

FEDERAL REGISTER

VOLUME 35 • NUMBER 31

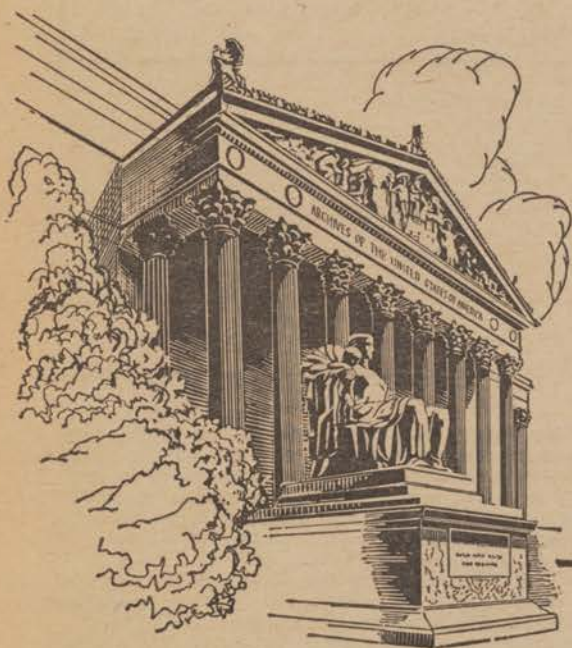
Friday, February 13, 1970 • Washington, D.C.

Pages 2947-3013

Agencies in this issue—

The President
Agricultural Research Service
Agricultural Stabilization and
Conservation Service
Civil Aeronautics Board
Defense Department
Federal Aviation Administration
Federal Communications Commission
Federal Maritime Commission
Federal Power Commission
Federal Reserve System
Federal Trade Commission
Fish and Wildlife Service
Food and Drug Administration
General Services Administration
Hazardous Materials Regulations
Board
Health, Education, and Welfare
Department
International Commerce Bureau
Interstate Commerce Commission
Labor-Management and Welfare-
Pension Reports Office
Land Management Bureau
Securities and Exchange Commission
Wage and Hour Division

Detailed list of Contents appears inside.



Volume 82

UNITED STATES
STATUTES AT LARGE

[90th Cong., 2d Sess.]

Contains laws and concurrent resolutions enacted by the Congress during 1968, reorganization plans, and Presidential proclamations. Also included are: a subject index, tables of prior

laws affected, a numerical listing of bills enacted into public and private law, and a guide to the legislative history of bills enacted into public law.

Price: \$16.25

Published by Office of the Federal Register, National Archives and Records Service, General Services Administration

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



Published daily, Tuesday through Saturday (no publication on Sundays, Mondays, or on the day after an official Federal holiday), by the Office of the Federal Register, National Archives and Records Service, General Services Administration, Washington, D.C. 20408, pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., Ch. 15), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for \$2.50 per month or \$25 per year, payable in advance. The charge for individual copies is 20 cents for each issue, or 20 cents for each group of pages as actually bound. Remit check or money order, made payable to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended (44 U.S.C. 1510). The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements are listed in the first FEDERAL REGISTER issue of each month.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER or the CODE OF FEDERAL REGULATIONS.

Contents

THE PRESIDENT

REGULATION OF FEBRUARY 11, 1970

Regulation governing payment of compensation to officers or employees of Federal contract research centers..... 2951

EXECUTIVE AGENCIES

AGRICULTURAL RESEARCH SERVICE

Rules and Regulations

Hog cholera and other communicable swine diseases; areas quarantined 2953

AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE

Proposed Rule Making

Valencia type peanuts; proposed determination regarding supply for 1970-71 marketing year... 2994

AGRICULTURE DEPARTMENT

See Agricultural Research Service; Agricultural Stabilization and Conservation Service.

CIVIL AERONAUTICS BOARD

Notices

Charlotte Aircraft Corp. et al.; notice of prehearing conference. 3001

COMMERCE DEPARTMENT

See International Commerce Bureau.

DEFENSE DEPARTMENT

Rules and Regulations

Participation in reserve training programs 2990

FEDERAL AVIATION ADMINISTRATION

Rules and Regulations

Standard instrument approach procedures; miscellaneous amendments 2954

Transition area; designation; correction 2953

VOR Federal airway; designation. 2953

Proposed Rule Making

Airworthiness directives; McDonnell Model DC-9 Series airplanes 2996

Control zones and transition areas; proposed alterations (3 documents) 2996, 2997

FEDERAL COMMUNICATIONS COMMISSION

Proposed Rule Making

Television broadcast stations; operation by remote control.... 2998

Notices

Gelb, Sidney et al.; order instituting hearing..... 3001

FEDERAL MARITIME COMMISSION

Notices

United Stevedoring Corp., and Boston Shipping Association; enlargement of time for filing reply 3002

FEDERAL POWER COMMISSION

Notices

Hearings, etc.:

Pan American Petroleum Corp., et al.; (2 documents) .. 3002, 3004
Willbros Terminal Co., Inc. 3006

FEDERAL RESERVE SYSTEM

Rules and Regulations

Interest on deposits; entities exempt from interest rate limitations; correction..... 2953

FEDERAL TRADE COMMISSION

Proposed Rule Making

Household furniture industry; guides 2998

FISH AND WILDLIFE SERVICE

Rules and Regulations

Washita National Wildlife Refuge, Okla.; sport fishing..... 2992

FOOD AND DRUG ADMINISTRATION

Rules and Regulations

Antibiotics intended for use in laboratory diagnosis of disease; correction 2993

Proposed Rule Making

Drugs; proposed additional official names..... 2995

Notices

Petitions regarding food additives:
Buckman Laboratories, Inc. 3000
Dow Chemical Co. 3000
FMC Corp. 3000
Uniroyal Chemical 3000

GENERAL SERVICES ADMINISTRATION

Notices

Secretary of defense; delegation of authority..... 3006

HAZARDOUS MATERIALS REGULATIONS BOARD

Notices

Special permits; issuance..... 3001

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

See also Food and Drug Administration.

Rules and Regulations

Deletion of duplicated requirements 2992

Notices

Commissioner of Food and Drugs; delegation of authority..... 3000

INTERIOR DEPARTMENT

See Fish and Wildlife Service; Land Management Bureau.

INTERNATIONAL COMMERCE BUREAU

Notices

Bakanowski Corp., Ltd.; order terminating indefinite denial order 3000

Industrial Specialty Co., Ltd., et al.; order terminating order revoking and denying license privileges 3000

INTERSTATE COMMERCE COMMISSION

Rules and Regulations

Beaumont, Texas; commercial zone 2992

Proposed Rule Making

Beaumont, Tex.; commercial zone. 2995

Notices

Fourth section applications for relief 3009

Intrastate freight rates and charges; 1969:

Georgia 3009
Virginia 3010

Motor carriers; transfer proceedings (2 documents)..... 3010, 3011

LABOR DEPARTMENT

See Labor-Management and Welfare-Pension Reports Office; Wage and Hour Division.

LABOR-MANAGEMENT AND WELFARE-PENSION REPORTS OFFICE

Rules and Regulations

References to rules on public information; miscellaneous amendments 2990

Proposed Rule Making

Certain employee benefit plans utilizing Aetna Life Insurance Co.; proposed variation from reporting 2994

(Continued on next page)

LAND MANAGEMENT BUREAU

Proposed Rule Making

Surface exploration, mining and reclamation of lands; performance bond..... 2994

SECURITIES AND EXCHANGE COMMISSION

Notices

JB&T Co.; order suspending trading..... 3006

TRANSPORTATION DEPARTMENT

See Federal Aviation Administration; Hazardous Materials Regulations Board.

WAGE AND HOUR DIVISION

Notices

Certificates authorizing employment of full-time students working outside of school hours at special minimum wages in retail or service establishments or in agriculture..... 3007

List of CFR Parts Affected

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

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1970, and specifies how they are affected.

