of all exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in Schedule C which were capitalized or deferred during such year and shall add to such total earnings during such year the amount of any amortization during such years.

(3) In determining the amount of positive direct investment authorized under §§ 1000.504(b) and 1000.506, and in determining the amount by which authorized positive direct investment in each scheduled area shall be increased or decreased under § 1000.504(c), a direct investor shall deduct from annual earnings (as defined in § 1000.504(b) (4)) in

each scheduled area the amount of all exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in such scheduled area which were capitalized or deferred during the year for which annual earnings are calculated and shall add to such annual earnings during such year the amount of any amortization during such year.

(b) During any year commencing with the year 1969, in calculating the amount of positive direct investment made by a direct investor in each scheduled area for purposes of §§ 1000.503, 1000.504, and 1000.506, the direct investor shall add to its share in the reinvested earnings of each incorporated affiliated foreign national (determined as provided in § 1000.306(b)) and to the net transfer of capital to each unincorporated affiliated foreign national (determined as provided in § 1000.313(b)) the amount of any exploration expenditures incurred by or on behalf or for the benefit of such affiliated foreign national which were expensed during such year plus an amount equal to any amortization during such year with respect to such affiliated foreign national. Such additions to reinvested earnings or net transfer of capital shall not be included in calculating annual earnings under § 1000.504(b) (4) or aggregate annual earnings under § 1000.506(a) (1), but shall be included in calculating aggregate annual losses under § 1000.503(b).

§ 1000.1203 Calculation of authorized positive direct investment and of direct investment; expensed development adjustment.

(a) For any year commencing with the year 1969, there shall be added to the amount of positive direct investment authorized to a direct investor in each scheduled area under § 1000.504 (a) and (b) an amount equal to that portion of total exploration and expensed development expenditures incurred in all scheduled areas in the year 1967 or 1968 which comprised expensed development expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in such scheduled area.

(b) During any year commencing with the year 1969, in calculating the amount of positive direct investment made by a direct investor for purposes of §§ 1000.503, 1000.504, and 1000.506, the direct investor shall add to its share in the total reinvested earnings of each incorporated affiliated foreign national (determined as provided in § 1000.306(b)) and to the net transfer of capital to each unincorporated affiliated foreign national (determined as provided in § 1000.313(b)) the amount of expensed development expenditures incurred in such year by or on behalf or for the benefit of such affiliated foreign national. Such additions to reinvested earnings or net transfer of capital shall not be included in calculating annual earnings under § 1000.504(b) (4) or aggregate annual earnings under § 1000.506(a) (1) but shall be included in calculating aggregate annual losses under § 1000.503 (b).

§ 1000.1204 Election with respect to §§ 1000.1202 and 1000.1203

For purposes of determining the addition to authorized positive direct investment under §§ 1000.1202(a) and 1000.1203(a), a direct investor shall elect, commencing with the year 1969, to have either of the following amounts apply: (a) Its total exploration and expensed development expenditures in all scheduled areas during the year 1967, or (b) its total exploration and expensed development expenditures in all scheduled areas incurred during the year 1968. The election made pursuant to this section shall be binding and effective as to all (and not less than all) scheduled areas, and as to both exploration and expensed development expenditures. Such election shall be made on Form FDI-102F timely filed for the year 1969 by the direct investor and shall, except with the consent of the Secretary, be binding and effective for the year 1969 and all subsequent years.

§ 1000.1205 Effect on § 1000.504(c).

During any year commencing with the year 1969, § 1000.504(c) shall not apply until after the amount of positive direct investment authorized to be made by a direct investor under § 1000.504(a) has been adjusted as provided in §§ 1000.1202 (a) and 1000.1203(a), but shall apply before the amount of positive direct investment authorized to be made by a direct investor under § 1000.504 has been adjusted as provided in § 1000.1206.

§ 1000.1206 1969 authorized positive direct investment; optional carry-forward adjustment.

(a) This section shall only apply to direct investors who file at the time first quarterly reports for the year 1969 are due a computation of their carryforward adjustment as provided in this section on a carryforward adjustment supplement to Form FDI-102. This section shall not in any event decrease the amount of positive direct investment authorized to be made in any scheduled area by a direct investor during the year 1969.

(b) For the year 1969, the amount of positive direct investment authorized to be made in Schedule A during the year 1969 or succeeding years under § 1000.504(f) (1) shall be adjusted as follows:

(1) If, during the year 1968, a direct investor was authorized to make positive direct investment under § 1000.504(a) (1) (i), as in effect on December 31, 1968, the amount of positive direct investment authorized to be made in Schedule A during the year 1969 shall be

(i) Increased by the amount of capitalized or deferred exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in Schedule A during the year 1968;

(ii) Decreased by the amount of amortization in Schedule A for the year 1968;

(iii) Increased by 110 percent of the amount of annual average amortization in Schedule A for the years 1965 and 1966; and

(iv) Decreased by 110 percent of the amount of annual average capitalized or

deferred exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in Schedule A during the years 1965 and 1966: *Provided*, That any reduction in the amount of positive direct investment authorized to be made during the year 1969 resulting from the algebraic sum of subdivisions (iii) and (iv) of this subparagraph (1) shall not exceed the amount of positive direct investment authorized to be made by the direct investor during the year 1968 under § 1000.504(a)(1)(i).

(2) If, during the year 1968, a direct investor was not authorized to make positive direct investment under § 1000.504(a)(1)(i), as in effect on December 31, 1968, the amount of positive direct investment authorized to be made in Schedule A during the year 1969 shall be—

(i) Increased by the amount of capitalized or deferred exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in Schedule A during the year 1968;

(ii) Decreased by the amount of amortization in Schedule A during the year 1968;

(iii) Increased by 110 percent of the amount of annual average amortization in Schedule A for the years 1965 and 1966;

(iv) Decreased by 110 percent of the amount of annual average capitalized or deferred exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in Schedule A during the years 1965 and 1966; and

(v) Decreased by the average of negative direct investment by the direct investor in Schedule A during the years 1965 and 1966: *Provided*, That if the sum of subdivisions (iii), (iv), and (v) of this subparagraph (2) is negative, said subdivisions shall be disregarded.

(c) For the year 1969, the amount of positive direct investment authorized to be made in Schedule B during the year 1969 or succeeding years under § 1000.504(f)(2) shall be adjusted as follows:

(1) If during the year 1968, a direct investor was authorized to make positive direct investment under § 1000.504(a)(2)(i), as in effect on December 31, 1968, the amount of positive direct investment authorized to be made in Schedule B during the year 1969 shall be—

(i) Increased by the amount of capitalized or deferred exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in Schedule B during the year 1968;

(ii) Decreased by the amount of amortization in Schedule B for the year 1968;

(iii) Increased by 65 percent of the amount of annual average amortization in Schedule B for the years 1965 and 1966; and

(iv) Decreased by 65 percent of the amount of annual average capitalized or deferred exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in Schedule B during the years 1965 and 1966: *Provided*, That any reduction in the amount

of positive direct investment authorized to be made during the year 1969 resulting from the algebraic sum of subdivisions (iii) and (iv) of this subparagraph (1) shall not exceed the amount of positive direct investment authorized to be made by the direct investor during the year 1968 under § 1000.504(a)(2)(i).

(2) If, during the year 1968, a direct investor was not authorized to make positive direct investment under § 1000.504(a)(2)(i), as in effect on December 31, 1968, the amount of positive direct investment authorized to be made in Schedule B during the year 1969 shall be—

(i) Increased by the amount of capitalized or deferred exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in Schedule B during the year 1968;

(ii) Decreased by the amount of amortization in Schedule B during the year 1968;

(iii) Increased by 65 percent of the amount of annual average amortization in Schedule B for the years 1965 and 1966;

(iv) Decreased by 65 percent of the amount of annual average capitalized or deferred exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in Schedule B during the years 1965 and 1966; and

(v) Decreased by the average of negative direct investment by the direct investor in Schedule B during the years 1965 and 1966: *Provided*, That if the sum of subdivisions (iii), (iv), and (v) of this subparagraph (2) is negative, said subdivisions shall be disregarded.

(d) For the year 1969, the amount of earnings of incorporated affiliated foreign nationals authorized to be reinvested in Schedule C during the year 1969 or succeeding years under § 1000.504(f)(3)(ii) shall be adjusted as follows:

(1) If, during the year 1968, a direct investor was authorized to reinvest earnings under § 1000.504(a)(3)(i)(a), as in effect on December 31, 1968, the amount of earnings of incorporated affiliated foreign nationals authorized to be reinvested in Schedule C in the year 1969 shall be—

(i) Increased by the amount of capitalized or deferred exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in Schedule C during the year 1968;

(ii) Decreased by the amount of amortization in Schedule C for the year 1968;

(iii) Increased by 35 percent of the amount of annual average amortization in Schedule C for the years 1965 and 1966; and

(iv) Decreased by 35 percent of the amount of annual average capitalized or deferred exploration expenditures incurred by or on behalf or for the benefit of affiliated foreign nationals in Schedule C during the years 1965 and 1966; *Provided*, That any reduction in the amount of earnings authorized to be reinvested during the year 1969 resulting from the algebraic sum of subdivisions

(iii) and (iv) of this subparagraph (1) shall not exceed the amount of earnings

authorized to be reinvested by the direct investor during the year 1968 under § 1000.504(a)(3)(i)(a).

(2) If, during the year 1968, a direct investor was authorized to reinvest earnings under § 1000.504(a)(3)(i)(b), as in effect on December 31, 1968, the amount of earnings of incorporated affiliated foreign nationals authorized to be reinvested in Schedule C during the year 1969 under § 1000.504(f)(3)(ii) shall be increased by the algebraic sum of the following amounts if such sum is positive:

(i) The amount of capitalized or deferred exploration expenditures incurred with respect to such incorporated affiliated foreign nationals during the year 1968; less

(ii) The amount of amortization with respect to such incorporated affiliated foreign nationals for the year 1968; less

(iii) An amount calculated as follows:

(a) The amount of earnings authorized to be reinvested by the direct investor in Schedule C during the year 1968 under § 1000.504(a)(3)(i)(b); less

(b) The direct investor's reinvestment ratio as determined under § 1000.504(a)(3)(i)(b) multiplied by the sum of (i) total earnings of incorporated affiliated foreign nationals in Schedule C during the year 1968 less (ii) capitalized or deferred exploration expenditures of such affiliated foreign nationals during such year plus (iii) amortization with respect to such affiliated foreign nationals during such year: *Provided*, That any reduction under this subdivision (ii) shall not exceed the amount calculated under subdivision (a).

(3) If, during the year 1968, a direct investor was not authorized to reinvest earnings under § 1000.504(a)(3)(i), as in effect on December 31, 1968, then the amount of earnings of incorporated affiliated foreign nationals authorized to be reinvested in Schedule C during the year 1969 under § 1000.504(f)(3)(ii) shall be increased to the extent that the amount of capitalized or deferred exploration expenditures incurred by or on behalf or for the benefit of incorporated affiliated foreign nationals in Schedule C during the year 1968 exceeds the amount of amortization with respect to such incorporated affiliated foreign nationals during such year.

(e) For the year 1969, the amount of positive direct investment authorized to be made in Schedule C during the year 1969 or succeeding years under § 1000.504(f)(3)(i) shall be increased to the extent that the amount of capitalized or deferred exploration expenditures incurred by or on behalf or for the benefit of unincorporated affiliated foreign nationals in Schedule C during the year 1968 exceeds the amount of amortization with respect to such unincorporated affiliated foreign nationals for such year.

DON D. CADLE,
Acting Director, Office of
Foreign Direct Investments.

MAY 6, 1969.

[F.R. Doc. 69-5582; Filed, May 6, 1969;
4:43 p.m.]

**DEPARTMENT OF
TRANSPORTATION**

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 69-WE-23]

FEDERAL AIRWAY

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would extend V-197 from Palmdale, Calif., 1,200 feet AGL INT Palmdale 314° T (299° M) and Bakersfield, Calif., 137° T (121° M) radials; 1,200 feet AGL Bakersfield. The proposed airway segment between Palmdale and Bakersfield would reduce the en route mileage by approximately 7 miles. Numerous pilots currently request direct routing between Palmdale and Bakersfield. The proposed airway would eliminate the need for issuing direct clearances and radar vectors between the two points.

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, Western Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, 5651 West Manchester Avenue, Post Office Box 92007 Worldway Postal Center, Los Angeles, Calif. 90009. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal 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.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348), and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on May 1, 1969.

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

[F.R. Doc. 69-5544; Filed, May 8, 1969;
8:45 a.m.]

[14 CFR Part 75]

[Airspace Docket No. 69-SW-9]

JET ROUTE

Proposed Designation

The Federal Aviation Administration is considering amendments to Part 75

of the Federal Aviation Regulations that would designate J-33 from Humble, Tex., via the INT of Humble 347° T (339° M) and Greater Southwest, Tex., 139° T (130° M) radials; to Greater Southwest. It is also proposed to realign J-87 (34 F.R. 6079) from Humble via the INT of Humble 332° T (324° M) and Greater Southwest 154° T (145° M) radials; to Greater Southwest. The designation of J-33 would expedite the movement of air traffic between Humble and Greater Southwest by providing a dual route with J-87. The alignment of the Greater Southwest radial of J-33 over the Red Oak Intersection would improve the handling of northbound traffic in the Dallas/Fort Worth terminal area by permitting use of this intersection as a handoff point for traffic destined for Dallas. It is necessary to realign J-87, 2° west to provide 15° angular separation between J-33 and J-87.

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, Southwest Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Post Office Box 1689, Fort Worth, Tex. 76101. 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.

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

Issued in Washington, D.C., on May 1, 1969.

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

[F.R. Doc. 69-5545; Filed, May 8, 1969;
8:45 a.m.]

**Hazardous Materials Regulations
Board**

[49 CFR Parts 170-189]

[Docket No. HM-4]

TRANSPORTATION OF PESTICIDES

**Advance Notice of Proposed Rule
Making; Request for Public Advice**

The use of liquid class B poisons (particularly pesticides) is increasing

rapidly throughout the United States. From reported incidents, we believe the leakage of liquid pesticides during transportation is also increasing rapidly. Accordingly, it is important that the present regulations be reviewed to determine whether they provide an adequate level of safety for the transportation of these poisons.

This advance notice of proposed rule making invites the public to advise us on the reasons for the leakage, the resulting safety hazard, and appropriate regulatory action. We invite advice only on liquid poisons in this proceeding.

Recent regulatory action. On December 21, 1967, the Department published Amendment No. 67-1 (32 F.R. 20982) in Docket No. HM-4, Miscellaneous Restrictions Against Loading and Transporting Class B Poisonous Liquids or Solids with Foodstuffs. This regulation restricted transportation of any Class B poison in the same vehicle with foodstuffs, feeds, or any other material intended for consumption by humans or animals. The amendment also provided for inspection and decontamination of vehicles.

This regulation sought to minimize harm resulting from leaks, but it did nothing to prevent leaks. Further, it applies only to foodstuffs and feeds, not to clothing, cosmetics, and other consumer items capable of transmitting the poisons.

Numerous petitions and complaints were filed with the Board since issuance of Amendment 67-1. The Board has issued a notice of proposed rule making (Notice No. 69-12, Docket No. HM-4, 34 F.R. 7456) to resolve some of these problems by clarifying the language, adopting additional restrictions on the commingling of poisons and foodstuffs and making the rule also applicable to Class A poisons.

Facts. Our knowledge of the number of leaks and the quantities of poisons which escaped is limited to major spills. We do not have a system for collecting information on all accidents and incidents. We are developing such a system, but it is of no help in this instance.

From the limited information we have, we know that hundreds of containers of class B poisons leaked last year. This leads us to believe that thousands of leaks actually occurred during transportation. A substantial number of the leaks were of the more toxic class B poisons.

We do not know of any deaths in the United States resulting from these leaks, but there have been hundreds of deaths abroad from similar leaks.

The following examples of recent poison leaks were selected to show that leaks occur (i) in more than one container on some shipments, (ii) in drums of different sizes, built to different specifications, (iii) in seams, chimes, heads, and closures, and (iv) in both truck and train transport. The containers were made by different manufacturers, filled with different poisons by different shippers, and shipped via different carriers.

Date of incident	Number of leakers	Size and specification	Description of leaks	Kind of carrier
Jan. 16, 1969	3	30-gal. 17E	Side seams	Truck
Jan. 28, 1969	2	55-gal. 17E	Seams and chimes	Train
Feb. 7, 1969	2	55-gal. 17C	Seams and top chimes	Do.
Feb. 13, 1969	2	5-gal. 17E	Bottom heads	Do.
Feb. 17, 1969	2	55-gal. 17E	do	Truck
Feb. 17, 1969	5	55-gal. 17E	do	Do.
Mar. 4, 1969	17	55-gal. 17C	Loose closures	Train
Mar. 18, 1969	5	55-gal. 17C	Side seam and loose closures	Do.

Safety problems. During the past year we have worked with shippers, carriers, container manufacturers, and Federal and State government officials, seeking the precise causes of the leaks. The number of leaks indicate a need for regulation, but we need more precise information to determine what regulation is needed. The first step is to define the safety problems: the causes of the leaks.

The principal safety problems appear to be inadequacy of containers and carelessness of shippers. Theoretically, the authorized containers are adequate, if the manufacturers, shippers, and carriers carefully follow all regulatory requirements. Actually, many of the containers leak during transit. It follows that our safety standards are not high enough; they are not people-proof; they do not provide a margin for predictable error.

More particularly, these are areas of inquiry to define the safety problems:

1. Whether the authorized containers, such as Specification 17E and possibly others of the Specification 17 series, are adequate for the transportation of the more toxic materials. This inquiry covers everything which contributes to container integrity, such as gauge and quality of the steel, quality and resilience of lining material, the manufacturing process, inspection and quality control, and testing of finished containers.

2. Whether the leaks result from improper filling and closing of containers. If so, is it because the regulations are inadequate or because the regulations are not followed? If they are not followed, is it because of practical or other problems of complying with the regulations?

3. Whether the leaks result from damage in transit. If so, is it because the regulations are inadequate or because the regulations are not followed? If they are not followed, is it because of practical or other problems of complying with the regulations?

4. Whether regulatory standards should be higher for the more toxic class B poisons.

Possible solutions. As we have been defining the safety problems, we have been considering possible solutions. We have received specific recommendations from the California State Health Department, the National Agricultural Chemicals Association, and the Steel Shipping Container Institute. These are some of the regulatory solutions which we are considering:

1. Require shippers (where appropriate, this term includes the person who fills the container) to use containers produced by manufacturers approved by the Hazardous Materials Regulations Board. Provide for the Board to withdraw ap-

proval from manufacturers who do not meet regulatory standards.

2. Prohibit use of Specification 17E and possibly others of the Specification 17 series.

3. Improve integrity of presently authorized containers (for example, by raising the specification standards for gauge of steel or quality of steel, or both) with particular attention to drum heads.

4. Require manufacturing procedures which will not unduly stress the steel.

5. Require comprehensive nondestructive testing of each container and complete destructive testing of frequent random samples, relating test procedures to the actual use for which the container is built.

6. Establish quality standards for lining material, including sufficient resilience to withstand transportation shocks without cracking.

7. Require quality control procedures which will ensure that the manufacturer meets regulatory standards.

8. Require shippers to inspect each container before filling, to ensure that it has not been damaged in transit to him; prohibit use of damaged containers.

9. Require shippers to leave enough outage after filling so that container can be closed without overflow.

10. Require shippers to use fail-safe closure devices and attachment procedures.

11. Require shippers to inspect and clean each container after filling.

12. Require shippers to observe containers in both the upright and inverted positions long enough to detect leaks.

13. Require shippers to palletize or crate (bottom, side, and top protection) all shipments of small containers.

14. Require shippers to inspect each container after storage and before shipment.

15. Require shipper to furnish, and carrier to have, precise chemical name and emergency instructions with each shipment.

16. Prescribe stowage rules, including vertical bulkheads between poisons and other freight, horizontal partitions between layers of containers, and stack height limitations.

17. Prohibit trailer-on-flat-car carriage.

18. Require "poison" label on each package, even in truckload or carload lots, and placard on each truck, even when the amount of poison is less than 1,000 pounds.

19. Impose routing and stop-over restrictions, to limit extent of public exposure.

20. Require shipment in fully enclosed vehicles, to lessen chance of loss of containers.

21. Prohibit shipment on vehicles which have wooden floors, because of difficulty of decontamination after a leak.

22. Prescribe rules for handling contaminated freight and decontaminating vehicles.

Scope of notice. This is not a proposal to change the regulations. It is an effort to obtain public participation early in the rule-making process. It is an effort to develop facts upon which to base rational rule making. We invite the general public to advise us on all aspects of this subject.

We invite interested persons to give us their views by July 21, 1969. Advice (identifying the docket number) should be submitted in duplicate to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, 400 Sixth Street SW., Washington, D.C. 20590.

Issued in Washington, D.C., on May 5, 1969.

WILLIAM C. JENNINGS,
Director,
Office of Hazardous Materials.

[P.R. Doc. 69-5524; Filed, May 8, 1969; 8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 18541; FCC 69-475]

FM BROADCAST STATIONS

Table of Assignments; Carthage, Miss., etc.

In the matter of amendment of § 73.202, Table of Assignments, FM Broadcast Stations (Carthage, Miss., Mifflinburg, Pa., Forest City, Iowa, Hampton, S.C., Tylertown, Miss., French Lick, Ind., New Boston, Tex., Breckenridge, Minn., Minocqua, Wis., Charleston, Miss., and Southampton, N.Y.); Docket No. 18541, RM-1396, RM-1398, RM-1401, RM-1410, RM-1411, RM-1412, RM-1415, RM-1419, RM-1421, RM-1430, RM-1433.

1. Notice is hereby given of proposed rule making in the above-entitled matter, concerning amendments of the FM Table of Assignments contained in § 73.202 of the Commission's rules. All proposed assignments are alleged and appear to meet the spacing requirements of the rules. Any proposed assignments which are within 250 miles of the United States-Canada border will require coordination with the Canadian Government under the terms of the Canadian-United States Agreement of 1947 and the Working Arrangement of 1963. All population figures are from the 1960 U.S. Census.

2. RM-1396, Carthage, Miss. (Meredith Colon Johnston); RM-1398, Mifflinburg, Pa. (Wireline Radio, Inc.); RM-1401, Forest City, Iowa (Marvin L. Hull); RM-1410, Hampton, S.C. (Hampton County Broadcasters, Inc.); RM-1411,

Tylertown, Miss. (Tylertown Broadcasting Co.); RM-1412, French Lick, Ind. (Wireless of Indiana); RM-1415, New Boston, Tex. (Bowie County Broadcasting Co., Inc.); RM-1421, Minocqua, Wis. (Tomahawk Broadcasting Co.); RM-1430, Charleston, Miss. (Dixie Broadcasting Co., Inc.); RM-1433, Southampton (Village), N.Y. (Ira Littman). In the above 10 cases, interested parties seek the assignment of a first Class A channel in a community, without requiring any other changes in the table. The communities range in size from 1,532 persons for Tylertown, Miss., to 4,582 persons for Southampton (Village), N.Y. None of the communities are a part of an urbanized area (1960 Census) and each appears to warrant the proposed assignment. Comments are therefore invited on the additions to the table listed below:

City	Channel No.
French Lick, Ind.	261A
Forest City, Iowa	272A
Carthage, Miss.	252A
Charleston, Miss.	272A
Tylertown, Miss.	249A
Southampton, N.Y.	237A
Millinburg, Pa.	252A
Hampton, S.C.	276A
New Boston, Tex.	240A
Minocqua, Wis.	240A

3. RM-1419, Breckenridge, Minn. On February 22, 1969, Interstate Broadcasting Corp., permittee of Station KKWB-FM, Breckenridge, Minn., filed a petition to substitute Channel 285A for 269A at Breckenridge. Since petitioner is authorized to operate KKWB-FM on Channel 269A, it also requests that the KKWB-FM authorization be modified to specify operation on Channel 285A in lieu of 269A.

4. The petitioner points out that the second harmonic of Channel 269A is 203.4 Mc/s, which falls within TV Channel 11 (198-204 Mc/s), used by Station KTHI-TV, Fargo, N. Dak., some 82 miles distant. Petitioner states that it conducted equipment tests between November 22 and December 19, 1968, for the purpose of evaluating what it anticipated might be a potential problem. Numerous complaints of interference to reception of Station KTHI-TV in the Breckenridge, Minn.-Wahpeton, N. Dak. area were reported during the test operation. Descriptive tabulations of the complaints are included with the petition. KKWB-FM states that during the equipment tests, a meeting was held with the TV servicemen of the area, at which time its engineers made recommendations for eliminating possible television interference because of the FM operation. The public was similarly informed through a release in the local newspaper. It is stated that the majority of interference complaints appeared to be caused by overloading of TV receivers by the primary signal of KKWB-FM, with the TV receivers, in turn, generating a second harmonic within themselves to cause direct interference to Channel 11 reception. It is the opinion of petitioner that a majority of the complaints could be eliminated by filters, applied at the TV

receivers and tuned to KKWB-FM's fundamental frequency. However, it is claimed that many complainants are reluctant to go to the expense of a filter installation. It is therefore urged by petitioner that it would be in the public interest to permit the proposed change for KKWB-FM in order to avoid the TV interference experienced.

5. In the public notice of February 3, 1966, where our Policy to Govern the Change in FM Channels to Avoid Interference to Television Reception (FCC 66-106) was announced, it was indicated that petitioners should show that, if the change were adopted, no community would be deprived of a channel and that the change would not necessitate shifting the problem to another community. The petitioner has not made such showings in this case; however, our study reveals that there appear to be at least five other Class A channels available for assignment in the immediate area (221A, 224A, 285A, 288A, and 292A). Thus, it does not appear that any community in the immediate area having a probable future need would be deprived of a channel, nor is shifting the problem to another community evident. The petitioner's showing appears to otherwise conform with the announced policy.

6. We are of the view that a sufficient showing has been made by petitioner and that the proposal conforms with our announced policy in regard to FM channel changes to avoid second harmonic interference to TV reception. Institution of rule making in this case therefore appears to be in the public interest. Accordingly, we are inviting comments on the proposal to substitute Channel 285A for 269A at Breckenridge, Minn. Action looking toward modifying the KKWB-FM authorization will be withheld pending a final decision in this proceeding.

7. Authority for the adoption of the amendments proposed herein is contained in sections 4(i), 303, and 307(b) of the Communications Act of 1934, as amended.

8. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules, interested persons may file comments on or before June 10, 1969, and reply comments on or before June 20, 1969. All submissions by parties to this proceeding or persons acting in behalf of such parties must be made in written comments, reply comments, or other appropriate pleadings.

9. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, replies, pleadings, briefs, and other documents shall be furnished the Commission.

Adopted: May 1, 1969.

Released: May 5, 1969.

FEDERAL COMMUNICATIONS COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-5559; Filed, May 8, 1969; 8:46 a.m.]

¹ Commissioner Wadsworth absent.

SECURITIES AND EXCHANGE COMMISSION

[17 CFR Part 240]

[Release 34-8595]

PURCHASES DURING TENDER OFFER Notice of Revision of Proposed Rule

In Securities Exchange Act Release No. 8391, and in the FEDERAL REGISTER for September 14, 1968 (33 F.R. 13036), the Commission published its proposal to adopt proposed Rule 10b-13 (17 CFR 240.10b-13). It has received a number of helpful comments and suggestions in response to its invitation, and, in result, it has revised the proposed rule and is at this time publishing it for comment in revised form.

As originally proposed, the rule would have required a person making a tender offer to purchase all of the securities tendered at the highest price he paid during the tender period for the purchase of securities of the same class otherwise than pursuant to the tender offer or the tender offer price, whichever price was higher. The purpose of the proposal was to require a person making such a tender or exchange offer to treat the persons responding to the offer on a basis no less favorable than that accorded to other selling security holders if he purchases securities of the same class otherwise than pursuant to the tender offer. In those situations where securities are purchased for a consideration greater than that of the tender offer price, this works to the disadvantage of the securities holders who already deposited their securities and thus became unable to withdraw them in order to obtain the advantage of possible resulting higher market prices. On the other hand, as securities are purchased for a consideration less than that of the tender offer price, this may result in a reduction of the amount of tendered securities accepted if the tender offer is on a pro rata basis (customarily the case), or it may result in the rejection of all of the tendered securities if the person making the tender or exchange offer has satisfied his requirements outside of such offer. Some of the comments to the proposal pointed out the danger to a person making a tender or exchange offer who might make a single purchase outside of the tender offer and obligate himself to buy all of the tendered shares, irrespective of the fact that they may exceed his minimum specifications and regardless of his ability to meet such potential heavy financial obligations. It was also pointed out that the purchase by another person who might be deemed to be a member of a "group" within section 14(d)(3) of the Act might also have the same possible devastating result on the person that makes the tender offer, even in a situation where, in good faith, he might contend that he had neither any control over or interest in the purchase made by such other person.

PROPOSED RULE MAKING

To meet these comments and, at the same time, to preserve the basic objectives of the proposal, the proposed rule has been revised and would prohibit a person making a cash tender offer or exchange offer from purchasing equity securities of the same class during the tender offer period otherwise than pursuant to the offer itself. In this form, the rule would accomplish the same objective as the original proposal, which was to safeguard the interests of the persons who have tendered their securities in response to a cash tender offer or exchange offer; moreover once the tender offer has been made it would remove any incentive of holders of substantial blocks of securities to demand from the person making a tender offer or exchange offer a consideration greater than or different from that currently offered to public investors by the offer.

The proposed rule would apply to purchases of securities immediately convertible into or exchangeable for securities of the same class which are the subject of the offer. However, if the person making the tender offer or exchange offer is, at the time of making or announcing such offer, the owner of securities convertible into or exchangeable for securities of the class which are the subject of the offer, and if, during the offer period, he does convert or exchange such holdings into such securities, the transaction of conversion or exchange would not be deemed to be a prohibited purchase within the meaning of the rule as proposed.

The proposed rule deals with purchases or arrangements to purchase, directly or indirectly, which are made from the time of announcement or initiation of the tender offer or exchange offer, until the person making the offer is required either to accept or reject the tendered securities. Thus, any understanding or arrangement during that period, whether or not the terms and conditions thereof have been agreed upon, to make or negotiate such a purchase after the expiration of that period would be prohibited by the rule. Actual purchases made prior to the inception of that period are not specifically prohibited under the proposed rule, although disclosure of such purchases within a specific prior period is required to be filed in schedules filed under sections 13(d) and 14(d) of the Act. Such pretender purchases, of course, would be subject to the provisions of Rule 10b-5 (17 CFR 240.10b-5) under the Act.