3 CFR	16 CFR	32 CFR
PRESIDENTIAL DOCUMENTS OTHER THAN PROCLAMATIONS AND EXECUTIVE ORDERS:	PROPOSED RULES:	101..... 2990
Regulation of February 11, 1970.. 2951	250..... 2998	41 CFR
7 CFR	21 CFR	3-1..... 2992
PROPOSED RULES:	147..... 2993	43 CFR
729..... 2994	PROPOSED RULES:	PROPOSED RULES:
9 CFR	138..... 2995	23..... 2994
76..... 2953	29 CFR	47 CFR
12 CFR	402..... 2990	PROPOSED RULES:
217..... 2953	403..... 2990	73..... 2998
14 CFR	404..... 2990	49 CFR
71 (2 documents)..... 2953	405..... 2990	1048..... 2992
97..... 2954	406..... 2990	PROPOSED RULES:
PROPOSED RULES:	408..... 2990	1048..... 2995
39..... 2996	409..... 2990	50 CFR
71 (3 documents)..... 2996, 2997	PROPOSED RULES:	33..... 2992
	462..... 2994	

Presidential Documents

Title 3—THE PRESIDENT

Regulation of February 11, 1970

REGULATION GOVERNING PAYMENT OF COMPENSATION TO OFFICERS OR EMPLOYEES OF FEDERAL CONTRACT RESEARCH CENTERS

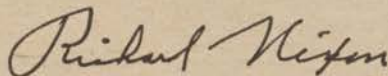
Pursuant to the authority vested in me by section 407 of Public Law 91-121, approved November 19, 1969, 83 Stat. 208, the following regulation is hereby prescribed with respect to annual compensation of officers or employees of Federal contract research centers:

The Secretary of Defense will approve the payment of compensation out of funds appropriated for the use of the Armed Forces to an officer or employee of a Federal Contract Research Center whose annual compensation paid out of any Federal funds exceeds \$45,000 only when it can clearly be demonstrated that such compensation is needed to employ individuals with the qualifications necessary to the accomplishment of the Center's mission, and taking into consideration the following additional factors: (1) the nature and scope of the work performed by the Center and its significance to the national defense; (2) the nature and scope of the duties performed by the officer or employee, and the importance of such duties to the accomplishment of the Center's work; (3) compensation generally paid to officers or employees of the Government engaged in similar work; and (4) compensation generally paid to officers or employees of private non-profit organizations other than the Federal Contract Research Centers and engaged in similar work.

The Secretary of Defense shall take such further action as he deems necessary to carry out the intent of this regulation and to provide for the reporting to the President of the Senate and the Speaker of the House of Representatives of any approvals granted as required by section 407.

Any approvals granted under this regulation may be made retroactive to January 1, 1970.

This Regulation shall be published in the FEDERAL REGISTER.



THE WHITE HOUSE,
February 11, 1970.

[F.R. Doc. 70-1899; Filed, Feb. 11, 1970; 4:41 p.m.]

Rules and Regulations

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

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

1. In § 76.2, paragraph (e) (9) relating to the State of North Carolina, subparagraph (v) relating to the adjacent parts of Johnston, Wake, and Harnett Counties is deleted.

2. In § 76.2, paragraph (e) (14) relating to the State of Virginia, subparagraph (i) relating to the City of Virginia Beach County is deleted.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1-4, 33 Stat. 1264, 1265, as amended, sec. 1, 75 Stat. 481, secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f; 29 F.R. 16210, as amended)

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

The amendments exclude the adjacent parts of Johnston, Wake, and Harnett Counties in North Carolina, and City of Virginia Beach County in Virginia from the areas heretofore quarantined because of hog cholera. Therefore, the restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will not apply to the excluded areas, but will continue to apply to the quarantined areas described in § 76.2. Further, the restrictions pertaining to the interstate movement from nonquarantined areas contained in said Part 76 will apply to the areas excluded from quarantine.

The amendments relieve certain restrictions presently imposed and must be made effective immediately to be of maximum benefit to affected persons. Accordingly, under the administrative

procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable and unnecessary, and good cause is found for making them effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 10th day of February 1970.

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

[F.R. Doc. 70-1863; Filed, Feb. 12, 1970; 8:48 a.m.]

Title 12—BANKS AND BANKING

Chapter II—Federal Reserve System

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. Q]

PART 217—INTEREST ON DEPOSITS

Entities Exempt From Interest Rate Limitations; Correction

The revision of § 217.126 published in the FEDERAL REGISTER on January 29, 1970 (35 F.R. 1156), is corrected by changing the title of "Foreign Exchange Bank of Korea" to "Korea Exchange Bank".

Board of Governors, February 6, 1970.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[F.R. Doc. 70-1828; Filed, Feb. 12, 1970; 8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 69-CE-111]

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

Designation of VOR Federal Airway

On December 13, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 19661) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate VOR Federal airway No. 255 from Garden City, Kans., direct to Hays, Kans.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 30, 1970, as hereinafter set forth.

Section 71.123 (35 F.R. 2009) is amended by adding the following: "V-255 From Garden City, Kans., to Hays, Kans."

(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 February 6, 1970.

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

[F.R. Doc. 70-1830; Filed, Feb. 12, 1970; 8:45 a.m.]

[Airspace Docket No. 69-SO-103]

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

Designation of Transition Area; Correction

On November 26, 1969, F.R. Doc. No. 69-14021, effective February 5, 1970, was published in the FEDERAL REGISTER (34 F.R. 18851 and 18852), amending Part 71 of the Federal Aviation Regulations by designating the Milledgeville, Ga., transition area.

Subsequent to publication of the rule, Coast and Geodetic Survey refined the final approach bearing from the Milledgeville NDB from 084° to 089°. It is necessary to alter the transition area description to reflect this change. Since this amendment is minor in nature, notice and public procedure are unnecessary and action is taken herein to amend the rule accordingly.

In consideration of the foregoing, effective immediately, F.R. Doc. No. 69-14021 is amended as follows: In line five of the Milledgeville, Ga., transition area description " * * * 084° * * * " is deleted and " * * * 089° * * * " is substituted therefor.

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

Issued in East Point, Ga., on February 5, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 70-1834; Filed, Feb. 12, 1970; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Docket No. 10119; Amdt. 688]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

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

- Boise, Idaho—Boise Air Terminal, NDB (ADF) Runways 10 L & R, Amdt. 16, 22 July 1967 (established under Subpart C).
- Glasgow, Mont.—Glasgow International, NDB (ADF) Runway 12, Orig., 13 Nov. 1969 (established under Subpart C).
- Glasgow, Mont.—Glasgow International, NDB (ADF) Runway 30, Orig., 13 Nov. 1969 (established under Subpart C).
- Philadelphia, Pa.—North Philadelphia, ADF 1, Amdt. 2, 28 May 1966 (established under Subpart C).
- Alamosa, Colo.—Alamosa Municipal, VOR 1, Amdt. 2, 1 Oct. 1966 (established under Subpart C).
- Bay City, Mich.—James Clements Municipal, VOR-1, Amdt. 1, 22 July 1967 (established under Subpart C).
- Boise, Idaho—Boise Air Terminal, VOR Runways 10 L & R, Amdt. 9, 22 July 1967 (established under Subpart C).
- Philadelphia, Pa.—North Philadelphia, VOR Runway 6, Amdt. 3, 30 Sept. 1967 (established under Subpart C).
- Philadelphia, Pa.—North Philadelphia, VOR Runway 24, Amdt. 10, 18 Nov. 1967 (established under Subpart C).

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

- Kankakee, Ill.—Greater Kankakee, ADF 1, Orig., 9 Oct. 1965, canceled, effective 5 Mar. 1970.

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

- Stevens Point, Wis.—Stevens Point Municipal, TerVOR-3, Amdt. 1, 3 Sept. 1966 (established under Subpart C).
- Stevens Point, Wis.—Stevens Point Municipal, TerVOR-21, Amdt. 6, 3 Sept. 1966 (established under Subpart C).
- Stevens Point, Wis.—Stevens Point Municipal, TerVOR-30, Amdt. 5, 3 Sept. 1966 (established under Subpart C).

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

- Boise, Idaho—Boise Air Terminal, VOR/DME-2, Amdt. 5, 22 July 1967 (established under Subpart C).

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

- Boise, Idaho—Boise Air Terminal, VOR/DME Runways 10 L & R, Amdt. 4, 22 July 1967, canceled, effective 5 Mar. 1970.
- Kankakee, Ill.—Greater Kankakee, VOR/DME-1, Orig., 17 Apr. 1965, canceled, effective 5 Mar. 1970.

6. By amending § 97.17 of Subpart B 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. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

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

Transition		Ceiling and visibility minimums					
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
GDM VORTAC	Royal Int	Direct	3000	T-dn%	600-1	600-1	600-1
Bald Int	Royal Int	Direct	3000	S-dn-2*#	600-1	600-1	600-1
Royal Int	EEN OM (NOPT)	LOC FC	2600	C-dn	1200-1½	1300-2½	1400-3
				A-dn	NA	NA	NA
				LOC only-dn*#	1500-2¼	1500-2¼	1500-3

Procedure turn: Left turn drop 3000' Outbnd on EEN VOR R 215° Inbnd on EEN ILS, 017° within 10 miles.

Crs and distance, facility to airport, 017°—6.2 nautical miles.

Minimum altitude at glide slope interception Inbnd 2600'.