The rule as proposed also applies to exchange offers, i.e., where one company is offering its own securities in exchange for the securities of another issuer. This provision is, in effect, a codification of existing interpretations under Rule 10b-6 (17 CFR 240.10b-6), which among other things, prohibits a person making a

distribution from bidding for or purchasing the security being distributed or any right to acquire that security. These interpretations have pointed out that the security to be acquired in the exchange offer is, in substance, either a right to acquire the security being distributed or is brought within the rule under paragraph (b) thereof; and Rule 10b-6 (17 CFR 240.10b-6) prohibits the purchase of such security during the distribution except through the exchange offer, unless an exemption is available.

The proposed rule as revised would exempt purchases under specified conditions pursuant to "qualified stock options" or "employee stock purchase plans" as defined in sections 422 and 423 of the Internal Revenue Code of 1954, as amended, or "restricted stock options" as defined in section 424(b) of the Internal Revenue Code of 1954, as amended. In addition, it contains a provision that the Commission may, unconditionally or on terms and conditions, exempt any transaction from the operation of the rule, if the Commission finds that the exemption would not result in the use of a manipulative or deceptive device or contrivance or of a fraudulent, deceptive or manipulative act or practice comprehended within the purpose of the rule. It is contemplated that this exemptive provision would be narrowly construed and that an exemption would be granted by the Commission only in cases involving very special circumstances.

The proposed rule would be adopted pursuant to sections 10(b), 14 (d) and (e), and 23(a) of the Securities Exchange Act of 1934. The text of the proposed rule as revised is as follows:

§ 240.10b-13 Prohibiting other purchases during tender offer or exchange offer.

(a) No person who makes a cash tender offer or exchange offer for any equity security shall, directly or indirectly, purchase, or make any arrangement to purchase, any such security (or any other security which is immediately convertible into or exchangeable for such security), otherwise than pursuant to such tender offer or exchange offer, from the time such tender offer or exchange offer is publicly announced or otherwise made known by such person to holders of the security to be acquired until the expiration of the period, including any extensions thereof, during which securities tendered pursuant to such tender offer or exchange offer may by the terms of such offer be accepted or rejected: *Provided, however,* That, if such person is the owner of another security which is immediately convertible into or exchangeable for the security which is the subject of the offer, his subsequent exercise of his right of conversion or exchange with respect to such

other security shall not be prohibited by this section.

(b) The term "exchange offer" as used in this section shall include a tender offer for, or request or invitation for tenders of, any security in exchange for any consideration other than for all cash.

(c) The provisions of this section shall not apply to a purchase of a security of the same class as that which is the subject of a cash tender offer or exchange offer (or of any other security which is immediately convertible into or exchangeable for such security) if such purchase is made, by the issuer, by participating employees of the issuer or the employees of its subsidiaries, or by the trustee or other person acquiring such security for the account of such employees, pursuant to (1) a stock option plan involving only "qualified stock options", or qualifying as an "employee stock purchase plan" as those terms are defined in sections 422 and 423 of the Internal Revenue Code of 1954, as amended, or "restricted stock options" as defined in section 424(b) of the Internal Revenue Code of 1954, as amended: *Provided, however,* That for the purposes of this paragraph an option which meets all of the conditions of that section other than the date of issuance shall be deemed to be "restricted stock options"; or (2) a savings, investment, pension or other stock purchase plan providing for both (i) periodic payments (or payroll deductions) for acquisition of securities by or on behalf of participating employees and (ii) periodic purchases of the securities by participating employees, or the person acquiring them for the account of such employees.

(d) This section shall not prohibit any transaction or transactions if the Commission, upon written request or upon its own motion, exempts such transaction or transactions, either unconditionally or on specified terms or conditions, as not constituting a manipulative or deceptive device or contrivance or a fraudulent, or deceptive or manipulative act or practice comprehended within the purpose of this section.

(Secs. 10(b), 23(a), 48 Stat. 891, 901; sec. 8, 49 Stat. 1379; sec. 2, Public Law 90-439; 15 U.S.C. 78j(b), 78n(d), 78w(a))

All interested persons are invited to submit their views and comments on the revised proposed Rule 10b-13 (17 CFR 240.10b-13), in writing, to the Securities and Exchange Commission, Washington, D.C. 20549 on or before May 26, 1969. All such communications will be considered available for public inspection.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

MAY 5, 1969.

[P.R. Doc. 69-5551; Filed, May 8, 1969; 8:46 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 69-117]

INVALID PRESIDENTIAL PROCLAMATION

Liquidation

MAY 5, 1969.

In the case of *United States v. Cajo Trading, Inc.*, the U.S. Court of Customs and Patent Appeals held, in a decision dated February 15, 1968, published as C.A.D. 934, that a liquidation made pursuant to a Presidential proclamation later declared invalid is void, and therefore fails to start running the 60-day period provided in section 514, Tariff Act of 1930, for the filing of protests. Certiorari was denied on October 14, 1968.

Since the Supreme Court has denied certiorari in this case and since the Government does not intend to further litigate the questions involved, requests by importers to apply this decision and to reliquidate entries, or to certify stipulations regarding entries under protest and pending before the U.S. Customs Court shall be honored only where, (1) the original liquidation was made under a Presidential proclamation held to be void in a final decision of the U.S. Customs Court and (2) where the official original entry records are available to the District Director.

Such reliquidation or certification of a stipulation shall not be accomplished based upon unofficial entry documents.

[SEAL]

LESTER D. JOHNSON,
Commissioner of Customs.

[P.R. Doc. 69-5567; Filed, May 8, 1969;
8:47 a.m.]

Internal Revenue Service

PETER W. BARRETT

Notice of Granting of Relief

Notice is hereby given that Peter W. Barrett, 8 Englewood Road, Rowayton, Conn., has applied for relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms incurred by reason of his conviction on April 7, 1945, by a General Court Martial, Order No. 106, Headquarters, European Theater of Operations, U.S. Army, of a crime punishable by imprisonment for a term exceeding 1 year. Unless relief is granted, it will be unlawful for Peter W. Barrett, because of such conviction to ship, transport or receive in interstate or foreign commerce any firearm or ammunition, and he would be ineligible for a license under chapter 44, title 18, United States Code, as a firearms or ammunition

importer, manufacturer, dealer or collector. In addition, under title VII of the Omnibus Crime Control and Safe Streets Act of 1968 (82 Stat. 236; 18 U.S.C., Appendix) because of such conviction, it would be unlawful for Mr. Barrett to receive, possess, or transport in commerce or affecting commerce, any firearm.

Notice is hereby given that I have considered Peter W. Barrett's application and have found:

(1) The conviction was made upon a charge which did not involve the use of a firearm or other weapon or a violation of chapter 44, title 18, United States Code, or the National Firearms Act; and

(2) It has been established to my satisfaction that the circumstances regarding the conviction, and the applicant's record and reputation, are such that the applicant will not be likely to act in a manner dangerous to public safety, and that the granting of the relief would not be contrary to the public interest.

Therefore, pursuant to the authority vested in the Secretary of the Treasury by section 925(c), title 18, United States Code and delegated to me by 26 CFR 178.144: *It is ordered*, That Peter W. Barrett be, and he hereby is, granted relief from any and all disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms and incurred by reason of the conviction hereinabove described.

Signed at Washington, D.C., this 30th day of April 1969.

[SEAL]

RANDOLPH W. THROWER,
Commissioner of Internal Revenue.

[P.R. Doc. 69-5568; Filed, May 8, 1969;
8:47 a.m.]

Office of the Secretary

[Treasury Dept. Order No. 189 (Rev.)]

DIRECTOR OF EQUAL EMPLOYMENT OPPORTUNITY AND PRINCIPAL COMPLIANCE OFFICER

Designation

I hereby designate the General Counsel of the Department as Treasury's Director of Equal Employment Opportunity and Principal Compliance Officer. The General Counsel is delegated full authority to act for me on equal employment opportunity matters with respect to both Treasury and contractor personnel. This includes determining the organization and staffing requirements for meeting our equal employment opportunity objectives, selection and designation of personnel to perform such functions as are necessary, and issuing necessary instructions.

This order supersedes earlier instructions and orders on this subject including Order 189 and all circulars, including Administrative Circular 13, Revised, previously issued with reference to equal employment opportunity.

Dated: May 5, 1969.

[SEAL]

DAVID M. KENNEDY,
Secretary of the Treasury.

[P.R. Doc. 69-5569; Filed, May 8, 1969;
8:47 a.m.]

DEPARTMENT OF COMMERCE

Office of the Secretary

[Dept. Order 181]

ASSISTANT SECRETARY FOR DOMESTIC AND INTERNATIONAL BUSI- NESS

Duties and Responsibilities

The following order was issued by the Secretary of Commerce on May 1, 1969. This material supersedes the material appearing at 30 F.R. 11071 of August 26, 1965; 31 F.R. 16731 of December 30, 1966; 32 F.R. 3110 of February 21, 1967; and 33 F.R. 15563 of October 19, 1968.

SECTION 1. Purpose. This order prescribes the scope of authority and the duties and responsibilities of the Assistant Secretary for Domestic and International Business.

SEC. 2. Administrative Designation. The position of Assistant Secretary of Commerce established by Public Law 80-191 (15 U.S.C. 1505) shall continue to be designated as the Assistant Secretary for Domestic and International Business. The Assistant Secretary is appointed by the President by and with the advice and consent of the Senate.

SEC. 3. Scope of authority. .01 The Assistant Secretary for Domestic and International Business shall exercise policy direction and general supervision over the Business and Defense Services Administration, the Bureau of International Commerce, the Office of Field Services, and the Office of Foreign Commercial Services. He shall exercise direct supervision over the Office of Administration for Domestic and International Business, and the Office of Publications and Information for Domestic and International Business.

.02 Pursuant to the authority vested in the Secretary of Commerce by law, the following authorities are hereby delegated to the Assistant Secretary for Domestic and International Business:

a. The authorities contained in the Trade Expansion Act of 1962 (Public Law 87-794 of Oct. 11, 1962), Executive Order 11075 of January 15, 1963, and Executive Order 11106 of April 18, 1963, including the authority to make certifications pursuant to sections 302(b)(1) and 302(c)

of the Act, and to issue rules and regulations under section 401.

b. The authorities contained in headnote 6(d) of the headnotes of Schedule 7, part 2, subpart E of the Tariff Schedules of the United States (19 U.S.C. 1202), added by Public Law 89-805, pertaining to the allocation of watches and watch movements among producers located in the Virgin Islands, Guam, and American Samoa, respectively. Such allocations shall be made jointly with the Secretary of the Interior or his designated official. These authorities may be redelegated.

c. The authorities contained in title I of the Defense Production Act of 1950, as amended (50 U.S.C. App. 2071 et seq.), as conferred on the Secretary under Executive Order 10480, dated August 14, 1953, as amended, to issue or modify orders restricting transportation and discharge of certain commodities or for the prohibition of movement of American carriers to certain designated destinations, which authority has heretofore been implemented by the issuance of Transportation Orders T-1 and T-2. These authorities may be redelegated.

d. The authorities contained in Executive Order 11322 of January 5, 1967, and Executive Order 11419, dated July 29, 1968, as relate to carriage by vessel of commodities or products involving Southern Rhodesia. This delegation includes the power to amend or revoke the regulations issued by the Secretary on January 26, 1967, and Part 11 of Subtitle A, Title 15 of the Code of Federal Regulations. These authorities may be redelegated.

SEC. 4. Duties and Responsibilities.

.01 The Assistant Secretary for Domestic and International Business shall serve as the principal adviser to the Secretary on all domestic and international aspects of the Department's responsibilities concerning industry, trade, investment, defense production and industrial preparedness of domestic industry, export control, and related economic matters. His particular duties and responsibilities shall include:

a. The policy direction, supervision, coordination, and evaluation of existing programs of the Department in the fields of domestic and international business, including United States participation in international trade fairs and expositions held in the United States and abroad;

b. The expansion and revision of such programs where deemed desirable to meet the national needs;

c. The development and implementation of new programs to accomplish national objectives for improving and expanding the economic strength and security of the United States;

d. Representing the Department on policy-level committees;

e. The coordination of the Department's domestic and international business activities with other agencies of the Government; and

f. Coordination of the Department's overseas activities.

SEC. 5. Deputy Assistant Secretaries for Domestic and International Business. .01 The Assistant Secretary shall be assisted by Deputy Assistant Secretaries as follows:

a. Deputy Assistant Secretary for Business Development shall assist in providing policy direction and general supervision over the Business and Defense Services Administration and the Bureau of International Commerce, particularly to assure the effective coordination of programs aimed at business development and trade expansion.

b. Deputy Assistant Secretary for International Trade Policy shall be the focal point of contact with Federal agencies on financial and international trade policy affecting U.S. business. He shall coordinate the development of Commerce's views on such policy issues, which may include, among others, such matters as export financing and foreign investment, barter programs, international commodity agreements, domestic and international tax policies affecting trade, governmental lending activities and other aspects of domestic financial operations, and shall represent the Department in multilateral and bilateral trade negotiations.

c. Deputy Assistant Secretary for Domestic Business Policy shall be principally responsible for the formulation of broad domestic business policy, and shall represent the Department in contacts with business leaders, industry associations and other Federal agencies in discussing and resolving Government/business policy issues, and shall participate in the development of basic programs in the marketing, distribution and service industries areas.

d. Deputy Assistant Secretary for Resources shall be principally responsible for the international commodity policy, petroleum import policy, the textile program including the chairmanship of the Interagency Textile Administrative Committee, and the stockpile programs on industrial materials.

.02 In carrying out their responsibilities, the Deputy Assistant Secretaries may draw on the resources in operating units under the Assistant Secretary to provide information, analysis, and other services as required.

Effective date: May 1, 1969.

Dated: May 6, 1969.

LARRY A. JOBE,
Assistant Secretary
for Administration.

[P.R. Doc. 69-5570; Filed, May 8, 1969;
8:47 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education

NATIONALLY RECOGNIZED ACCREDITING AGENCIES AND ASSOCIATIONS

List

For the purposes of determining eligibility for Federal assistance, pursuant to Public Law 82-550 and subsequent legislation, the U.S. Commissioner of Education hereby publishes a list of nationally recognized accrediting agencies and as-

sociations which he determines to be reliable authority as to the quality of training offered by educational institutions either in a geographical area or in a specialized field.

This list supersedes the list previously promulgated by the Commissioner of Education on January 16, 1969; 34 F.R. 643.

REGIONAL ACCREDITING ASSOCIATIONS AND AGENCIES

Middle States Association of Colleges and Secondary Schools.
New England Association of Colleges and Secondary Schools.
North Central Association of Colleges and Secondary Schools.
Northwest Association of Secondary and Higher Schools.
Southern Association of Colleges and Schools.
Western Association of Schools and Colleges.

NATIONAL SPECIALIZED ACCREDITING ASSOCIATIONS AND AGENCIES

Accrediting Association of Bible Colleges.
Accrediting Commission for Business Schools.
The American Association of Collegiate Schools of Business.
American Association of Nurse Anesthetists.
The American Association of Theological Schools.
American Bar Association.
American Chemical Society.
American Council on Education for Journalism.
American Council on Pharmaceutical Education.
American Dental Association.
American Library Association.
American Optometric Association.
American Osteopathic Association.
American Podiatry Association.
The American Public Health Association, Inc.
American Speech and Hearing Association.
American Veterinary Medical Association.
Association for Clinical Pastoral Education, Inc.
Council on Medical Education of the American Medical Association.
Council on Social Work Education.
Engineers' Council for Professional Development.
Liaison Committee on Medical Education.
National Architectural Accrediting Board.
National Association for Practical Nurse Education and Service, Inc.
National Association of Schools of Art.
National Association of Schools of Music.
National Association of Trade and Technical Schools.
National Council for Accreditation of Teacher Education.
National Home Study Council.
National League for Nursing, Inc.
Society of American Foresters.

OTHER

New York Board of Regents.

Any other agency or association which desires to be included in the list should request inclusion in writing. Each agency or association listed will be reevaluated by the Commissioner at his discretion but at least once every 4 years, pursuant to the criteria for "Nationally Recognized Accrediting Agencies and Associations": 34 F.R. 643, January 16, 1969.

Dated: May 6, 1969.

PETER P. MUIRHEAD,
Acting U.S.

Commissioner of Education.

[P.R. Doc. 69-5566; Filed, May 8, 1969;
8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Packers and Stockyards
Administration

AREA SUPERVISORS ET AL.

Delegation of Authority Regarding
Annual Reports

Pursuant to the provisions of section 407(a) of the Packers and Stockyards Act, as amended (7 U.S.C. 228), the authority of the Administrator contained in 9 CFR 201.97 to grant a reasonable extension of filing date of annual reports for good cause shown, is hereby delegated as follows:

a. Requests for extensions of 30 days or less, to Area Supervisors;

b. Requests for extensions of more than 30 days, to the Directors of the Packer & Poultry and Livestock Marketing Divisions.

The Administrator retains the authority to grant waivers of the filing of annual reports and the authority to grant extensions on his own motion.

Done at Washington, D.C., this 5th day of May 1969.

DONALD A. CAMPBELL,
Administrator.

MAY 6, 1969.

[P.R. Doc. 69-5579; Filed, May 8, 1969;
8:48 a.m.]

SOUTHERN INDIANA LIVESTOCK EXCHANGE, INC. ET AL.

Notice of Changes in Names of Posted Stockyards

It has been ascertained, and notice is hereby given, that the names of the livestock markets referred to herein, which were posted on the respective dates specified below as being subject to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), have been changed as indicated below.

Original name of stockyard, location, and date of posting	Current name of stockyard and date of change in name
INDIANA	
Southern Indiana Livestock Exchange, Inc., Scottsburg, Nov. 19, 1965.	Southern Indiana Livestock, Exchange, Mar. 1, 1969.
IOWA	
Dunlap Livestock Auction, Inc., Dunlap, May 10, 1959.	Dunlap Livestock Auction, Mar. 31, 1969.
MISSOURI	
Douglas County Livestock Auction, Ava, May 27, 1959.	Ava Sales Company, Oct. 12, 1968.
Milan Livestock Auction, Milan, July 25, 1957.	Milan Livestock Auction, Inc., Jan. 27, 1969.
OKLAHOMA	
Antlers Livestock Auction, Antlers, November 29, 1949.	Farmers & Ranchers Livestock Commission Co., Jan. 16, 1969.
SOUTH DAKOTA	
Stockman's Commission Company, Inc., Rapid City, January 24, 1947.	Rapid City Livestock Market, Inc., Mar. 27, 1969.
TEXAS	
Grapevine Auction Company, Grapevine, April 17, 1967.	Grapevine Auction, Inc., Feb. 23, 1969.

Done at Washington, D.C., this 5th day of May 1969.

G. H. HOPPER,
Chief, Registrations, Bonds, and Reports
Branch, Livestock Marketing Division.

[P.R. Doc. 69-5580; Filed, May 8, 1969; 8:48 a.m.]

(Delegation May 4, 1962, 27 F.R. 4319; Dept. Interim Order II, 31 F.R. 815, Jan. 21, 1966)

Effective as of the 9th day of May 1969.

WARREN P. PHELAN,
Regional Administrator, Region II.

[P.R. Doc. 69-5575; Filed, May 8, 1969;
8:48 a.m.]

ACTING DIRECTOR FOR NORTH-
WEST AREA OFFICE AT SEATTLE,
REGION VI

Designation

The officials named herein and appointed to the following listed positions in the Northwest Area Office, Seattle, Wash., Region VI, are hereby designated to serve as Acting Director for Northwest Area Office, Region VI, during the present vacancy in the position of Director for Northwest Area Office, with all the powers, functions, and duties redelegated or assigned to the Director: *Provided*, That no officer is authorized to serve as Acting Director for Northwest Area Office unless all other officers whose names and titles precede his in this designation are unable to act by reason of absence:

(1) M. Perry Hobbs, Deputy Director, Northwest Area Office.

(2) Nile B. Paull, Director, Renewal Assistance Division, Northwest Area Office.

(3) Glenn H. Lathrop, Chief, Finance Branch, Northwest Area Office.

(Redelegation by Assistant Secretary for Administration to Regional Administrators effective Jan. 10, 1967)

Effective as of the 1st day of March 1969.

WARD ELLIOTT,
Acting Regional Administrator,
Region VI.

[P.R. Doc. 69-5578; Filed, May 8, 1969;
8:48 a.m.]

ASSISTANT REGIONAL ADMINISTRATOR AND DEPUTY ASSISTANT REGIONAL ADMINISTRATOR FOR HOUSING ASSISTANCE, REGION VI (SAN FRANCISCO)

Redelegation of Authority With Respect to Program of Assistance for Housing in Alaska

Section A. The Assistant Regional Administrator and the Deputy Assistant Regional Administrator for Housing Assistance, Region VI (San Francisco), each is hereby authorized to exercise the power and authority of the Secretary of Housing and Urban Development under section 1004 of the Demonstration Cities and Metropolitan Development Act of 1966 (42 U.S.C. 3371), with respect to the Program of Assistance for Housing in Alaska, except the authority to:

a. Establish the rate of interest on Federal loans.

DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT

ACTING ASSISTANT REGIONAL ADMINISTRATOR FOR RENEWAL ASSISTANCE, REGION II (PHILADELPHIA)

Designation

The officers appointed to the following listed positions in Region II (Philadelphia, Pa.) are hereby designated to serve as Acting Assistant Regional Administrator for Renewal Assistance, Region II, during the absence of the Assistant Re-

gional Administrator for Renewal Assistance, with all the powers, functions, and duties redelegated or assigned to the Assistant Regional Administrator for Renewal Assistance: *Provided*, That no officer is authorized to serve as Acting Assistant Regional Administrator for Renewal Assistance unless all other officers whose titles precede his in this designation are unable to act by reason of absence:

1. Deputy Assistant Regional Administrator for Renewal Assistance.

2. Director, Field Services Division.

This designation supersedes the designation effective September 1, 1963 (28 F.R. 11023, Oct. 15, 1963).

b. Approve the statewide program prepared by the State of Alaska or any duly authorized agency or instrumentality thereof.

(Redelegation by the Assistant Secretary for Renewal and Housing Assistance effective Apr. 11, 1969, 34 F.R. 6399, Apr. 11, 1969)

Effective date. This redelegation of authority is effective as of April 11, 1969.

ROBERT B. PITTS,
Regional Administrator,
Region VI.

[F.R. Doc. 69-5577; Filed, May 8, 1969;
8:48 a.m.]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGFR 69-49]

EQUIPMENT, CONSTRUCTION, AND MATERIALS

Approval Notice

1. Certain laws and regulations (46 CFR Ch. I) require that various items of lifesaving, firefighting, and miscellaneous equipment, construction, and materials used on board vessels subject to Coast Guard inspection, on certain motorboats and other recreational vessels, and on the artificial islands and fixed structures on the outer Continental Shelf be of types approved by the Commandant, U.S. Coast Guard. The purpose of this document is to notify all interested persons that certain approvals have been granted as herein described during the period from April 2, 1969 to April 9, 1969 (List No. 11-69). These actions were taken in accordance with the procedures set forth in 46 CFR 2.75-1 to 2.75-50.

2. The statutory authority for equipment, construction, and material approvals is generally set forth in sections 367, 375, 390b, 416, 481, 489, 526p, and 1333 of title 46, United States Code, section 1333 of title 43, United States Code, and section 198 of title 50, United States Code. The Secretary of Transportation has delegated authority to the Commandant, U.S. Coast Guard with respect to these approvals (49 CFR 1.4 (a) (2) and (g)). The specifications prescribed by the Commandant, U.S. Coast Guard for certain types of equipment, construction and materials are set forth in 46 CFR, Parts 160 to 164.

3. The approvals listed in this document shall be in effect for a period of 5 years from the date of issuance, unless sooner canceled or suspended by proper authority.

LIGHTS (WATER): ELECTRIC, FLOATING, AUTOMATIC (WITH BRACKET FOR MOUNTING) FOR MERCHANT VESSELS

Approval No. 161.001/4/1, "COSLITE" automatic floating electric water light (with bracket for mounting), dwg. No. 16-59, Alt. 2, dated March 9, 1959, Specification 161.001 will be canceled on

December 31, 1970, manufactured by Coston Supply Co., Inc., 44 Hudson Street, New York, N.Y. 10013, effective April 2, 1969. (It is an extension of Approval No. 161.001/4/1, dated Apr. 23, 1964.)

SAFETY VALVES (POWER BOILERS)

Approval No. 162.001/285/0, type 1700 series Maxiflow Safety Valves, maximum pressure 2000 p.s.i., maximum temperature 1020° F., dwg. No. 314613, dated March 19, 1969, approved for 1½", 2", 2½", and 3" sizes, manufactured by DRESSER Industrial Valve and Instrument Division, Post Office Box 1430, Alexandria, La. 71301, effective April 9, 1969.

PRESSURE-VACUUM RELIEF VALVES AND SPILL VALVES FOR TANK VESSELS

Approval No. 162.017/69/2, figure No. 250, pressure only or vacuum only relief valve, enclosed pattern, weight-loaded poppet, nickel cast iron, bronze 85-5-5-5 (B62 Grade 4A), stainless steel (Type 304), Hastelloy B (B332), or Hastelloy C (B332), bodies, 4-inch size, dwg. No. 250A, Alt. 2, dated November 14, 1960, manufactured by Mechanical Marine Co., Inc., 45-15 37th Street, Long Island City, N.Y. 11105, effective April 9, 1969. (It is an extension of Approval No. 162.017/69/2, dated Apr. 10, 1964.)

Approval No. 162.017/77/1, figure No. 140, pressure-vacuum relief valve, enclosed pattern, weight-loaded poppets, bronze, nickel cast iron or stainless steel body, dwg. No. 140-A, Rev. 1, dated January 31, 1958, approved for 8" size, manufactured by Mechanical Marine Co., Inc., 45-15 37th Street, Long Island City, N.Y. 11105, effective April 9, 1969. (It is an extension of Approval No. 162.017/77/1, dated Apr. 10, 1964.)

Approval No. 162.017/79/0, figure No. CG-AL-120, pressure only relief and spill valve, atmospheric pattern, weight-loaded poppets, aluminum alloy body and stainless steel poppets and fittings, dwg. No. CG-AL-120, dated March 2, 1955, approved for sizes 3", 4", 6", and 8", manufactured by Mechanical Marine Co., Inc., 45-15 37th Street, Long Island City, N.Y. 11105, effective April 9, 1969. (It is an extension of Approval No. 162.017/79/0, dated Apr. 10, 1964.)

Approval No. 162.017/80/0, figure No. CG-AL-130, pressure-vacuum relief valve, enclosed pattern, weight-loaded poppets, aluminum alloy body and stainless steel poppets and fittings, dwg. No. CG-AL-130, dated March 2, 1955, approved for sizes, 3", 4", 5", and 6", manufactured by Mechanical Marine Co., Inc., 45-15 37th Street, Long Island City, N.Y. 11105, effective April 9, 1969. (It is an extension of Approval No. 162.017/80/0, dated Apr. 10, 1964.)

Approval No. 162.017/81/0, figure No. 160, pressure-vacuum relief valve, atmospheric pattern, weight-loaded poppets, bronze, nickel cast iron or stainless steel body, dwg. No. 160-A, Alt. 1, dated November 12, 1956, approved for 4" size, manufactured by Mechanical Marine Co., Inc., 45-15 37th Street, Long Island City, N.Y. 11105, effective April 9, 1969. (It is

an extension of Approval No. 162.017/81/0, dated Apr. 10, 1964.)

Approval No. 162.017/83/0, figure No. CG-240-AL, pressure-vacuum relief valve, enclosed pattern, weight-loaded poppets, aluminum body, dwg. No. CG-240-AL, dated January 15, 1957, approved for 4-inch size, manufactured by Mechanical Marine Co., Inc., 45-15 37th Street, Long Island City, N.Y. 11105, effective April 9, 1969. (It is an extension of Approval No. 162.017/83/0, dated Apr. 10, 1964.)

INCOMBUSTIBLE MATERIALS FOR MERCHANT VESSELS

Approval No. 164.009/118/0, "NADIS CO" fibrous glass cloth-faced fibrous glass type incombustible material identical to that described in National Bureau of Standards Test Report No. TG10210-2180:FR3717, dated April 1, 1969, and Jamestown Fiber Glass Inc. letter, dated March 5, 1969, as Sample A, approved in a density of 4 pounds per cubic foot, manufactured by Jamestown Fiber Glass, Inc., 146 Blackstone Avenue, Jamestown, N.Y. 14701 (basic board is manufactured by Owens Corning Fiberglass Corp., Toledo, Ohio), effective April 9, 1969.

Approval No. 164.009/124/0, "Spray-Don" sprayed asbestos fiber type incombustible material identical to that described in Sprayon Research Corp. letter, dated March 3, 1969; approved without adhesive in a density of 11 through 15 pounds per cubic foot, manufactured for Sprayon Research Corp., 1101 Northeast 110th Street, Miami, Fla. 33161, by U.S. Gypsum Co., Plainfield, N.J., effective April 9, 1969.

Dated: May 2, 1969.

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

[F.R. Doc. 69-5571; Filed, May 8, 1969;
8:47 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. PRM-40-14]

CLEVITE CORP.

Notice of Filing of Petition

Notice is hereby given that the Clevite Corp., Piezoelectric Division, 232 Forbes Road, Bedford, Ohio, by letter dated April 16, 1969, has filed with the Atomic Energy Commission a petition for rule making to amend the Commission's regulation "Licensing of Source Material," 10 CFR Part 40.

The petitioner requests that the Commission amend § 40.13 of 10 CFR Part 40 to exempt from licensing requirements piezoelectric ceramic containing not more than 2 percent by weight source material. The basis for the requested exemption is to permit widespread marketing of piezoelectric transducer elements which contain uranium in the oxide form.

A copy of the petition for rule making is available for public inspection in the

Commission's Public Document Room at 1717 H Street NW., Washington, D.C.

Dated at Germantown, Md., this 2d day of May 1969.

For the Atomic Energy Commission.

W. B. McCool,
Secretary.

[F.R. Doc. 69-5534; Filed, May 8, 1969;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Dockets Nos. 20915-20917; Order 69-5-18]

CAL-STATE AIRLINES, INC.

Establishment of Service Mail Rates; Order To Show Cause

Issued under delegated authority May 5, 1969.