Altitude of glide slope and distance to approach end of runway at OM, 2531'—6.2 nautical miles; at MM, 691'—0.55 nautical mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make climbing left turn to 3000' direct to EEN VOR. Hold SW, 1 minute, left turns 023° Inbnd.

Notes: (1) Use Concord, N.H., altimeter setting. (2) Approach from holding pattern not authorized.

*SS not authorized.

%IFR departure procedures: Runways 14, 20, 32—make right turn; Runway 2—make left turn. Circle over airport to 1000' continue climbing to 3000' direct to EEN VOR before departing on crs. Night takeoff Runway 14 not authorized.

#Inoperative table does not apply to MAL S Runway 2.

City, Keene; State, N.H.; Airport name, Dillant-Hopkins; Elev., 487'; Fac. Class Ident., I-EEN; Procedure No. ILS Runway 2, Amdt. Orig.; Eff. date, 5 Mar. 1970

7. 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		More than 2-engine, more than 65 knots
						65 knots or less	More than 65 knots	
Cardinal Int.	GOLF		Direct	2700	T-dn%	300-1	300-1	200-1/2
Wind Lake Int.	GOLF		Direct	2600	C-dn	500-1	500-1	500-1 1/2
MKE VOR	GOLF		Direct	2600	S-dn-7R*#	200-1/2	200-1/2	200-1/2
MWC VOR	GOLF		Direct	2600	A-dn	600-2	600-2	600-2
Big Bend Int.	GOLF (Final)		Direct	2600				

Radar available
 Procedure turn S side of crs, 250° Outbnd, 070° Inbnd, 2600' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 2600'.
 Altitude of glide slope and distance to approach end of runway at OM 2570'—5.8 miles; at MM 945'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing OM, climb to 2700' on heading of 070°, turn left and proceed direct to MKE VORTAC.
 NOTES: (1) Back crs unusable. (2) LOM designated Golf.
 #When glide slope not utilized 500-3/4 required, 500-1/2 authorized with operative ALS except for 4-engine turbojets.
 %RVR 2400' authorized Runway 7R; RVR 1800' authorized Runway 01; RVR 4000' authorized Runway 19 2-engine or less; RVR 2400' authorized Runway 19 more than 2-engine.
 *RVR 2400' descent below 322' not authorized unless approach lights are visible.
 City, Milwaukee; State, Wis.; Airport name, General Mitchell Field; Elev., 722'; Fac. Class., ILS; Ident., I-GMF; Procedure No. ILS Runway 7R, Amdt. 3; Eff. date, 5 Mar. 70; Sup. Amdt. No. 2; Dated, 9 May 68

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

Boise, Idaho—Boise Air Terminal, ILS Runway 10L, Amdt. 18, 22 July 1967 (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: 5.6 miles after ALS VOR.
R 005°/40-mile DME Fix	R 005°/17-mile DME		Direct	16,300	Climbing right turn to 9600' to ALS
R 005°/17-mile DME Fix	ALS VORTAC		Direct	10,000	VORTAC and hold.*
Blanca Int.	ALS VORTAC		Direct	10,000	Supplementary charting information:
R 187°/18-mile DME Fix	ALS VORTAC		Direct	11,500	*Hold NW, 142° Inbnd, right turns, 1
Romeo Int.	ALS VORTAC		Direct	10,000	minute.
Capulin Int.	ALS VORTAC		Direct	10,000	Final approach crs to center field.
Manassa Int.	ALS VORTAC		Direct	10,000	LRCO 122.1R, 123.6R. WX-Bur, 122.8. Chart antenna 7800' at 37°27'07"/105°52'49".

Procedure turn N side of crs, 114° Outbnd, 294° Inbnd, 9600' within 10 miles of ALS VORTAC.
 FAF, ALS VORTAC. Final approach crs, 322°. Distance FAF to MAP, 5.6 miles.
 Minimum altitude over ALS VORTAC, 9200'.
 MSA: 000°-090°—15,400'; 090°-180°—11,100'; 180°-360°—14,200'.
 CAUTION: High terrain in all quadrants.
 #MDA increased 480' and alternate minimums not authorized when ALS altimeter not available. Use TAD altimeter setting when ALS altimeter not available. Final approach from holding pattern not authorized.
 %IFR departure procedure: Climb in holding pattern N, right turns, 142° Inbnd, 1 minute, to MCA for direction of flight.

Direction of flight:	MCA ALS VORTAC (feet)
Northbound V-484	8,000
Northbound J-13	10,000
Eastbound R-052, R-057	10,800
Eastbound R-067, V-83, V-210	8,000
Southbound V-83, R-187	8,000
Westbound V-210, V-210S	8,000

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#	7900	1	365	8100	1	565	8100	1 1/2	565	8100	2	565
A	Standard.#			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Alamosa; State, Colo.; Airport name, Alamosa Municipal; Elev., 7535'; Facility, ALS; Procedure No. VOR-1, Amdt. 3; Eff. date, 5 Mar. 70; Sup. Amdt. No. VOR 1, Amdt. 2; Dated, 1 Oct. 66

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 7.8 miles after passing MBS VORTAC.	
MOP VOR	MBS VORTAC	Direct	2300	Climb to 2600' and proceed to Reese Int. via MBS R 087° and FNT R 093°. Supplementary charting information: Two 779' powerline towers near SE boundary of airport. 1647' tower 4 miles SSE of airport.	
R 212°, MBS VORTAC CW	R 267°, MBS VORTAC (NOPT)	9-mile Arc	2200		
R 320°, MBS VORTAC CCW	R 267°, MBS VORTAC (NOPT)	9-mile Arc	2200		

Procedure turn N side of crs, 267° Outbd, 087° Inbd, 2200' within 10 miles of MBS VORTAC. FAF, MBS VORTAC. Final approach crs, 087°. Distance FAF to MAP, 7.8 miles. Minimum altitude over MBS VORTAC, 2200' (*1460' over 5-mile DME Fix). MSA: 000°-180°-2700'; 180°-270°-2600'; 270°-360°-2000'. NOTES: (1) Lights on N/S runway only. (2) Use Saginaw altimeter setting. CAUTION: Two 779' powerline towers near SE boundary of airport. 1647' tower 4 miles SSE of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C	1460	1	875	1460	1½	875	1460	1½	875	NA
VOR/DME Minimums										
C	1100	1	515	1100	1	515	1100	1½	515	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Bay City; State, Mich.; Airport name, James Clements Municipal; Elev., 585'; Facility, NBS; Procedure No. VOR-1, Amdt. 2; Eff. date, 5 Mar. 70; Sup. Amdt. No. 1; Dated, 22 July 67

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: BOI VOR.	
Emmett Int.	BOI R 300°, 10 miles (NOPT)	Direct	4500	Climb to 5500' on radial 111° within 10 miles all turn S. Supplementary charting information: Runway 10L final approach crs intercepts runway centerline 4550' from threshold. Runway 10R final approach crs intercepts runway centerline 1630' from threshold. Runway 10L, TDZ elevation, 2839'. Runway 10R, TDZ elevation, 2831'.	
Pump Int.	BOI R 285°, 10 miles	Direct	4500		
BOI R 300°, 15 miles	BOI R 300°, 10 miles (NOPT)	Direct	4500		
BOI R 212°, CW	BOI R 300°, (NOPT)	10-mile Arc BOI, R 288° lead radial.	4500		
Spring Valley Int CCW	BOI R 300°, (NOPT)	15-mile Arc BOI, R 308° lead radial.	6200		

Procedure turn W side of crs, 300° Outbd, 120° Inbd, 4500' within 10 miles of BOI VOR. Final approach crs, 120°. Minimum altitude over Perkins Int, 3280'. MSA: 000°-090°-9400'; 090°-180°-7700'; 180°-270°-7200'; 270°-360°-8600'. %IFR departure procedures: Takeoff Runways 28L/28R left turn, Runways 10L/10R right turn. Climb on radial 212° BOI VORTAC within 20 miles so as to cross BOI VORTAC at or above: V-253 northbound, 6500'; V4N/500 eastbound, 7000'. %Circling N Runways 10L and 28R not authorized. *Sliding scale not authorized Runway 10R.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10L	3280	RVR 24	441	3280	RVR 24	441	3280	RVR 24	441	3280	RVR 50	441
S-10R*	3280	¾	449	3280	¾	449	3280	¾	449	3280	1	449
C	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3280	1	422	3320	1	462	3320	1½	462	3420	2	562
DME/ADF Minimums:												
S-10L	3140	RVR 24	301	3140	RVR 24	301	3140	RVR 24	301	3140	RVR 50	301
S-10R*	3140	¾	309	3140	¾	309	3140	¾	309	3140	1	309
Category E Aircraft:												
S-10L	3280	RVR 50	441									
S-10R	3280	1	449									
C	MDA	VIS	HAA									
C	3600	2	742									
DME/ADF Minimums:												
S-10L	3140	RVR 50	301									
S-10R	3140	1	309									
A	Standard.			T 2-eng. or less—Runway 10L, RVR 24'; Standard all other Runways.%			T over 2-eng.—Runway 10L, RVR 24'; Standard all other Runways.%					

City, Boise; State, Idaho; Airport name, Boise Air Terminal; Elev., 2858'; Facility, BOI; Procedure No. VOR Runways 10 L & R, Amdt. 10; Eff. date, 5 Mar. 70; Sup. Amdt. No. 9; Dated, 22 July 67

RULES AND REGULATIONS

2957

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.5 miles after passing IND VORTAC.
				Make left turn, climb to 2500' and return to VORTAC. Supplementary charting information: Final approach crs radial established by flight check. Towers: 1849', 9 miles NE. 1104', 8 miles ENE. 1173', 9 miles ENE.