The Postmaster General filed notices of intent April 17, 1969, pursuant to 14 CFR Part 298, petitioning the Board to establish for the above captioned air taxi operator final service mail rates per great circle aircraft mile for the transportation of mail by aircraft as follows:

Docket	Between	Cents
20915.....	Mojave and Los Angeles, Calif.....	89
20916.....	Bakersfield and San Francisco via Fresno, Calif.	60
20917.....	Las Vegas, Nev., and Los Angeles, Calif.	42

No protest or objection was filed against the proposed services during the time for filing such objections. The Postmaster General states that the Department and the carrier agree that the above rates are fair and reasonable rates of compensation for the proposed services. The Postmaster General believes these services will meet postal needs in the market. He states the air taxi plans to initiate mail service with Cessna, Model 402 Volpar Turboliner and Piper Aztec C twin-engine aircraft equipped for all-weather operation.

It is in the public interest to fix, determine, and establish the fair and reasonable rates of compensation to be paid by the Postmaster General for the proposed transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, between the aforesaid points. Upon consideration of the notices of intent and other matters officially noticed, it is proposed to issue an order¹ to include the following findings and conclusions:

The fair and reasonable final service mail rates per great circle aircraft mile to be paid to Cal-State Airlines, Inc., entirely by the Postmaster General pursuant

¹ As this order to show cause is not a final action but 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). These provisions for Board review will be applicable to final action taken by the staff under authority delegated in § 385.14(g).

to section 406 of the Act for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, shall be as follows:

Docket	Between	Cents
20915.....	Mojave and Los Angeles, Calif.....	89
20916.....	Bakersfield and San Francisco via Fresno, Calif.	60
20917.....	Las Vegas, Nev., and Los Angeles, Calif.	42

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, 14 CFR Part 298, and 14 CFR 385.14 (f):

It is ordered, That:

1. Cal-State Airlines, Inc., the Postmaster General, Air West, Inc., Delta Air Lines, Inc., National Airlines, Inc., Trans World Airlines, Inc., United Air Lines, Inc., Western Air Lines, Inc., and all other interested persons are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final rates for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith as specified above as the fair and reasonable rates of compensation to be paid to Cal-State Airlines, Inc.;

2. Further procedures herein shall be in accordance with 14 CFR Part 302, and notice of any objection to the rates or to the other findings and conclusions proposed herein, shall be filed within 10 days, and if notice is filed, written answer and supporting documents shall be filed within 30 days after service of this order;

3. If notice of objection is not filed within 10 days after service of this order, or if notice is filed and answer is not filed within 30 days after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed 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 rates shall be limited to those specifically raised by the answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302.307); and

5. This order shall be served upon Cal-State Airlines, Inc., the Postmaster General, Air West, Inc., Delta Air Lines, Inc., National Airlines, Inc., Trans World Airlines, Inc., United Air Lines, Inc., and Western Air Lines, Inc.

This order will be published in the FEDERAL REGISTER.

[SEAL]

MABEL McCART,
Acting Secretary.

[F.R. Doc. 69-5562; Filed, May 8, 1969;
8:47 a.m.]

[Docket No. 18650; Order 69-5-12]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Relating to Specific Commodity Rates

Issued under delegated authority,
May 5, 1969.

Agreement adopted by Traffic Conference 1 of the International Air Transport Association relating to specific commodity rates, Docket 18650, Agreement C.A.B. 20806, R-15.

An agreement has been filed with the Board pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's economic regulations, between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Traffic Conference 1 of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590 dealing with specific commodity rates.

The agreement, adopted pursuant to unprotested notices to the carriers and promulgated in an IATA letter, dated March 14, 1969, names specific commodity rates for "Household Goods and Personal Effects" to/from or between Miami and a number of points within Central and South America.¹ Except for the rates to/from Miami-Caracas,² the proposed rates are approximately 125 percent of the applicable general cargo rates.

As justification, the proposing carrier states that these rates are established so as to increase revenues on bulky and awkward cargo. We do not believe this is adequate justification in and of itself to warrant approval of the proposed commodity rates. Further, we note that the data submitted with the agreement indicate that the shipments are expected to meet the density requirement of 8.9 pounds per cubic foot. Therefore, we will defer action on the agreement with a view towards (1) eventual disapproval of the agreement insofar as it would establish specific commodity rates at a level higher than the applicable general cargo rates and (2) eventual approval of the agreement insofar as it would permit rates equal to or lower than the applicable general cargo rates.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.14:

1. It is tentatively found that the agreement insofar as it would establish commodity rates listed in Attachment A hereto³ is adverse to the public interest, and

2. It is tentatively not found that the agreement insofar as it would permit rates equal to the commodity rates listed in Attachment B³ is adverse to the public interest or in violation of the Act, provided that tentative approval thereof is conditioned as hereinafter ordered.

¹ Intended to be effective Mar. 31, 1969.

² The Miami-Caracas rates are either equal to or lower than the applicable general cargo rates.

³ Filed as part of the original document.

Accordingly, it is ordered, That: 1. Action on Agreement CAB 20806, R-15, with respect to those rates named in Attachment A hereto, be and hereby is deferred with a view toward eventual disapproval; and

2. Action on Agreement CAB 20806, R-15, with respect to those rates named in Attachment B hereto, be and hereby is deferred with a view toward eventual approval, provided that approval shall not constitute approval of the specific commodity description contained therein for purposes of tariff publication.

Persons entitled to petition the Board for review of this order, pursuant to the Board's Economic Regulations, 14 CFR 385.50, may, within 10 days after the date of service of this order, file such petitions in support of or in opposition to our proposed action herein.

This order will be published in the FEDERAL REGISTER.

[SEAL]

MABEL McCART,
Acting Secretary.

[P.R. Doc. 69-5561; Filed, May 8, 1969;
8:46 a.m.]

[Docket No. 20781]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Notice of Prehearing Conference Relating to Transatlantic Fares

Agreement CAB 20848, Agreements adopted by Joint Conferences 1-2 and 1-2-3 of the International Air Transport Association (IATA) relating to transatlantic fares.

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on May 28, 1969, at 10 a.m., e.d.s.t., in Room 911, Universal Building, 1825 Connecticut Avenue NW., Washington D.C., before Examiner Arthur S. Present.

In order to facilitate the conduct of the conference interested parties are instructed to submit to the examiner and other parties on or before May 21, 1969, (1) motions; (2) proposed statements of issues; (3) proposed stipulations; (4) requests for information; (5) statements of positions of parties; and (6) proposed procedural dates.

Dated at Washington, D.C., May 5, 1969.

[SEAL]

THOMAS L. WRENN,
Chief Examiner.

[P.R. Doc. 69-5564; Filed, May 8, 1969;
8:47 a.m.]

[Dockets Nos. 20912-20914; Order 69-5-11]

LEXINGTON AIR TAXI, INC.

Establishment of Service Mail Rates; Order To Show Cause

Issued under delegated authority May 5, 1969.

The Postmaster General filed notices of intent April 17, 1969, pursuant to 14 CFR Part 298, petitioning the Board to establish for the above captioned air taxi operator final service mail rates per great

circle aircraft mile for the transportation of mail by aircraft as follows:

Docket	Between	Cents
20912.....	Cincinnati, Ohio, and Nashville, Tenn., via Louisville, Ky.	50
20913.....	Evansville, Ind., and Louisville, Ky.	50
20914.....	Ashland and Louisville, Ky., via Lexington, Ky.	50

No protest or objection was filed against the proposed services during the time for filing such objections. The Postmaster General states that the Department and the carrier agree that the above rates are fair and reasonable rates of compensation for the proposed services. The Postmaster General believes these services will meet postal needs in the markets. He states the air taxi plans to initiate this mail service with twin-engine Beechcraft, Model Super 18 aircraft.

It is in the public interest to fix, determine, and establish the fair and reasonable rates of compensation to be paid by the Postmaster General for the proposed transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, between the aforesaid points. Upon consideration of the notices of intent and other matters officially noticed, it is proposed to issue an order¹ to include the following findings and conclusions:

The fair and reasonable final service mail rates per great circle aircraft mile to be paid to Lexington Air Taxi, Inc., entirely by the Postmaster General pursuant to section 406 of the Act for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, shall be as follows:

Docket	Between	Cents
20912.....	Cincinnati, Ohio, and Nashville, Tenn., via Louisville, Ky.	50
20913.....	Evansville, Ind., and Louisville, Ky.	50
20914.....	Ashland and Louisville, Ky., via Lexington, Ky.	50

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, 14 CFR Part 298, and 14 CFR 385.14(f):

It is ordered, That: 1. Lexington Air Taxi, Inc., the Postmaster General, Allegheny Airlines, Inc., American Airlines, Inc., Delta Air Lines, Inc., Eastern Air Lines, Inc., Ozark Air Lines, Inc., Piedmont Aviation, Inc., Trans World Airlines, Inc., and all other interested persons are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final rates for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith as

¹ As this Order to Show Cause is not a final action but 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). These provisions for Board review will be applicable to final action taken by the staff under authority delegated in § 385.14(g).

specified above as the fair and reasonable rates of compensation to be paid to Lexington Air Taxi, Inc.;

2. Further procedures herein shall be in accordance with 14 CFR Part 302, and notice of any objection to a rate or rates or to the other findings and conclusions proposed herein, shall be filed within 10 days, and if notice is filed, written answer and supporting documents shall be filed within 30 days after service of this order;

3. If notice of objection is not filed within 10 days after service of this order, or if notice is filed and answer is not filed within 30 days after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed 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 rates shall be limited to those specifically raised by the answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302.307); and

5. This order shall be served upon Lexington Air Taxi, Inc., the Postmaster General, Allegheny Airlines, Inc., American Airlines, Inc., Delta Air Lines, Inc., Eastern Air Lines, Inc., Ozark Air Lines, Inc., Piedmont Aviation, Inc., and Trans World Airlines, Inc.

This order will be published in the FEDERAL REGISTER.

[SEAL]

MABEL McCART,
Acting Secretary.

[P.R. Doc. 69-5563; Filed, May 8, 1969;
8:47 a.m.]

[Docket No. 19078]

NORTHEAST CORRIDOR VTOL INVESTIGATION

Notice of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that hearing in the above-entitled proceedings is assigned to be held on June 17, 1969, at 10 a.m., e.d.s.t., in Room 726, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before the undersigned examiner.

The general subject of the hearing is whether the public convenience and necessity require, and the Board should order, the establishment of air service using VTOL, V/STOL, or STOL equipment between various metropolitan areas in the Northeast Corridor. A more detailed description of the issues may be found in the Board's Order E-25779 of October 4, 1967, Order E-26853 of May 29, 1968, and the Prehearing Conference Report issued herein on October 1, 1968.

Dated at Washington, D.C., on May 5, 1969.

[SEAL]

E. ROBERT SEAVER,
Hearing Examiner.

[P.R. Doc. 69-5565; Filed, May 8, 1969;
8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 17624, etc; FCC 69-470]

FRED KAYSBIER ET AL.

Memorandum Opinion and Order Designating Application for Hearing on Stated Issues

In regarding applications of Fred Kaysbier, Alamogordo, N. Mex., Docket No. 17624, File No. BP-16965; Edward D. Hyman trading as Sierra Blanca Broadcasting Co. (KRRR), Ruidoso, N. Mex., Docket No. 17625, File No. BP-17487; For construction permits; Fred Kaysbier, for renewal of license of Station KXXI, Alamogordo, N. Mex., Docket No. 18537, File No. BRH-1725.

1. The Commission has before it for consideration: (a) The above-captioned application, as amended, of Fred Kaysbier for renewal of the license of Station KXXI, an FM station in Alamogordo, N. Mex., and; (b) an Official Notice of Violation dated November 13, 1968 issued to the licensee following inspection of Station KXXI on October 28, 1968.

2. The Commission has reviewed the Official Notice of Violation for 12 violations issued to the licensee in connection with his operation of Station KXXI. These violations include a failure to operate at 90 percent of authorized transmitter output power, failure to maintain operating, program and maintenance logs, and nonavailability of equipment performance measurements. The results of the Commission's inspection of KXXI raise substantial and material questions of fact as to whether the licensee has managed and operated Station KXXI in such a negligent or careless manner, or has evidenced such a disregard for the Commission's rules, that he cannot be relied upon to fulfill the responsibilities of a broadcast licensee.

3. The Commission has also reviewed the balance sheet dated May 10, 1968, submitted with the KXXI renewal application. This balance sheet, amended on December 5, 1968, raises a substantial and material question of fact as to whether the licensee can finance current operation of Station KXXI. While the December amendment purports to show current assets in excess of current liabilities, the licensee's testimony during February 1969, in connection with Docket 17624 (licensee's application for a new AM facility in Alamogordo) indicates that there may be other indebtedness not reflected on the balance sheet. Specifically, there was testimony during the hearing that Kaysbier is indebted to Arizona Factors, Inc. (approximately \$5,250), to United Press International (approximately \$8,800) and to the New Mexico Bureau of Revenue (approximately \$893). Although Kaysbier

denied any indebtedness to these alleged creditors, there exists a substantial question as to whether he has been candid with the Commission in his representations as to his financial status.

4. In the application for renewal of the license of KXXI, the licensee proposes a staff of two, apparently the licensee himself and a part-time engineer. In response to the Official Notice of Violation, the licensee represented that he has hired an additional part-time employee to review and file logs daily. The licensee proposes to operate Station KXXI on a 127 hour broadcast week, with the following types of programming:

Type	Hours	Minutes	Percent of total time on air
News.....	3	45	3
Public affairs.....	2	30	2
All other programs exclusive of entertainment and sports.....	5	.....	4

The licensee stated that "one staff member" would gather news items. In light of the results of the October 28, 1968, inspection of Station KXXI, the Commission is of the view that there exists a substantial and material question of fact as to whether the licensee has proposed a sufficient staff to insure operation of KXXI in accordance with the Commission's rules and the licensee's programming proposals.

5. Because of the substantial issues raised with respect to these matters, and unresolved questions of fact going to these issues, we are unable to make the statutory finding that a grant of the application would serve the public interest. Mr. Kaysbier is presently in hearing (Docket 17624) with respect to his application to construct a new AM facility in Alamogordo. We are of the view that the most efficient and expeditious method of resolving the matters delineated above is to designate the KXXI application for hearing in a consolidated proceeding with the application for a new AM station.

6. Accordingly, it is ordered, That pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned renewal application is designated for hearing with the following issues in a consolidated proceeding with Dockets Nos. 17624 and 17625:

(1) Whether Fred Kaysbier has managed and operated Station KXXI in such a negligent or careless manner, or has evidenced such a disregard for the Commission's rules, that he cannot be relied upon to fulfill the responsibilities of a broadcast licensee.

(2) Whether Kaysbier is financially qualified to operate Station KXXI.

(3) Whether Kaysbier is indebted to Arizona Factors, Inc., United Press International and the State of New Mexico's Bureau of Revenue and, if so, whether his failure to disclose this in-

debtedness in the balance sheet, as amended, submitted as an exhibit to his application for renewal of license of Station KXXI evidences a lack of candor which reflects upon his basic qualifications to be the licensee of Station KXXI.

(4) Whether Kaysbier proposes in his application a staff sufficient to insure that operation of KXXI will be in accordance with the Commission's rules and his programming proposals.

(5) Whether, in light of the evidence adduced pursuant to the foregoing issues, a grant of Kaysbier's application for renewal of the license of Station KXXI would serve the public interest, convenience and necessity.

7. It is further ordered, That the burden of coming forward with the introduction of evidence with respect to Issues 1, 2, 3, and 4 above shall be on the Broadcast Bureau. The burden of proof on all of the issues is on the licensee.

8. It is further ordered, That to avail himself of the opportunity to be heard, the licensee, pursuant to section 1.221 of the Commission's rules and regulations, in person or by attorney, shall within twenty (20) days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intent to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

9. It is further ordered, That the licensee herein shall, pursuant to section 311(a) (2) of the Communications Act of 1934, as amended, and section 1.594 of the Commission's rules and regulations, give notice of the hearing within the time and in the manner prescribed in such rule, and shall advise the Commission thereof as required by section 1.594 of the Commission's rules and regulations.

Adopted: May 1, 1969.

Released: May 6, 1969.

FEDERAL COMMUNICATIONS
COMMISSION¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-5560; Filed, May 8, 1969;
8:46 a.m.]

¹ Commissioner Wadsworth absent.

FEDERAL POWER COMMISSION

[Docket No. G-4117, etc.]

W. H. DORAN, JR., ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates¹

MAY 1, 1969.

Take notice that each of the Applicants listed herein has filed an application or

¹This notice does not provide for consolidation for hearing of the several matters covered herein.

petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Any person desiring to be heard or to make any protest with reference to said applications should on or before May 28, 1969, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no petition to intervene is filed within the time required herein if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given: *Provided, however*, That pursuant to § 2.56 of the Commission's general policy and interpretations, as amended, all permanent certificates of public convenience and necessity granting applications, filed after July 1, 1967, without further notice, will contain a condition precluding any filing of an increased rate at a price in excess of that designated for the particular area of production for the period prescribed therein unless at the time of filing such certificate application, or within the time fixed for filing protests or petitions to intervene, the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to accept such condition the application will be set for formal hearing.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
G-4117..... E 4-22-69	W. H. Doran, Jr. (successor to Delta Drilling Co.), Post Office Box 648, Alico, Tex. 78532.	Tennessee Gas Pipeline Co., a division of Tenneco Inc., East Alico Field, Jim Wells County, Tex.	15.0	14.65
G-4930..... E 4-21-69	Permeator Corp. (successor to Westates Petroleum Co.), c/o Hoyt N. Wheeler, Attorney, Kay, Gusto & Chaney, 511 Charleston National Bank Bldg., Charleston, W. Va. 25301.	United Fuel Gas Co., Elk District, Kanawha County, W. Va.	22.0	15.325
G-4931..... E 4-21-69	Permeator Corp. (successor to Westates Petroleum Co.).	Pennroll United, Inc., Elk District, Kanawha County, W. Va.	15.0	15.225
CI60-61..... E 4-21-69	do.	Consolidated Gas Supply Corp., Big Sandy District, Kanawha County, W. Va.	25.0	15.225
CI61-160..... D 4-18-69	Horizon Oil & Gas Co. of Texas, 1215 Hartford Bldg., Dallas, Tex. 75201 (partial abandonment).	Transwestern Pipeline Co., East Farnsworth Field, Ochiltree County, Tex.	Depleted	
CI61-1142..... E 4-21-69	Permeator Corp. (successor to Westates Petroleum Co.).	Pennroll United, Inc., Big Sandy District, Kanawha County, W. Va.	15.0	15.325
CI62-511..... E 4-21-69	G. N. Rupe (successor to Pentagon Corp., Inc. (Operator) et al.), 222 Brown Bldg., Wichita, Kans. 67202.	Cities Service Gas Co., acreage in Barber County, Kans.	13.0	14.65
CI63-152..... E 3-28-69	Burk Gas Corp. (successor to Novo Oil, Inc.), 800 Oil & Gas Bldg., Wichita Falls, Tex. 76301.	Cities Service Gas Co., Northwest Quinlan Field, Woodward County, Okla.	* 17.0	14.65
CI63-153..... E 3-28-69	do.	Panhandle Eastern Pipe Line Co., Southwest Anadarko Basin Area, Beaver County, Okla.	17.0	14.65
CI63-165..... E 4-10-69	Dyna Ray Oil & Gas Co., Inc. (successor to Irving Pasternak), 4101 East Louisiana Ave., Denver, Colo. 80222.	El Paso Natural Gas Co., East Ross, Dakota Field, Rio Arriba County, N. Mex.	13.0	15.025
CI63-775..... E 4-14-69	Mineral Mining Co. (successor to David & David, Inc.), Post Office Box 95226, Oklahoma City, Okla. 73109.	Cities Service Gas Co., Northwest Doby Springs Field, Harper County, Okla.	* 17.0	14.65
CI63-955..... E 4-14-69	do.	Cities Service Gas Co., Northwest Vining Field, Grant County, Okla.	* 14.0	14.65
CI64-455..... E 4-14-69	Mineral Mining Co. (Operator) et al. (successor to David & David, Inc. (Operator) et al.).	Cities Service Gas Co., Northeast Selman Pool, Harper County, Okla.	* 17.0	14.65
CI64-1147..... E 3-28-69	Burk Gas Corp. (successor to Novo Oil, Inc.).	Northern Natural Gas Co., acreage in Ochiltree County, Tex.	17.0	14.65
CI65-357..... E 4-21-69	Permeator Corp. (successor to Westates Petroleum Co.).	United Fuel Gas Co., Elk District, Kanawha County, W. Va.	25.0	15.325
CI66-1297..... C 4-15-69	Thomas A. Dugan, Box 234, Farmington, N. Mex. 87401.	El Paso Natural Gas Co., Fruitland and Pictured Cliffs Field, San Juan County, N. Mex.	13.0	15.025
CI68-1110..... C 4-21-69	Cleary Petroleum Corp. et al., 310 Kernac Bldg., Oklahoma City, Okla. 73102.	Northern Natural Gas Co., North Salon Area, Ellis County, Okla.	17.0	14.65
CI68-1163..... C 4-17-69	W. M. Galloway et al., c/o Floyd J. Ray, Esq., 4101 East Louisiana Ave., Denver, Colo. 80222.	El Paso Natural Gas Co., Ignacio Blanco Field, La Platts County, Colo.	13.0	15.025
CI69-833..... A 3-10-69	Cecil Townsend, Oxford, W. Va. 26414.	Equitable Gas Co., Union District, Ritchie County, W. Va.	27.0	15.325
CI69-955..... A 4-16-69	Stetco '68, Ltd., Post Office Box 1828, 1007 Midland Savings Bldg., Midland, Tex. 79701.	Transwestern Pipeline Co., Crawford Field Area, Eddy County, N. Mex.	* 16.58	14.65
CI69-966..... (C168-274) F 4-15-69	King Resources Co. (successor to Standard Oil Co. of Texas, a division of Chevron Oil Co.), 100 Park Avenue Bldg., Oklahoma City, Okla. 73102.	Michigan Wisconsin Pipe Line Co., North Thorndike Field, Gray County, Tex.	* 17.0	14.65
CI69-967..... A 4-17-69	The Preston Oil Co., Post Office Box 2319, Columbus, Ohio 43216.	Tennessee Gas Pipeline Co., a division of Tenneco Inc., Block 180 Field, West Cameron Area, Off-shore Louisiana.	20.0	15.025
CI69-968..... A 4-18-69	John H. Hill (Operator) et al., 100 Southland Center, Dallas, Tex. 75201.	Northern Natural Gas Co., Mocane Field, Beaver County, Okla.	* 17.0	14.65
CI69-969..... B 4-17-69	Mobil Oil Corp., Post Office Box 1774, Houston, Tex. 77001.	Transwestern Pipeline Co., South Goodwin Field, Ellis County, Okla.	Depleted	
CI69-970..... A 4-17-69	Pennroll United, Inc., I. A. Harper, Manager, Gas Sales and Regulations, 900 Southwest Tower, Houston, Tex. 77002.	Transwestern Pipeline Co., Crawford Field Area, Eddy County, N. Mex.	* 16.58	14.65
CI69-971..... A 4-21-69	Union Oil Co. of California, Union Oil Center, Los Angeles, Calif. 90017.	Panhandle Eastern Pipe Line Co., South Peck Field, Roger Mills County, Okla.	* 18.0	14.65
CI69-972..... (C165-1145) F 4-18-69	King Resources Co. (successor to Pan American Petroleum Corp.).	Arkansas Louisiana Gas Co., Wilburton Field, Latimer County, Okla.	* 16.015	14.65
CI69-973..... A 4-21-69	A. C. Black et al., 419 Praetorian Bldg., Dallas, Tex. 75201.	Panhandle Eastern Pipe Line Co., South Torgarden Field, Woods County, Okla.	* 17.0	14.65

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
CI69-974 A 4-21-69	Roy Proffitt, Racine, Ohio 45771	The Ohio Fuel Gas Co., Lebanon Township, Meigs County, Ohio.	27.0	15.025
CI69-975 A 4-21-69	Harry A. Holtom, 808 High St., Worthington, Ohio 43085.	United Fuel Gas Co., Poca District, Kanawha County, W. Va.	28.0	15.325
CI69-976 B 4-21-69	Cleary Petroleum Corp. (Operator) et al., 319 Karmac Bldg., Oklahoma City, Okla. 73102.	Panhandle Eastern Pipe Line Co., Kismet Field, Seward County, Kans.	Depleted	.....
CI69-977 B 4-21-69	Bachus Oil Co., 721 East Central, Wichita, Kans. 67202.	Cities Service Gas Co., Driftwood Field, Barber County, Kans.	Depleted	.....
CI69-978 B 4-21-69	Cities Service Co., Post Office Box 300, Tulsa, Okla. 74102.	Texas Eastern Transmission Corp., South Cottonwood Creek Field, De Witt County, Tex.	(9)	.....
CI69-979 A 4-21-69	Texas Gas Exploration Corp., 1111 First City National Bank Bldg., Houston, Tex. 77052.	Tennessee Gas Pipeline Co., a division of Tenneco Inc., Block 180 Field, West Cameron Area, Offshore Louisiana.	10 20.0	15.025
CI69-980 A 4-21-69	Beacon Resources Corp. et al., 312 Union Center Bldg., Wichita, Kans. 67202.	Cities Service Gas Co., acreage in Barber County, Kans.	14.0	14.65
CI69-981 A 4-21-69	Forest Oil Corp., 1300 National Bank of Commerce Bldg., San Antonio, Tex. 78205.	Tennessee Gas Pipeline Co., a division of Tenneco Inc., Block 174, West Cameron Area, Offshore Louisiana.	20.0	15.025
CI69-982 A 4-22-69	Jake L. Hamon, Post Office Box 663, Dallas, Tex. 75221.	Arkansas Louisiana Gas Co., Red Oak Field, Latimer County, and Kinta Field, Sequoyah County, Okla.	16.0	14.65
CI69-983 A 4-23-69	Appalachian Exploration & Development, Inc., c/o Boyd D. Taylor, Regional Counsel, Post Office Box 1473, Charleston, W. Va. 25325.	Mountain Gas Co., Poca District, Kanawha County, W. Va.	27.0	15.325
CI69-984 B 4-11-69	Fred Whitaker	South Texas Natural Gas Gathering Co., LaCopita Field, Starr County, Tex.	(11)	.....

¹ Formerly Delta Gulf Drilling Co.

² Successor in interest to Whitestone Petroleum Corp.

³ Rate in effect subject to refund in Docket No. RI65-291.

⁴ Rate in effect subject to refund in Docket No. RI67-47.

⁵ Rate in effect subject to refund in Docket No. RI67-48.

⁶ Applicant has agreed to accept certificate conditioned as Opinion No. 468, as modified by Opinion No. 468-A.

⁷ Subject to upward and downward B.T.U. adjustment.

⁸ Rate in effect subject to refund in Docket No. RI69-103.

⁹ Well has been plugged and abandoned.

¹⁰ Applicant proposes 20 cents per Mcf or area rate, whichever is higher.

¹¹ Well has ceased to produce in commercial quantities.

[P.R. Doc. 69-5484; Filed, May 8, 1969; 8:45 a.m.]

[Docket No. CP69-279]

ARKANSAS LOUISIANA GAS CO.

Notice of Application

MAY 2, 1969.

Take notice that on April 28, 1969, Arkansas Louisiana Gas Co. (Applicant), Post Office Box 1734, Shreveport, La. 71102, filed in Docket No. CP69-279 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities necessary to enable Applicant to render direct natural gas service to an industrial customer, Mobil Oil Corp., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes to construct and operate a tap and delivery facilities on its 2-inch line EM-9 in Nevada County, Nev., in order to render the proposed service to Mobil pursuant to a gas sales contract, dated January 10, 1968.

Mobil's estimated third year peak day and annual natural gas requirements are 850 Mcf and 250,000 Mcf, respectively.

The application indicates that the total estimated cost of the proposed facilities is \$3,574, which cost will be financed from cash on hand.

Any persons desiring to be heard or to make any protest with reference to said application should on or before June 2,

1969, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or to be represented at the hearing.

GORDON M. GRANT,
Secretary.

[P.R. Doc. 69-5536; Filed, May 8, 1969; 8:45 a.m.]

[Docket No. CP69-280]

FLORIDA GAS TRANSMISSION CO.

Notice of Application

MAY 2, 1969.

Take notice that on April 28, 1969, Florida Gas Transmission Co. (Applicant), Post Office Box 44, Winter Park, Fla. 32789, filed in Docket No. CP69-280 a "budget-type" application pursuant to section 7(c) of the Natural Gas Act and § 157.7(c) of the regulations under the Act for a certificate of public convenience and necessity authorizing the construction during the 12-month period commencing July 1, 1969, and operation of various "gas sales" facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant seeks authorization to construct during the 12-month period commencing July 1, 1969, and operate taps, connecting lines, metering and regulating equipment, structures, and other such facilities as are necessary for the transportation, measurement, and delivery of natural gas. Applicant will sell natural gas to existing customers, and make direct sales to new customers in areas located outside of local distributor's franchise area with no single sale to exceed an annual 100,000 Mcf per customer. None of the gas will be used for boiler fuel purposes.

The total estimated cost of the proposed facilities will not exceed \$300,000, and will be financed with internally generated funds.

Any person desiring to be heard or to make any protest with reference to said application should on or before June 2, 1969, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the

Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-5537; Filed, May 8, 1969;
8:45 a.m.]

[Docket No. RP69-1]

NORTHERN NATURAL GAS CO.
Notice of Filing of Settlement
Proposal

MAY 2, 1969.

Notice is hereby given that the Northern Natural Gas Co. filed on April 29, 1969, a settlement proposal in the proceedings in Docket No. RP69-1.

The settlement proposal resolves all issues in the aforementioned proceedings. Generally, the proposal provides for specified reduced rates as of February 10, 1969, contingent refunds and/or rate reductions, and that Northern will not effectuate increases in its jurisdictional rates prior to December 27, 1970.

Comments or objections relating to the settlement proposal may be filed with the Federal Power Commission, Washington, D.C. 20426, on or before May 16, 1969.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-5538; Filed, May 8, 1969;
8:45 a.m.]

[Docket No. CP69-277]

PEOPLES NATURAL GAS DIVISION
OF NORTHERN NATURAL GAS CO.
AND NATURAL GAS PIPELINE
COMPANY OF AMERICA

Notice of Application

MAY 2, 1969.