Procedure turn N side of crs, 266° Outbnd, 076° Inbnd, 2500' within 10 miles of IND VORTAC. FAF, IND VORTAC. Final approach crs, 076°. Distance FAF to MAP, 3.5 miles. Minimum altitude over IND VORTAC, 2000'. MSA: 045°-135°-2900'; 135°-225°-3100'; 225°-315°-2400'; 315°-045°-2900'. NOTES: (1) Radar vectoring. (2) Use Indianapolis (Weir-Cook) altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	1200	1	380	1280	1	460	1280	1½	460	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng—Standard.			

City, Indianapolis; State, Ind.; Airport name, Eagle Creek; Elev., 820'; Facility, IND; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 5 Mar. 70

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: PNE VOR.
				Climb on R 064° to 1500' within 5 miles then climbing left turn to 2400', direct to PNE VOR and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 064° Inbnd. Final approach crs crosses runway centerline 4000' from threshold. Runway 6, TDZ elevation, 116'.

Procedure turn not authorized. Approach crs (profile) starts at Taylor Int. FAF, Taylor Int. Final approach crs, 064°. Distance FAF to MAP, 6.3 miles. Minimum altitude over Taylor Int., 2400'. MSA: 000°-090°-1800'; 090°-180°-1000'; 180°-360°-2400'. NOTES: (1) Radar required. (2) Inoperative table does not apply to HIRL's Runway 6.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-6.....	640	1	524	640	1	524	640	1	524	640	1¼	524
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	640	1	520	640	1	520	640	1½	520	680	2	560
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Philadelphia; State, Pa.; Airport name, North Philadelphia; Elev., 120'; Facility, PNE; Procedure No. VOR Runway 6, Amdt. 4; Eff. date, 5 Mar. 70; Sup. Amdt. No. 3; Dated, 30 Sept. 67

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: PNE VOR.	
ARD VORTAC.....	Levitt Int.....	Direct.....	2500	Climbing right turn to 2000' on R 055° within 10 miles direct to PNE VOR and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 235° Inbnd. Final approach crs lies 500' S of runway centerline 3000' from threshold. Runway 24, TDZ elevation, 115'.	
Levitt Int.....	Penndel Int (NOPT).....	Direct.....	1500		
PNE VOR.....	Penndel Int.....	Direct.....	2000		

Procedure turn N side of crs, 055° Outbnd, 235° Inbnd, 2000' within 10 miles of Penndel Int. FAF, Penndel Int. Final approach crs, 235°. Distance FAF to MAP, 4.9 miles. Minimum altitude over Levitt Int, 2000'; over Penndel Int, 1500'. MSA: 000°-090°-1800'; 090°-180°-1600'; 180°-360°-2400'.
NOTES: (1) Radar vectoring. (2) Inoperative table does not apply to HIRL's Runway 24.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24.....	600	1	485	600	1	485	600	1	485	600	1	485
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	640	1	520	640	1	520	640	1½	520	680	2	560
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Philadelphia; State, Pa.; Airport name, North Philadelphia; Elev., 120'; Facility, PNE; Procedure No. VOR Runway 24, Amdt. 11; Eff. date, 5 Mar. 70; Sup. Amdt. No. 10; Dated, 18 Nov. 67

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: STE VORTAC.	
R 087°, STE VORTAC CW.....	R 215°, STE VORTAC.....	9-mile Arc.....	2800	Climbing right turn to 2600' on R 087° within 10 miles, turn right, return to VORTAC. Supplementary charting information: Runway 2, TDZ elevation, 1107'.	
R 087°, STE VORTAC CCW.....	R 215°, STE VORTAC.....	9-mile Arc.....	2800		
9-mile Arc.....	Carla 2.8-mile DME Fix (NOPT).....	R 215°.....	1660		

Procedure turn E side of crs, 215° Outbnd, 035° Inbnd, 2600' within 10 miles of STE VORTAC. Final approach crs, 035°. Minimum altitude over Carla 2.8-mile DME Fix, 1660'. MSA: 000°-090°-2900'; 090°-180°-2700'; 180°-270°-2800'; 270°-360°-3600'.
NOTE: Use Wausau, Wis., altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-3.....	1660	¾	553	1660	¾	553	1660	¾	553	1660	1¼	553
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1660	1	550	1660	1	550	1660	1½	550	1760	2	650
Dual VOR or DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-3.....	1600	¾	493	1600	¾	493	1600	¾	493	1600	1	493
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1600	1	490	1660	1	550	1660	1½	550	1760	2	650
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Stevens Point; State, Wis.; Airport name, Stevens Point Municipal; Elev., 1110'; Facility, STE; Procedure No. VOR Runway 3, Amdt. 2; Eff. date, 5 Mar. 70; Sup. Amdt. No. Ter VOR-3, Amdt. 1; Dated, 3 Sept. 66

STANDARD-INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach			
From—	To—	via	Minimum altitudes (feet)	MAP: STE VORTAC.			
AUV VORTAC.....	Rosholt Int 10-mile DME Fix STE VORTAC, R 022°	Direct.....	2800	Climb to 2800' on R 202° within 10 miles, return to VORTAC.			
R 202°, STE VORTAC CW.....	R 022°, STE VORTAC.....	10-mile Arc.....	2800	Supplementary charting information: Runway 21, TDZ elevation, 1110'.			
R 202°, STE VORTAC CCW.....	R 022°, STE VORTAC.....	10-mile Arc.....	2800				
Rosholt Int 10-mile DME Fix STE VORTAC, R 022°.	Plover 3.8-mile DME Fix (NOPT).....	R 022°.....	1840				

Procedure turn W side of crs, 022° Outbnd, 202° Inbnd, 2800' within 10 miles of STE VORTAC.
 Final approach crs, 202°.
 Minimum altitude over Plover 3.8-mile DME Fix, 1840'.
 MSA: 000°-090°-2900'; 090-180°-2700'; 180°-270°-2800'; 270°-360°-3600'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-21.....	1840	1	730	1840	1	730	1840	1½	730	1840	1½	730
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1840	1	730	1840	1	730	1840	1½	730	1840	2	730
	Dual VOR or DME Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-21.....	1600	1	490	1600	1	490	1600	1	490	1600	1	490
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1600	1	490	1660	1	550	1660	1½	550	1760	2	650
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Stevens Point; State, Wis.; Airport name, Stevens Point Municipal; Elev., 1110'; Facility, STE; Procedure No. VOR Runway 21, Amdt. 7; Eff. date, 5 Mar. 1970; Sup. Amdt. No. Ter VOR-21, Amdt. 6; Dated, 3 Sept. 1965

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: STE VORTAC.			
R 279°, STE VORTAC CW.....	R 109°, STE VORTAC.....	9-mile Arc.....	2800	Climb to 2800' on R 279° within 10 miles, turn left, return to VORTAC.			
R 279°, STE VORTAC CCW.....	R 109°, STE VORTAC.....	9-mile Arc.....	2800	Supplementary charting information: Runway 30, TDZ elevation, 1107'.			
9-mile Arc.....	Patrick 3-mile DME Fix (NOPT).....	R 109°.....	1800				