Take notice that on April 25, 1969, the Peoples Natural Gas Division of Northern Natural Gas Co. (Applicant), 2223 Dodge Street, Omaha, Nebr. 68102, filed in Docket No. CP69-277 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Natural Gas Pipeline Company of America (Respondent) to establish physical connection of its transmission system with the distribution systems to be constructed by Applicant and to sell and deliver to Applicant volumes of natural gas for resale and distribution in the communities of Murray and Avoca, Nebr.,

all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to construct and operate distribution facilities in the communities of Murray and Avoca, Nebr. Applicant seeks an order of the Commission directing Respondent to establish physical connection with these distribution facilities and to sell and deliver volumes of gas estimated to be in the third year of service 453 Mcf per day on a peak day and 43,101 Mcf annually.

The total estimated cost of Applicant's proposed facilities is \$118,722, which will be financed from cash on hand, reserve accruals, and retained earnings.

Any person desiring to be heard or to make any protest with reference to said application should on or before June 2, 1969, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-5539; Filed, May 8, 1969;
8:45 a.m.]

[Dockets Nos. CS69-44, CS69-45]

SAMS OIL CORP. AND M. C. VINSON
Notice of Applications for "Small
Producer" Certificates¹

MAY 2, 1969.

Take notice that on April 14, 1969, Sams Oil Corp. and M. C. Vinson, both at the Mackey Building, Midland, Tex. 79701, filed in Dockets Nos. CS69-44 and CS69-45, respectively, applications pursuant to section 7(c) of the Natural Gas Act and § 157.40 of the regulations thereunder for "small producer" certificates of public convenience and necessity authorizing the sale for resale and delivery of natural gas in interstate commerce from the Permian Basin area of Texas and New Mexico, all as more fully set forth in the applications which are on file with the Commission and open to public inspection.

Any person desiring to be heard or to make any protest with reference to said applications should on or before May 29, 1969, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests

¹ This notice does not provide for consolidation for hearing of the several matters covered herein.

filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter believes that a grant of the certificates is required by the public convenience and necessity. Where a petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-5540; Filed, May 8, 1969;
8:45 a.m.]

FEDERAL RESERVE SYSTEM
FEDERAL OPEN MARKET
COMMITTEE

Current Economic Policy Directive

In accordance with § 271.5 of its rules regarding availability of information, there is set forth below the Committee's current economic policy directive issued at its meeting held on February 4, 1969.¹

The information reviewed at this meeting suggests that expansion in real economic activity has been moderating, but that upward pressures on prices and costs are persisting. Prospects are for some further slowing in economic expansion in the period ahead. Market interest rates recently have fluctuated near the highs reached around the turn of the year. Bank credit contracted slightly in January on average, as the outstanding volume of large-denomination CD's continued to decline sharply, inflows of other time and savings deposits slowed, and growth in the money supply moderated. The U.S. balance of payments on the liquidity basis appears to have reverted to deficit in early 1969, but large inflows of Euro-dollars have had the effect of keeping the official settlements balance in surplus. In this situation, it is the policy of the Federal Open Market Committee to foster financial conditions conducive to the reduction of inflationary pressures, with a view to encouraging a more

¹ The Record of Policy Actions of the Committee for the meeting of Feb. 4, 1969, is filed as part of the original document. Copies are available on request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551.

sustainable rate of economic growth and attaining reasonable equilibrium in the country's balance of payments.

To implement this policy, while taking account of the current Treasury refunding, System open market operations until the next meeting of the Committee shall be conducted with a view to maintaining the prevailing firm conditions in money and short-term credit markets; provided, however, that operations shall be modified, to the extent permitted by the Treasury refunding, if bank credit appears to be deviating significantly from current projections.

Dated at Washington, D.C., the 2d day of May 1969.

By order of the Federal Open Market Committee.

ARTHUR L. BROIDA,
Assistant Secretary.

[F.R. Doc. 69-5549; Filed, May 8, 1969;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

UNITED AUSTRALIAN OIL, INC.

Order Suspending Trading

MAY 5, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of United Australian Oil, Inc., Dallas, Tex., and all other securities of United Australian Oil, Inc., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15 (c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period May 6, 1969, through May 15, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F.R. Doc. 69-5552; Filed, May 8, 1969;
8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[S.O. 994; ICC Order No. 22]

ST. JOHNSBURY & LAMOILLE
COUNTY RAILROAD

Rerouting Traffic in the Vicinity of
Danville, Vt.

In the opinion of R. D. Pfahler, Agent, the St. Johnsbury & Lamoille County Railroad is unable to transport traffic over its lines in the vicinity of Danville, Vt., because of track damage.

It is ordered, That:

(a) Rerouting traffic: The St. Johnsbury & Lamoille County Railroad, being unable to transport traffic over its lines in the vicinity of Danville, Vt., because

of track damage, that line is hereby authorized to reroute or divert such traffic over any available route to expedite the movement.

(b) Concurrence of receiving road to be obtained: The St. Johnsbury & Lamoille County Railroad shall receive the concurrence of other railroads to which such traffic is to be diverted or rerouted before the rerouting or diversion is ordered.

(c) In executing the directions of the Commission and of such agent provided for in this order, the common carriers involved shall proceed even though no contracts, agreements, or arrangements now exist between them with reference to the divisions of the rates of transportation applicable to said traffic. Divisions shall be, during the time this order remains in force, those voluntarily agreed upon by and between said carriers; or upon failure of the carriers to so agree, said divisions shall be those hereafter fixed by the Commission in accordance with pertinent authority conferred upon it by the Interstate Commerce Act.

(d) Effective date: This order shall become effective at 3 p.m., May 5, 1969.

(e) Expiration date: This order shall expire at 11:59 p.m., May 9, 1969, unless otherwise modified, changed, or suspended.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., May 5, 1969.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[SEAL] [F.R. Doc. 69-5572; Filed, May 8, 1969;
8:48 a.m.]

[Notice 827]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

MAY 6, 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 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 22254 (Sub-No. 51 TA), filed April 29, 1969. Applicant: TRANS-AMERICAN VAN SERVICE, INC., 7540 South Western Avenue, Chicago, Ill. 60620. Applicant's representative: John J. Rapp (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Used dictating machines and parts and accessories thereof*, between points in the United States including the District of Columbia, for 180 days. Supporting shipper: International Business Machines Corp., New Circle Road, Lexington, Ky. 40507. Send protests to: Roger L. Buchanan, District Supervisor, Interstate Commerce Commission, Bureau of Operations, U.S. Court House, FOB Room 1086, 219 South Dearborn Street, Chicago, Ill. 60604.

No. MC 59680 (Sub-No. 170 TA), filed May 1, 1969. Applicant: STRICKLAND TRANSPORTATION CO., INC., 3011 Gulden Avenue, Post Office Box 5689, Dallas, Tex. 75222. Applicant's representative: Oscar P. Peck (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and N explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Memphis, Tenn., Baton Rouge and New Orleans, La., from Memphis over U.S. Highway 61 to Baton Rouge, thence over U.S. Highway 61 to New Orleans, and return over the same route, serving the intermediate points of St. Francisville and Port Hudson, La., for 180 days. Note: Applicant intends to tack with (1) its presently held authority in Sub 117 to serve between Houston, Tex., and New Orleans, La., and (2) its authority presently held in its prime numbered certificates to serve Memphis, Tenn. Supporting shippers: There are approximately 62 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: E. K. Willis, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, 513 Thomas Bldg., 1214 Wood St., Dallas, Tex. 75202.

No. MC 75302 (Sub-No. 7 TA), filed April 22, 1969. Applicant: DOUPELL TRUCKING CO., 545 Queen's Row, San Jose, Calif. 95106. Applicant's representative: Marvin Handler, 405 Montgomery Street, San Francisco, Calif. 94104. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Classes A and B explosives and general commodities*, moving on Government bills of lading, between the Sierra Army Depot at Herlong, Calif., and Sacramento, Calif., from Sacramento, to Reno, Nev., over

U.S. Interstate Highway 80, to junction of U.S. Highway 395, thence over U.S. Highway 395 to Road A-26 (north of Doyle, Calif.), thence over California County Road A-26 between said junction and Sierra Army Depot, Herlong, and return over the same route, for 180 days. Note: Applicant intends to tack at Sacramento, Calif., and operations will thereby extend over the routes of applicant as described in the certificate of registration in Docket No. MC 75302 (Sub-No. 6). Supporting shipper: Colonel Douglas M. Robinson, Chief, Operations Division, Directorate of Freight Traffic, Department of the Army, Headquarters, Military Traffic Management and Terminal Service, Washington, D.C. 20315. Send protests to: District Supervisor Claud W. Reeves, Interstate Commerce Commission, Bureau of Operations, 450 Golden Gate Avenue, Box 36004, San Francisco, Calif. 94102.

No. MC 106398 (Sub-No. 397 TA), filed April 25, 1969. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Tulsa, Okla. 74151. Applicant's representative: Irvin Tull (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Trailers, designed to be drawn by passenger automobiles, in initial movements, from the plant site of Atlantic Homes—Tennessee Division of Champion Home Builders Co., Henry, Tenn., to points in Kentucky, Indiana, Illinois, and Missouri, for 180 days. Supporting shipper: Atlantic Homes—Tennessee Division of Champion Home Builders Co., 5573 East North Street, Dryden, Mich. 48428. Send protests to: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 240, Old Post Office Building, 215 Northwest Third, Oklahoma City, Okla. 73102.

No. MC 106398 (Sub-No. 398 TA), filed April 29, 1969. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Tulsa, Okla. 74151. Applicant's representative: Irvin Tull (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Buildings, assembled, partially assembled or unassembled (except buildings, in sections, when transported on wheeled undercarriages equipped with hitch ball connectors, mobile homes and oil field and industrial buildings), from Phoenix, Ariz., to points in the United States (except Arizona, California, Nevada, New Mexico, Utah, Alaska, and Hawaii), for 180 days. Supporting shipper: Hydroculture, Inc., 1516 North Seventh Avenue, Phoenix, Ariz. 75007. Send protests to: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 240, Old Post Office

Building, 215 Northwest Third, Oklahoma City, Okla. 73102.

No. MC 110525 (Sub-No. 908 TA), filed April 29, 1969. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representative: Edwin H. van Deusen (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid latex, in bulk, from Washington, W. Va., to Gary, Ind., and Ottawa, Ill., for 180 days. Supporting shipper: Borg-Warner Corp., Marbon Division, Washington, W. Va. 26181. Send protests to: Peter R. Guman, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 900 U.S. Custom House, Second and Chestnut Sts., Philadelphia, Pa. 19106.

No. MC 114897 (Sub-No. 84 TA), filed April 28, 1969. Applicant: WHITEFIELD TANK LINES, INC., 300-316 North Clark Road, Post Office Drawer 9897, El Paso, Tex. 79989. Applicant's representative: J. P. Rose (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Tallow, in bulk, in tank vehicles, from Albuquerque, N. Mex., to Phoenix, Ariz., for 150 days. Supporting shipper: Doyle Sillman, Manager, Atlas Rendering Co., Post Office Box 332, Albuquerque, N. Mex. 87103. Send protests to: Haskell E. Ballard, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 918 Tyler Street, Amarillo, Tex. 79101.

No. MC 125194 (Sub-No. 11 TA), filed April 23, 1969. Applicant: STATE LINE DAIRY, INC., 1015 State Line Road, Niles, Mich. 49120. Applicant's representative: J. M. Neath, Jr., Vandenberg Center, Grand Rapids, Mich. 49502. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Milk and dairy products and filled or imitation milk and dairy products, fruit drinks and salads, (1) from Indianapolis, Ind., to Montpelier, Bryan, Lima, Celina, Van Wert, Defiance, St. Marys, and Wapakoneta, Ohio; and (2) from Livonia, Mich., to Angola, Kendallville, La Grange, Goshen, Nappanee, Warsaw, Elkhart, Plymouth, South Bend, Mishawaka, Michigan City, and La Porte, Ind., for 180 days. Supporting shipper: The Kroger Co., 1240 State Avenue, Cincinnati, Ohio 45204 (Mr. J. A. Cornett, Manager, Dairy Operations). Send protests to: C. R. Fleming, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 225 Federal Building, Lansing, Mich. 48933.

No. MC 127689 (Sub-No. 27 TA), filed May 1, 1969. Applicant: PASCAGOULA DRAYAGE COMPANY, INC., Post Office

Box 1326, 705 East Pine Street, Hattiesburg, Miss. 39401. Applicant's representative: W. N. Innis (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Small electrical appliances, such as blankets, electric; warmers, serving dishes, electric; bulbs, electric; clocks, electric; coffee makers, electric; electric blanket controls; controllers or controller parts; hair curlers, electric; heating pads, electric; hair clippers or kits, home type, electric; hair dryers, electric; heating pads, electric; heat caps, electric; vaporizers, with or without medicines, electric; irons, electric; manicure sets, electric; mask, sinus, electric; mittens, electric; mixers, electric; motors, electric, or parts weighing less than 5 pounds each; motors, electric, or parts weighing each 5 pounds or more; sheets, electric; shells, electric; blanket wired; sinus pads, socks, electric; steam baths; sterilizers, other than cabinet, electric; testers, blanket, electric; thermostats, electric; toothbrush, charger base, electric; toothbrush, power handle, electric; toothbrush, electric; vacuum cleaners, electric; vaporizers, electric; electrical appliances, and refused, rejected or defective electrical appliances, and material, equipment, and supplies incidental to the manufacture thereof on return. Advertising matter, bags, cotton, rubberized;

Bags, plastic film, printed; bags, plastic film, unprinted; boxes, fibreboard, knocked down flat other than corrugated; blanks, unfinished shapes, bus bars, copper; cabinets, filing, steel, setup; cleaning compound, liquid, in carboys other than plastic; electrical cord sets, cores or tubes, paper or paperboard; boxes or crates, wood, setup, not nested; boxes or crates, wood, knocked down flat; store display racks or stands, wire, setup, in packages; store display racks or stands, wire, knocked down flat, in packages; store display racks or stands, fibreboard, knocked down flat, in packages; store display racks or stands, setup, in packages; adhesive glue; tags or labels, cloth; labels; waste, cotton and rayon, in machine pressed bales; plastic articles, granules; plastic articles, pellets; plastic article, powder; cellulose film, sheets, not printed, in rolls or sheets; cellulose film, sheets, printed, in rolls or sheets; reels, steel or wood, setup, old-used; reels, steel or wood, knocked down, old-used; scissors or shears; dry goods, electric blanket shells; tape, cotton or synthetic fibre; circuit breakers; thread, other than cotton on cones, in boxes; thread, cotton, on cones, in boxes; plastic articles, density of more than 4 but less than 6 pounds per cubic feet; plastic articles, density of more than 6 pounds per cubic feet; plastic articles, density of

more than 6 but less than 12 pounds per cubic feet; *toothbrushes*; *wire*, copper, insulated, between the plantsites and warehouses of Neco Electrical Products Corp., at Bay Springs, DeKalb, Mt. Olive, Picayune, and Waynesboro, Miss., and Mobile, Ala., on the one hand, and, on the other, points in Alabama, Arizona, Arkansas, California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia, for 180 days. Supporting shipper: Neco Electrical Products Corp., Bay Springs, Miss. 39422. Send protests to: District Supervisor Alan C. Tarrant, Interstate Commerce Commission, Room 212, 145 East Emite Bldg., Jackson, Miss. 39201.