Procedure turn S side of crs, 109° Outbnd, 289° Inbnd, 2800' within 10 miles of STE VORTAC.
 Final approach crs, 289°.
 Minimum altitude over Patrick 3-mile DME Fix, 1800'.
 MSA: 045°-135°-2700'; 135°-225°-2500'; 225°-315°-2900'; 315°-045°-3600'.
 NOTE: Use Wausau, Wis., altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-30.....	1800	1	693	1800	1	693	1800	1½	693	1800	1½	693
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1800	1	690	1800	1	690	1800	1½	690	1800	2	690
	Dual VOR or DME Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAA
S-30.....	1560	1	453	1560	1	453	1560	1	453	1560	1	453
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1600	1	490	1660	1	550	1660	1½	550	1760	2	650
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Stevens Point; State, Wis.; Airport name, Stevens Point Municipal; Elev., 1110'; Facility, STE; Procedure No. VOR Runway 30, Amdt. 6; Eff. date, 5 Mar. 70; Sup. Amdt. No. Ter VOR-30, Amdt. 5; Dated, 3 Sept. 66

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.6 miles after passing Coosa Int.	
MGM VORTAC	Coosa Int.	R 010°, MGM	2300	Climbing right turn to 2300' to Coosa Int. and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 246° Inbnd. Final approach crs intercepts runway centerline 3000' from threshold. NOTE: Close flight plan when landing is assured with MGM APC or MGM FSS.	
MXF VOR	Coosa Int.	R 066°, MXF	2300		

Procedure turn N side of crs, 066° Outbnd, 246° Inbnd, 2300' within 10 miles of Coosa Int.
FAF, Coosa Int. Final approach crs, 246°. Distance FAF to MAP, 4.6 miles.
Minimum altitude over Coosa Int., 1700'.
MSA: 090°-180°-2500'; 180°-270°-1700'; 270°-090°-2200'.
NOTES: (1) Use MGM APC altimeter setting. (2) Weather reporting not available. (3) Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
B-27	580	1	384	580	1	384	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C	620	1	424	660	1	464	NA	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.	

City, Wetumpka; State, Ala.; Airport name, Elmore Field; Elev., 196'; Facility, MXF; Procedure No. VOR Runway 27, Amdt. Orig.; Eff. date, 5 Mar. 70

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.6-mile DME Fix R 322°.	
R 005°/40-mile DME	R 005°/17-mile DME	ALS R 005°	16,300	Climb to 9600' direct to ALS VORTAC and hold,* or, when directed by ATC, climbing right turn to R 322°/11-mile DME Fix 9200' and hold. Supplementary charting information: *Hold N, right turns, 142° Inbnd 1 minute. Final approach crs to center field. LRCO, 122.1R, 123.6R. WX Bur., 122.8. Chart antenna 7800' located 37°27'07"/105°52'49".	
R 005°/17-mile DME CCW	R 322°/17-mile DME ALS, R 329° lead radial.	17-mile DME Arc	9200		
Blanca Int.	ALS VORTAC	Direct	10,000		
R 187°/18-mile DME	ALS VORTAC	ALS, R 187°	11,000		
Romeo Int.	ALS VORTAC	Direct	10,000		
Capulin Int.	ALS VORTAC	Direct	10,000		
ALS VORTAC	R 322°/11-mile DME	Direct	9200		
R 326°/30-mile DME	R 322°/17-mile DME	Direct 200°/2.5 miles.	9200		
R 322°/21-mile DME	R 322°/17-mile DME (NOPT)	Direct	9200		

Procedure turn W side of crs, 322° Outbnd, 142° Inbnd, 9200' within 10 miles of R 322°/11-mile DME Fix.
Final approach crs, 142°.
Minimum altitude over R 322°/17-mile DME, 9200'; over R 322°/11-mile DME, 9000'.
MSA: 000°-090°-15,400'; 090°-180°-11,100'; 180°-360°-14,200'.
CAUTION: High terrain in all quadrants.
#MDA increased 480' and alternate minimums not authorized when ALS altimeter not available. Use TAD altimeter setting when ALS altimeter not available.
%IFR Departure Procedure: Climb in holding pattern N, right turns, 142° Inbnd, 1 minute, to MCA for direction of flight.

Direction of flight:	MCA ALS VORTAC (feet)
Northbound V-484	8,000
Northbound J-13	10,000
Eastbound R-052, R-057	10,800
Eastbound R-067, V-83, V-210	8,000
Southbound V-83, R-187	8,900
Westbound V-210, V-210S	8,000

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#	8060	1	525	8100	1	565	8100	1½	565	8100	2	565
A	Standard.#			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Alamosa; State, Colo.; Airport name, Alamosa Municipal; Elev., 7535'; Facility, ALS; Procedure No. VOR/DME-1, Amdt. Orig.; Eff. date, 5 Mar. 70

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes				Missed approach		
From—	To—	Via	Minimum altitudes (feet)	MAP: BOI R 095°, 1.5 miles.		
BOI R 085°, CW	BOI R 095°	25-mile Arc BOI, R 090° lead radial.	10, 000	Climb to 4500' on radial 276° within 10 miles. Supplementary charting information: Final approach crs 500' left of centerline 3000' from threshold. Runway 28L, TDZ elevation, 2852'.		
BOI R 111°, CCW	BOI R 095°	18-mile Arc BOI, R 102° lead radial.	8000			
BOI R 095°, 25 miles	BOI R 095°, 18 miles	Direct	8000			
BOI R 095°, 18 miles	BOI R 095°, 15 miles	Direct	7100			
BOI R 095°, 15 miles	BOI R 095°, 12 miles (NOPT)	Direct	6400			

Procedure turn S side of crs, 095° Outbd, 275° Inbd, 7100' within 10 miles of 12-mile DME Fix.

Final approach crs, 275°.

Minimum altitude over R 095°, 12-miles, 6400'; over R 095°, 9 miles, 5500'; over R 095°, 6 miles, 4600'; over R 095°, 3 miles, 3400'.

MSA: 000°-090°-9400'; 090°-180°-7700'; 180°-270°-7200'; 270°-360°-8600'.

%IFR departure procedures: Takeoff Runway 28L/28R left turn. Runway 10L/10R right turn. Climb on radial 212° BOI VORTAC within 20 miles so as to cross BOI VORTAC at or above: V-253 northbound, 6500'; V4N/500 eastbound, 7000'. Sliding scale not authorized.

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

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28L	3220	¾	368	3220	¾	368	3220	¾	368	3220	1	368
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3240	1	382	3320	1	462	3320	1½	462	3420	2	562
Category E Aircraft:												
	MDA	VIS	HAT									
S-28L	3220	1	368									
	MDA	VIS	HAA									
C§	3600	2	742									
A	Standard.		T 2-eng. or less—Runway 10L, RVR 24'; Standard all other runways. %				T over 2-eng.—Runway 10L, RVR 24'; Standard all other runways.					

City, Boise; State, Idaho; Airport name, Boise Air Terminal; Elev., 2858'; Facility, BOI; Procedure No. VOR/DME Runway 28L, Amdt. 6; Eff. date, 5 Mar. 70; Sup. Amdt. No. VOR/DME-2, Amdt. 5; Dated, 22 July 67

Terminal routes				Missed approach		
From—	To—	Via	Minimum altitudes (feet)	MAP: 12-mile DME Fix.		
R 190°, EON VORTAC CW	R 010°, EON VORTAC	8-mile DME Arc	2500	Climb to 2500' EON R 190°, reverse crs to 2500' 12-mile DME Fix and hold.* Supplementary charting information: Hold S of 12-mile DME Fix on EON R 190° between 12 and 16 miles. Inbd crs 010° right turns.		
R 190°, EON VORTAC CW	R 010°, EON VORTAC	8-mile DME Arc	2500			
8-mile DME Arc	EON VORTAC	Direct	2300			
EON VORTAC	9-mile DME Fix	Direct	1400			

Procedure turn W side of crs, 010° Outbd, 190° Inbd, 2300' within 10 miles of EON VORTAC.

FAF, 9-mile DME Fix. Final approach crs, 190°.

Minimum altitude over EON VORTAC, 2300'; over 9-mile DME Fix, 1400'.

MSA: 045°-135°-2200'; 135°-315°-2100'; 315°-045°-2400'.

NOTE: Use Kankakee altimeter setting through Du Page FSS, when not available, use Midway altimeter setting and circling and straight-in MDA increases 200', except for operators with approved weather reporting service.

#Standard alternate minimums authorized for operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-22	1120	1	497	1120	1	497	1120	1	497	1120	1½	497
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1120	1	497	1120	1	497	1160	1½	537	1180	2	557
A	#Not authorized.*		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Kankakee; State, Ill.; Airport name, Greater Kankakee; Elev., 623'; Facility, KON; Procedure No. VOR/DME Runway 22, Amdt. Orig.; Eff. date, 5 Mar. 70

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 12.5-mile DME Fix.
Huguenot VOR.....	8-mile DME Fix (NOPT).....	HUO R 039°.....	2000	Left-climbing turn to 3300' direct to HUO VOR and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 039° Inbnd. 1413' terrain 0.7 mile E of airport. 1660' terrain 1.9 miles NE of airport. 1292' terrain 1.2 miles NNW of airport. 1289' terrain 1.3 miles NW of airport.

Procedure turn W side of crs, 219° Outbnd, 039° Inbnd, 3300' within 10 miles of HUO R 039°, 8-mile DME Fix.
Final approach crs, 039°.
Minimum altitude over HUO R 039°, 8-mile DME, 2000'.
MSA: 000°-090°-3700'; 090°-180°-2900'; 180°-270°-3400'; 270°-360°-3500'.
NOTE: Use Poughkeepsie FSS altimeter setting.
CAUTION: High terrain surrounding airport.
*Night minimums not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C*	1880	2	1320	1920	2	1360	NA	NA
A.	Not authorized.			T 2-eng. or less—100-2 all runways.			T over 2-eng.—Not authorized.	

City, Wurtsboro; State, N. Y.; Airport name, Wurtsboro-Sullivan County; Elev., 560'; Facility, HUO; Procedure No. VOR/DME Runway 5, Amdt. Orig.; Eff. date, 5 Mar. 7

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				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: Over GAD VORTAC.
				Climb to 3000', right turn, direct to GAD VORTAC and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 053° Inbnd. Final approach crs intercepts runway centerline extended 3000' from threshold. LRCO, 122.1R, 122.6R. Runway 6, TDZ elevation, 564'.

Procedure turn S side of crs, 233° Outbnd, 053° Inbnd, 3000' within 10 miles of GAD VORTAC.
Final approach crs, 053°.
Minimum altitude over 5-mile DME Fix or Clair Int., 1600'.
MSA: 000°-090°-3000'; 090°-180°-3200'; 180°-270°-2700'; 270°-360°-2600'.
NOTES: (1) Dual VOR or VOR/DME required for this approach. (2) Use ANB FSS altimeter setting.
*Local weather not available to public. Operators with approved weather reporting service authorized standard alternate minimums and authorized to decrease straight-in MDA, 100'; Circling MDA Category A, 100'; Categories B and C, 20'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-6*	1020	1	456	1020	1	456	1020	1	456	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C*	1040	1	476	1040	1	476	1040	1½	476	NA
A.	Not authorized.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Gadsden; State, Ala.; Airport name, Gadsden Municipal; Elev., 564'; Facility, GAD; Procedure No. VOR Runway 6, Amdt. 6; Eff. date, 5 Mar. 70; Sup. Amdt. No. 5; Dated, 5 Feb. 70

RULES AND REGULATIONS

2963

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: JAC VOR.
JAC VOR.....	Teton FM.....	Direct.....	11,300	Climb to 12,000' via JAC R 012° to Signal Int and hold.* Supplementary charting information: *Hold S, 1 minute, right turns, 012° Inbnd. LRCC 122.1R, 123.6R.
Signal Int.....	JAC VOR.....	Direct.....	13,100	

Procedure turn E side of crs, 183° Outbnd, 003° Inbnd, 11,300' within 11 miles of Teton FM.
Final approach crs, 003°.
Minimum altitude over Teton FM, 9100'.
MSA: 090°-180°-12,800'; 180°-270°-12,000'; 270°-090°-14,800'.
NOTES: (1) Final approach from holding pattern not authorized; procedure turn required. (2) VOR and fan marker equipment required.
%IFR departure procedures: Climb visually to 8000', thence via JAC R 012° to Signal Int. Continue climb in 1-minute holding pattern right turns, 012° Inbnd to MEA/MCA for direction of flight.
#Approach not authorized when Jackson's Hole altimeter not available.
CAUTION: High terrain all quadrants.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
C#.....	8000	2	1556	8000	2	1556	8000	2	1556	8000	2	1556
A.....	2700-3#			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Jackson; State, Wyo.; Airport name, Jackson's Hole; Elev., 6444'; Facility, JAC; Procedure No. VOR-1, Amdt. 3; Eff. date, 5 Mar. 70; Sup. Amdt. No. 2; Dated, 22 Jan. 70

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 9.2 miles after passing PDX VORTAC.
PDX R 329°, 10-mile DME Fix.....	PDX VORTAC (NOPT).....	Direct.....	2500	Turn left, climb to 4000' direct to PDX VORTAC and hold. \$ Supplementary charting information: Hold N, 1 minute, right turns, 149° Inbnd. \$ Final approach crs to ARP.
Ridgefield Int.....	PDX VORTAC (NOPT).....	Direct.....	2500	
PDX R 039°, 10-mile DME Fix.....	PDX VORTAC.....	Direct.....	5500	
PDX R 054°, 10-mile DME Fix.....	PDX VORTAC.....	Direct.....	5000	
PDX R 079°, 10-mile DME Fix.....	PDX VORTAC.....	Direct.....	5000	

Procedure turn W side of crs, 329° Outbnd, 149° Inbnd, 4000' within 10 miles of PDX VORTAC.
FAF, PDX VORTAC, Final approach crs, 159°. Distance FAF to MAP, 9.2 miles.
Minimum altitude over PDX VORTAC, 2500'; over R 159°, 5-mile DME Fix, 880'.
MSA: 090°-180°-5100'; 180°-270°-3300'; 270°-090°-6000'.
NOTE: ASR/PAR.
%IFR departure procedures: Climb direct to PDX VORTAC. Continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: North-eastbound V448, 5500'; Northeastbound V448S, 2600'; Eastbound V112, 2900'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			E		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	880	1	854	880	1 1/4	854	880	1 1/2	854	980	2	954	1040	2 1/4	1014
VOR/DME Minimums:															
C.....	700	1	674	720	1	604	720	1 1/2	604	980	2	954	1040	2 1/4	1014
A.....	1000-2 Categories A, T 2-eng. or less—Runways 2/20, 700-1; Runways B, C, D; Category 10L/28L, Standard; Runways 10R/28R, RVR 24'. %			T over 2-eng.—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'. %											

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26'; Facility, PDX; Procedure No. VOR-1, Amdt. 2; Eff. date, 5 Mar. 70; Sup. Amdt. No. 1; Dated, 3 Apr. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: RCT VOR.	
HIC VOR.....	RCT NDB.....	Direct.....	2800	Right turn, climb to 2600' on RCT R 005° return to VOR and hold.* Supplementary charting information: *Hold N, 1 minute, right turns, 185° Inbnd. 1308' tower 5000' SE of airport. Nonstandard RAIL Runway 17 (8 lights). REIL's Runway 35.	
HIC VOR.....	RCT VOR.....	HIC, R 040° and RCT, R 180.	2800		

Procedure turn W side of crs, 005° Outbnd, 185° Inbnd, 2600' within 10 miles of RCT VOR.
 Final approach crs, 185°.
 Minimum altitude over RCT NDB, 1900'.
 MSA: 045°-135°-2700'; 135°-315°-2500'; 315°-045°-4000'.
 NOTE: Use Traverse City, Mich., altimeter setting, except operators with approved weather reporting service. Operators with approved weather reporting service may reduce all MDA's by 220' and straight-in Runway 17 visibility to 1 mile for Categories A, B, C and 1¼ mile for Category D.
 %Departures Runway 17, climb to 1600' on runway heading before proceeding on crs.
 #Air carrier reduction not authorized runways 8, 17, 26.
 **Standard alternate minimums for operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-17.....	1900	1	845	1900	1¼	845	1900	1¼	845	1900	1¼	845
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1900	1	845	1900	1¼	845	1900	1½	845	1900	2	845
VOR/ADF Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-17.....	1680	1	625	1680	1	625	1680	1	625	1680	1¼	625
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1840	1	785	1840	1	785	1840	1½	785	1840	2	785
A.....	Not authorized.**			T 2-eng. or less—Standard Runway 35.%#				T over 2-eng.—Standard Runway 35.%#				

City, Reed City; State, Mich.; Airport name, Miller; Elev., 1055'; Facility, RCT; Procedure No. VOR Runway 17, Amdt. 1; Eff. date, 5 Mar. 70; Sup. Amdt. No. Orig.; Dated, 12 Dec. 68

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: SFO VOR.	
OAK VOR.....	SFO VOR.....	Direct.....	3500	Climb to 1900' on SFO VOR R 101° to SF LOM/Bridge Int and hold.	
SFO VOR.....	Westlake Int.....	Direct.....	2500		
R 345°, SFO VOR CCW.....	R 281°, SFO VOR.....	11-mile Arc SFO, R 201° lead radial.	2500		
R 145°, SFO VOR CW.....	R 210°, SFO VOR.....	11-mile Arc.....	4500		
R 210°, SFO VOR CW.....	R 281°, SFO VOR.....	11-mile Arc SFO, R 271° lead radial.	2500		
11-mile DME Arc.....	Westlake Int (NOPT).....	SFO, R 281°.....	1700		