No. MC 128058 (Sub-No. 5 TA) (Correction), filed March 28, 1969, published FEDERAL REGISTER, issued of April 15, 1969, and republished as corrected this issue. Applicant: LAUREL HILL TRUCKING COMPANY (a corporation), 614 New County Road, Secaucus, N.J. 07094. 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: *General commodities* (except in bulk), between Kansas City, Mo., Wichita, Kans.; Tulsa and Oklahoma City, Okla.; Amarillo, Tex.; Albuquerque, N. Mex.; Tucson and Phoenix, Ariz.; Las Vegas, Nev.; Los Angeles and San Francisco, Calif.; Portland, Oreg.; Seattle, Wash.; Minneapolis and St. Paul, Minn., and Milwaukee, Wis.; restricted to the transportation of shipments having either origin or destination at a terminal of Trans World Airlines, Inc., for 180 days. NOTE: The purpose of this republication is to include territorial description, inadvertently omitted in previous publication. Supporting shipper: Trans World Airlines, Inc., 605 Third Avenue, New York, N.Y. 10016. Send protests to: District Supervisor, W. J. Grossmann, Interstate Commerce Commission, Bureau of Operations, 970 Broad Street, Newark, N.J. 07102.

No. MC 128058 (Sub-No. 7 TA) (Republishing), filed December 27, 1968, published FEDERAL REGISTER, issue of January 8, 1969, under No. MC 128633 (Sub-No. 6 TA), and republished under new number in this issue. Applicant: LAUREL HILL TRUCKING COMPANY, a corporation, 614 New County Road, Secaucus, N.J. 07094. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. A petition for reconsideration has been filed in No. MC 108633 (Sub-No. 6 TA). Temporary authority was requested in that proceeding to operate as a *contract carrier*, as set forth in the FEDERAL REGISTER, publication of January 8, 1969. That

temporary authority was denied by order of the Commission, Motor Carrier Board, dated January 31, 1969. A petition for reconsideration has been filed, and applicant seeks temporary authority to operate as a *common carrier* and also amends the temporary authority to now request authority to transport *general commodities* (except commodities in bulk), between Pittsburgh, Pa.; Cleveland, Columbus, Cincinnati, and Dayton, Ohio; Detroit, Mich.; Louisville, Ky.; Indianapolis, Ind.; Chicago, Ill.; St. Louis, Mo.; Nashville, Tenn.; Atlanta, Ga.; Tampa and Miami, Fla., restricted to the transportation of shipments having either an origin or destination at a terminal of Trans World Airlines, Inc., for 150 days. Applicant also desires to tack this authority to present authority in No. MC 128633 (Sub-No. 3), reassigned No. MC 128058 (Sub-No. 3). Supporting shipper: Trans World Airlines, Inc., 605 Third Avenue, New York, N.Y. 10016. Send protests to: W. J. Grossmann, District Supervisor, Interstate Commerce Commission, 970 Broad Street, Newark, N.J. 07102.

No. MC 128375 (Sub-No. 28 TA), filed April 21, 1969. Applicant: CRETE CARRIER CORP., Crete, Nebr. Applicant's representative: Richard A. Peterson, Post Office Box 806, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Air handling units, make-up air systems, heating and ventilating units, gas unit heaters, and cooling and heating systems, and equipment, materials, and supplies* used in the manufacture and production thereof, between Hastings, Nebr., on the one hand, and, on the other, points in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Missouri, New Jersey, New York, Ohio, Oregon, Pennsylvania, Tennessee, Texas, Virginia, and Wisconsin, under continuing contract with Hastings Industries, Inc., a wholly-owned subsidiary of Dravo Corp., for 180 days. Supporting shipper: Dravo Corp., Pittsburgh, Pa. Send protests to: District Supervisor Johnston, Bureau of Operations, Interstate Commerce Commission, 315 Post Office Building, Lincoln, Nebr. 68508.

No. MC 133611 TA (Correction), filed April 7, 1969, published FEDERAL REGISTER, issue of April 23, 1969, and republished as corrected this issue. Applicant: KING TRANSPORT, INC., 753 Marion Road, Columbus, Ohio 43207. Applicant's representative: Earl J. Thomas, Thomas Building, Post Office Drawer 70, Worthington, Ohio 43085. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Iron or steel articles: bars; bar shapes; plates; structural plates; sheet; grating and expanded metal*, between Columbus, Ohio, on the one hand, and, on the other (1) points in West Virginia located in the region or on the boundary described as follows: On the north and west by the Ohio River and the south and

east beginning at St. Marys, W. Va., extending along West Virginia Route No. 2 to junction of U.S. Highway No. 21 at Parkersburg, W. Va., thence along U.S. Highway 21 to junction U.S. Highway No. 33; thence along U.S. Highway 33 to junction West Virginia Highway No. 2; thence along West Virginia Highway No. 2 to junction U.S. Highway No. 60 at Huntington, W. Va.; thence along U.S. Highway 60 to Kentucky-West Virginia State line; (2) points in Kentucky located in the region or on the boundary described as follows: on the north by the Ohio River on the south beginning at the Kentucky-West Virginia State line at U.S. Highway No. 60; thence along U.S. Highway No. 60 to junction U.S. Highway No. 23; thence along U.S. Highway No. 23 to the Ohio-Kentucky State line at Portsmouth, Ohio. Restricted to the transportation of shipments weighing 15,000 pounds or less. The operations sought herein are limited to a transportation service to be performed under a continuing contract, or contracts with The Brown Steel Company of Columbus, Ohio, for 180 days. NOTE: The purpose of this republication is to include commodity "Iron or Steel Articles," which was inadvertently omitted in previous publication. Supporting shipper: The Brown Steel Co., 753 Marion Road, Columbus, Ohio 43207. Send protests to: Arthur M. Culver, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, 255 New Post Office Building, 85 Marconi Boulevard, Columbus, Ohio 43215.

No. MC 133423 (Sub-No. 2 TA), filed April 23, 1969. Applicant: S & Y, INC., Post Office Box 2, Stanton, Tenn. Applicant's representative: John Paul Jones, 189 Jefferson Avenue, Memphis, Tenn. 38103. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, in bags or bulk (other than tank vehicles), from Memphis, Tenn., to Boonesville, Como, Tupelo, Batesville, Water Valley, Amory, Sardis, and Coldwater, Miss.; Truman, Paragould, Winchester, Forest City, Searcy, Pine Bluff, Marianna, Marvel, and Osceola, Ark.; and Bowling Green, Owensboro, Russellville, Sedalia, and Clay, Ky., for 180 days. Supporting shipper: Mobil Chemical Co., 401 East Main Street, Richmond, Va. 23208 (Beverly C. Davis, Assistant Traffic Manager). Send protests to: Floyd A. Johnson, District Supervisor, Interstate Commerce Commission, 390 Federal Office Building, Memphis, Tenn. 38103.

No. MC 133656 TA, filed April 24, 1969. Applicant: REA BROTHERS TRANSPORT LTD., 322 Queen Street, South, Streetsville, Ontario, Canada. Applicant's representative: William J. Hirsch, 43 Niagara Street, Buffalo, N.Y. 14202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building brick and tile*, on self unloading trailers, from ports of entry on the international boundary between the U.S. and Canada, at or near Buffalo, N.Y., to points in New York,

from Canton, Port Washington, Sugar Creek, and Somerset, Ohio, and Eastvale, Fallston, Reading, and Watsonstown, Pa., to ports of entry on the international boundary between the United States and Canada at or near Buffalo, N.Y., for 180 days. Supporting shippers: Merkley Supply Ltd., 31 Rochester Street, Ottawa, Ontario, Canada; Canada Brick Co., Box 668, Streetsville, Ontario, Canada; Booth Brick Co. Ltd., 320 Horner Avenue, Toronto 14, Ontario, Canada. Send protests to: George M. Parker, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 518 Federal Office Building, 121 Ellicott Street, Buffalo, N.Y. 14203.

No. MC 133677, filed April 30, 1969. Applicant: KNOXVILLE TRUCKING COMPANY, a corporation, Cinder Lane, Knoxville, Tenn. 37914. Authority sought to operate as a *contract carrier*, by motor vehicle, over regular routes, transporting: *Crepe paper*, in trailer-load lots, between Knoxville, Tenn., and the port of entry on the international boundary line between the United States and Canada at Detroit, Mich., from Knoxville over Interstate Highway 75 (where completed—otherwise U.S. Highways 25 or 25 W.), through Kentucky, Ohio, and Michigan, to Detroit, Mich., and return over the same route, serving no intermediate points, for 180 days. Supporting shipper: Charles A. Lee Associates, Inc., 4620 Broadway NE., Knoxville, Tenn. Send protests to: District Supervisor Joe J. Tate, Bureau of Operations, Interstate Commerce Commission, Room 803, 1808 West End Building, Nashville, Tenn. 37203.

MOTOR CARRIER OF PASSENGERS

No. MC 1515 (Sub-No. 135 TA), filed April 25, 1969. Applicant: GREYHOUND LINES, INC., 10 South Riverside Plaza, Chicago, Ill. 60606. Applicant's representative: M. J. O'Rourke, 1400 West Third Street, Cleveland, Ohio 44113. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and express and newspapers, in the same vehicle with passengers, between Ithaca, N.Y., and junction New York State Thruway and New York Highway 414 (at Interchange No. 41), restricted to serving the intermediate points located on New York Highway 89 in the Town of Seneca Falls, N.Y., including the site of Eisenhower College; from Ithaca over New York Highway 89 to junction New York Highway 5 approximately 3 miles northeast of Seneca Falls, N.Y., thence over New York Highway 5 to junction New York Highway 318, thence over New York Highway 318 to Mage, N.Y., thence over New York Highway 414 to junction New York State Thruway (Interchange No. 41), and return over the same route, for 180 days.

NOTE: Applicant intends to tack with its existing authority. Supported by: Students of Eisenhower College, Seneca Falls, N.Y. 13148; Seneca Falls Chamber of Commerce, 9 State Street, Seneca Falls, N.Y. 13148; Village of Seneca Falls, Seneca County, N.Y. Send protests to: William E. Gallagher, District Supervisor, Interstate Commerce Commission, Bureau of Operations, U.S. Court House, FOB Room 1086, 219 South Dearborn Street, Chicago, Ill. 60604.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-5573; Filed, May 8, 1969;
8:48 a.m.]

[Notice 341]

MOTOR CARRIER TRANSFER PROCEEDINGS

MAY 6, 1969.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-71080. By order of April 30, 1969, the Motor Carrier Board approved the transfer to Caravan Lines & Storage Co., Inc., 3535 E. Burnside Street, Portland, Ore. 97214, Certificates Nos. MC-108340, MC-108340 (Sub-No. 13), and MC-108340 (Sub-No. 17), issued October 13, 1954, June 5, 1961, and May 23, 1963, respectively to Haney Truck Line, Forest Grove, Ore. 97116, authorizing the transportation of: General commodities, and specifically named commodities of a general commodity nature, between points in Oregon and Washington.

No. MC-FC-71282. By order of April 30, 1969, the Motor Carrier Board approved the transfer to Adams World Wide Movers, Inc., Paterson, N.J., of the operating rights in Certificates Nos. MC-36426 and MC-36426 (Sub-No. 1), issued June 5, 1963, and November 21, 1963, to Anthony Adam Fazio, doing business as Anthony Adams, Jr., and Adams World Wide Movers, Ramsey, N.J., authorizing the transportation of household goods, as defined by the Commission, between points in Bergen, Passaic, Essex, Hudson,

Morris, and Union Counties, N.J., on the one hand, and, on the other, points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and the District of Columbia, and household goods, between New York, N.Y., points in Orange and Rockland Counties, N.Y., and points in Bergen, Passaic, Morris, Essex, and Sussex Counties, N.J. John M. Zachara, Registered Practitioner, Post Office Box "Z", Paterson, N.J. 07509, representative for applicants.

No. MC-FC-71283. By order of April 30, 1969, the Motor Carrier Board approved the transfer to Philip Kovler Co., a corporation, Philadelphia, Pa., of Certificates Nos. MC-35706 and MC-35706 (Sub-No. 2) issued March 5, 1957 and September 3, 1964, respectively, to Philip Kovler, Philadelphia, Pa., authorizing the transportation of: New furniture, household goods, and home, hotel and retail store furnishings, between points in Pennsylvania, New Jersey, Maryland, Delaware, New York, and the District of Columbia. Anthony C. Vance, 421 King St., Alexandria, Va. 22314, attorney for applicants.

No. MC-FC-71292. By order of April 30, 1969, the Motor Carrier Board approved the transfer to Joseph Edward Leibold, doing business as J. M. Trucking, 3333 Asbury Road, Dubuque, Iowa 52001, of permit in No. MC-128142 (Sub-No. 1), issued December 21, 1967, to Vincent A. Conrad, doing business as W. C. Trucking Co., 3333 Asbury Road, Dubuque, Iowa 52001, authorizing the transportation of: Lumber, and building materials, as described, from Dubuque, Iowa, to points in Carroll, Jo Daviess, and Stephenson Counties, Ill., and Crawford, Grant, Iowa, and Lafayette Counties, Wis.

No. MC-FC-71300. By order of April 30, 1969, the Motor Carrier Board approved the transfer to Tri-State Transport Corp., Wheeling, W. Va., of the permit in Nos. MC-117366, MC-117366 (Sub-No. 1), and MC-117366 (Sub-No. 2), issued January 29, 1964, December 24, 1964, and March 7, 1967, respectively to Richard J. Witsberger, Sr., doing business as Tri-State Transport Co., Wheeling, W. Va., authorizing the transportation of steel culvert pipe from Martins Ferry, Ohio, to Virginia, Delaware, Maryland, New Jersey, New York, Pennsylvania, and West Virginia; and from Beech Bottom, W. Va., to St. Louis, Mo., and points in Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Virginia, and Wisconsin. D. L. Bennett, 129 Edgington Lane, Wheeling, W. Va. 26003, representing applicants.

[SEAL] H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-5574; Filed, May 8, 1969;
8:48 a.m.]

**OFFICE OF EMERGENCY
PREPAREDNESS**

IOWA

Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, and Executive Order 11051 of September 27, 1962 (18 F.R. 407, 22 F.R. 8799, 27 F.R. 9683); Reorganization Plan No. 1 of 1958, Public Law 85-763, Public Law 87-296, and Public Law 90-608; by virtue of the Act of September 30, 1950, entitled "An Act to authorize Federal assistance to

States and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; notice is hereby given of a declaration of "major disaster" by the President in his letter dated April 25, 1969, reading in part as follows:

I have determined that the damage in those areas of the State of Iowa adversely affected by flooding beginning on or about March 20, 1969, is of sufficient severity and magnitude to warrant a major disaster declaration under Public Law 81-875.

I do hereby determine the following areas in the State of Iowa to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of April 25, 1969:

The Counties of:
Audubon.
Buena Vista.
Carroll.
Cherokee.
Clay.
Crawford.
Dallas.
Dickinson.
Emmet.
Greene.
Harrison.
Humboldt.
Jasper.

Lyon.
Marion.
Marshall.
O'Brien.
Osceola.
Palo Alto.
Plymouth.
Pocahontas.
Polk.
St. Louis.
Tama.
Webster.
Woodbury.

Dated: May 1, 1969.

G. A. LINCOLN,
Director,
Office of Emergency Preparedness.

[F.R. Doc. 69-5535; Filed, May 8, 1969; 8:45 a.m.]

CUMULATIVE LIST OF PARTS AFFECTED—MAY

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 May

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