Procedure turn S of crs, 281° Outbnd, 101° Inbnd, 2500' within 10 miles of Westlake Int.
 Final approach crs, 101°.
 Minimum altitude over Westlake Int, 1700'; over Skyline 3-mile DME Fix, 1100'.
 MSA: 000°-090°-4900'; 090°-180°-4300'; 180°-270°-3100'; 270°-360°-3700'.
 NOTE: Radar vectoring.
 @ Circling not authorized S of Runway 10/28 unless following minimums are used: MDA, 1160' and VIS, 2½ miles.
 % IFR departure procedures: Departures from Runway 19 L/R require left turn be started as soon as practicable due to steeply rising terrain to 2000' immediately S of airport. All departures must comply with published SFO SID's.
 # RVR 18' authorized Runway 28L for Categories A, B, and C. RVR 20' authorized Runway 28L for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@.....	1100	1½	1090	1100	1¼	1090	1100	2	1090	1100	2¼	1090
VOR/DME Minimums:												
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@.....	840	1	830	840	1¼	830	840	1½	830	840	2	830
A.....	1200-3.			T 2-eng. or less—700-1, Runway 19L/R; Standard all other runways.%#				T over 2-eng.—700-1, Runway 19L/R; Standard all other runways.%#				

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 10'; Facility, SFO; Procedure No. VOR Runway 10L/R, Amdt. 5; Eff. date, 5 Mar. 1970; Sup. Amdt. No. VOR-10L/R, Amdt. 4; Dated, 6 Feb. 1969

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: IA LMM or 1.2-mile DME Fix.\$
Pittsburg Int.	Concord VOR	Direct	4000	Climbing left turn to 1900' to intercept and proceed via SFO R 101° or E crs I-SFO localizer to Bridge Int (or SF LOM) and hold.
Concord VOR	Berkeley Int.	Direct	4000	
R 320°, SFO VOR CW	R 011°, SFO VOR	17-mile Arc SFO, R 004° lead Radial.	4000	
R 080°, SFO VOR CCW	R 011°, SFO VOR	17-mile Arc SFO, R 018° lead Radial.	4000	Supplementary charting information: Chart 2013' obstruction in lieu of 1905' obstruction 18 miles N of SFO VOR.
Berkeley Int.	South Shore Int.	Direct	2500	Runway 19L, TDZ Elevation, 9'.
South Shore Int.	Oyster Int.	Direct	1600	

Procedure turn not authorized.
 Approach crs (profile) starts at Berkeley Int.
 Final approach crs 191°.
 Minimum altitude over Berkeley Int 4000'; over South Shore Int, 2500'; over Oyster Int, 1600'.
 MSA: 000°-090°-4900'; 090°-180°-4300'; 180°-270°-3100'; 270°-360°-3700'.
 NOTE: Radar vectoring.
 *Inoperative table does not apply to HIRL and SALS Runway 19L.
 \$DME, marker beacon or ADF equipment required.
 %IFR departure procedures: Departures from Runway 19L/R require left turn be started as soon as practicable due to steeply rising terrain to 2000' immediately S of airport.
 All departures must comply with published SFO SID's.
 #RVR 18' authorized Runway 28L for Categories A, B, and C. RVR 20' authorized Runway 28L for Category D.
 @Circling not authorized S of Runway 10/28 unless following minimums are used: MDA, 1160' and VIS, 2½ miles.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-19L*	300	1	291	300	1	291	300	1	291	300	1	291
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@	560	1	550	560	1	550	660	1½	650	660	2	650
A	Standard.			T 2-eng. or less—%700-1, Runways 19 L/R; #Standard all other runways.			T over 2-eng.—%700-1 Runways 19 L/R; #Standard all other runways.					

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 10'; Facility, SFO; Procedure No. VOR Runway 19L, Amdt. 13; Eff. date, 5 Mar 70
 Sup. Amdt. No. 12; Dated, 9 Jan. 69

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: MM or 1.4-mile DME Fix.\$
SCK VOR	Fairway Int.	SCK R 215°	6000	Climb to 3000' on SFO VOR R 281° to Olympic Int. Obstructions bordering both sides of the missed approach area require a rate of climb of at least 400 feet per minute/100K, 900 f.p.m./150K, 800 f.p.m./200K, no wind condition. Supplementary charting information: Runway 28L TDZ elevation, 10'. Runway 28R TDZ elevation, 9'.
Dumbarton Int.	Foster Int.	Direct	2000	
OSI VOR	SF LOM	Direct	4000	
SFO VOR	SF LOM	Direct	2500	
OAK VOR	SF LOM	Direct	2000	
Fairway Int.	Dumbarton Int.	Direct	4500	
Foster Int.	SF LOM (NOPT)	Direct	1600	
SJC VOR	Dumbarton Int.	Direct	2000	

Procedure turn not authorized.
 Holding pattern SF LOM, holding fix, 281° Inbnd, 101° Outbnd, left turns, 1 minute, 1900'.
 Final approach crs, 281°.
 Minimum altitude over Foster Int/DME, 2000'; over SF LOM, 1600'; over 3-mile DME, 580'.
 Distance to runway threshold at OM: Runway 28L, 5.3 miles; Runway 28R, 5.8 miles (displaced threshold).
 MSA: 000°-090°-4900'; 090°-180°-4300'; 180°-270°-3100'; 270°-360°-3700'.
 NOTE: Radar vectoring.
 *Inoperative table does not apply to HIRL and REIL Runway 28R.
 @Circling not authorized S of Runways 10/28 unless following minimums are used: MDA, 1160' and VIS, 2½ miles.
 \$DME or marker beacon equipment required.
 %IFR departure procedures: Departures from Runway 19 L/R require left turn be started as soon as practicable due to steeply rising terrain to 2000' immediately S of airport. All departures must comply with published SFO SID's or be radar vectored.
 #RVR 18 authorized Runway 28L for Categories A, B, and C. RVR 20' authorized Runway 28L for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	NAT
S-28L	580	RVR 24	570	580	RVR 24	570	580	RVR 24	570	580	RVR 50	570
S-28R*	580	RVR 50	571	580	RVR 50	571	580	RVR 50	571	580	RVR 60	571
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@	580	1	570	580	1	570	660	1½	650	660	2	650
	VOR/DME Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28L	440	RVR 24	430	440	RVR 24	430	440	RVR 24	430	440	RVR 50	430
S-28R*	440	RVR 50	431	440	RVR 50	431	440	RVR 50	431	440	RVR 50	431
A	Standard.			T 2-eng. or less—%700-1, Runway 19 L/R; #Standard all other runways.			T over 2-eng.—%700-1, Runway 19 L/R; #Standard all other runways.					

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 10'; Facility, SFO; Procedure No. VOR Runway 28 L/R, Amdt. 10; Eff. date, 5 Mar. 70;
 Sup. Amdt. No. 9; Dated, 26 June 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: SJC VOR.	
OSI VOR.....	Sunnyvale Int.....	Direct.....	3500	Climb straight ahead to 1000' then climbing	
SJC VOR.....	Sunnyvale Int.....	Direct.....	2000	left turn to 1900' direct to SJC VOR	
SFO VOR.....	Sunnyvale Int (NOPT).....	SFO R 095° and SJC R 302°.....	1900	and R 302° to Sunnyvale Int and hold.	
OAK VOR.....	Sunnyvale Int (NOPT).....	OAK R 130° and SJC R 302°.....	1900	Supplementary charting information: Chart MIRL Runways 12L/30R.	

Procedure turn not authorized. One minute holding pattern NW of Sunnyvale Int, 122° Inbnd, right turns, 1900'.
 Final approach crs, 122°.
 Minimum altitude over Sunnyvale Int, 1900'.
 MSA: 000°-180°-5400'; 180°-270°-4500'; 270°-360°-4000'.
 NOTE: Radar vectoring.
 %IFR departures must comply with published San Jose SID's or be radar vectored.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-12R.....	480	3/4	434	480	3/4	434	480	3/4	434	600	1 1/4	554
S-12L.....	480	1	428	480	1	428		NA			NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	540	1	484	540	1	484	580	1 1/4	524	680	2	624
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 30L; Standard all others.%			T over 2-eng.—RVR 24', Runway 30L; Standard all others.%					

City, San Jose; State, Calif.; Airport name, San Jose Municipal; Elev., 56'; Facility, SJC; Procedure No. VOR Runway 12 R/L, Amdt. 10; Eff. date, 5 Mar. 70; Sup. Amdt. No. 9; Dated, 26 June 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: SJC VOR.	
SJC VOR.....	Lick Int.....	Direct.....	4000	Climb to 1900' via R 302° to Sunnyvale Int	
Gilroy Int.....	Lick Int (NOPT).....	Direct.....	4000	and hold.	
				Supplementary charting information: Chart MIRL Runways 12L/30R.	

Procedure turn N side of crs, 122° Outbnd, 302° Inbnd, 4000' within 10 miles of Lick Int.
 Final approach crs, 302°.
 Minimum altitude over Lick Int, 4000'; over Edenvale Int, 2700'; over OM, 2200'.
 MSA: 000°-180°-5400'; 180°-270°-4500'; 270°-360°-4000'.
 NOTE: Radar vectoring.
 %IFR departures must comply with published San Jose SID's or be radar vectored.
 *VOR and Fan Marker receivers required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	640	1	584	640	1	584	640	1 1/4	584	680	2	624
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 30L; Standard all others.%			T over 2-eng. RVR 24', Runway 30L; Standard all others.%					

City, San Jose; State, Calif.; Airport name, San Jose Municipal; Elev., 56'; Facility, SJC; Procedure No. VOR Runway 30 L/R, Amdt. 10; Eff. date, 5 Mar. 70 Sup. Amdt. No. 9; Dated, 26 June 69

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

- Glasgow, Mont.—Glasgow International, VOR-1, Amdt. 1, 13 Nov. 1969, canceled, effective 5 Mar. 1970.
- Wurtsboro, N.Y.—Wurtsboro-Sullivan County, VOR Runway 5, Amdt. 2, 28 Aug. 1969, canceled, effective 5 Mar. 1970.

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 (BC)

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.4 miles after passing Portal Int.	
PDX VORTAC	Levee Int	Direct	3400	Climb to 3400' direct to Lake (IA) LOM and hold. When directed by ATC, turn left, climb to 4000' direct to PDX VOR TAC and hold. Supplementary charting information: SHold E, 1 minute, left turn, 278° inbound. TDZ elevation, 25'.	
UBG VORTAC	Levee Int	Direct	4000		
Pearson Int	Levee Int	Direct	3400		
Buxton Int	Levee Int (NOPT)	Direct	3200		

Procedure turn S side of crs, 278° Outbnd, 098° Inbnd, 3400' within 10 miles of Levee Int. FAF, Portal Int. Final approach crs, 098°. Distance FAF to MAP, 4.4 miles. Minimum altitude over Levee Int, 3200'; over Portal Int, 1600'.
 NOTES: (1) ASR/PAR. (2) Dual VHF receivers required for this procedure.
 %IFR departure procedures: Climb direct to PDX VORTAC. Continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above; North-eastbound V448, 5500'; northeastbound V488, 2900'; eastbound V112, 2900'.
 *Sliding scale not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			E		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10L*	500	¾	475	500	¾	475	500	¾	475	500	1	475	500	1	475
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	700	1	674	720	1	694	720	1½	694	980	2	954	1040	2¼	1014
A	Categories A, B, C, 800-2; Category D, 1000-2; Category E, 1100-2¼.			T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'.			T over 2-eng.—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'.								

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26'; Facility, I-IAP; Procedure No, LOC (BC) Runway 10L, Amdt. 6; Eff. date, 5 Mar. 70; Sup. Amdt. No. 5; Dated, 3 Apr. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.4 miles after passing Sunnyvale Int.	
OSI VOR	Sunnyvale Int	Direct	3500	Climb straight ahead to 1000', then climbing left turn to 1900' and proceed via the I-SJC localizer crs to Sunnyvale Int and hold. Supplementary charting information: Chart MIRL Runways 12L/30R.	
SJC VOR	Sunnyvale Int	Direct	2000		
SFO VOR	Sunnyvale Int (NOPT)	SFO R 095° and I-SJC LOC NW crs.	1900		
OAK VOR	Sunnyvale Int (NOPT)	OAK R 139° and I-SJC LOC NW crs.	1900		

Procedure turn not authorized. One-minute holding pattern NW of Sunnyvale Int, 122° Inbnd, right turns, 1900'. FAF, Sunnyvale Int. Final approach crs 122°. Distance FAF to MAP 5.4 miles. Minimum altitude over Sunnyvale Int, 1900'.
 NOTE: Radar vectoring.
 % IFR departures must comply with published San Jose SID's or be radar vectored.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-12R	420	¾	374	420	¾	374	420	¾	374	420	1	374
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	540	1	484	540	1	484	580	1½	524	680	2	624
A	Standard.			T 2-eng. or less—RVR 24' Runway 30L; Standard all others.%			T over 2-eng.—RVR 24 Runway 30L; Standard all others.%					

City, San Jose; State, Calif.; Airport name, San Jose Municipal; Elev., 56'; Facility I-SJC; Procedure No. LOC (BC) Runway 12R, Amdt. 6; Eff. date, 5 Mar. 70; Sup. Amdt. No. 5; Dated, 26 June 69

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

San Antonio, Tex.—International, LOC Runway 12R, Orig., 11 Dec. 1969, canceled, effective 5 Mar. 1970.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 1.3 miles after passing HKA NDB.	
Holland Int.	HKA NDB	Direct	2000	Climbing left turn to 1800' direct to HKA NDB and hold. Supplementary charting information: Hold N of HKA NDB bearing 355°-175° Inbnd, 1 minute, left turns.	
DYR VORTAC	HKA NDB	Direct	2000		

Procedure turn E side of crs, 355° Outbnd, 175° Inbnd, 1800' within 10 miles of HKA NDB.
FAF, HKA, NDB. Final approach crs, 184°. Distance FAF to MAP, 1.3 miles.
Minimum altitude over HKA NDB, 800'.
MSA: 090°-180°-1900'; 180°-160°-1800'.
NOTES: (1) Radar vectoring. (2) Use Blytheville AFB altimeter setting.
*Circling not authorized W of Runways 17-35 centerlines extended.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C		D	
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS		
S-17	760	1	504	760	1	504	NA	NA		
	MDA	VIS	HAA	MDA	VIS	HAA				
C#	760	1	504	760	1	504	NA	NA		
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Blytheville; State, Ark.; Airport name, Municipal; Elev., 256'; Facility, HKA; Procedure No. NDB (ADF) Runway 17, Amdt. Orig.; Eff. date, 5 Mar. 70

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.8 miles Runway 10L, or 3.6 miles Runway 10R after passing Capitol LOM.			
Parma Int.	Capitol LOM (NOPT)	Direct	4200	Climb to 5500' on crs 111° from Capitol LOM within 10 miles, all turns S. Supplementary charting information: Final approach crs 300' right of Runway 10L centerline at 3000', and 400' left of Runway 10R centerline at 1600'. Runway 10L, TDZ elevation, 2839'. Runway 10R, TDZ elevation, 2831'.			
Reynolds Int.	Capitol LOM	Direct	5000				
Boise VOR	Capitol LOM	Direct	4200				

Procedure turn W side of crs, 276° Outbnd, 096° Inbnd, 4200' within 10 miles of Capitol LOM.
FAF, Capitol LOM. Final approach crs, 098°. Distance FAF to MAP, 3.8 miles, Runway 10L; 3.6 miles, Runway 10R.
Minimum altitude over Capitol LOM *4000' (*4200' from Parma Int.).
MSA: 090°-090°-8600'; 090°-180°-7000'; 180°-270°-7400'; 270°-360°-8000'.
%IFR departure procedures: Takeoff Runways 28L/28R left turn. Runways 10L/10R right turn. Climb on radial 212°, BOI VORTAC within 20 miles so as to cross BOI VORTAC at or above V253 northbound, 6500'; V4N/500 eastbound, 7000'.
*Sliding scale not authorized Runway 10R.
*Circling N Runways 10L and 28R not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10L	3160	RVR 40	321	3160	RVR 40	321	3160	RVR 40	321	3160	RVR 50	321
S-10R*	3160	1	329	3160	1	329	3160	1	329	3160	1	329
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3240	1	382	3320	1	462	3320	1½	462	3420	2	562
	Category E Aircraft:											
	MDA	VIS	HAT									
S-10L	3160	RVR 50	321									
S-10R	3160	1	329									
	MDA	VIS	HAA									
C#	3600	2	742									
A	Standard.			T 2-eng. or less—Runway 10L, RVR 24'; Standard all other runways.%			T over 2-eng.—Runway 10L, RVR 24'; Standard all other runways.%					

City, Boise; State, Idaho; Airport name, Boise Air Terminal; Elev., 2858'; Facility, BOI; Procedure No. NDB (ADF) Runway 10 L & R, Amdt. 17; Eff. date, 5 Mar. 70; Sup. Amdt. No. 16; Dated, 22 July 67

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: CKM NDB.	
V-16S ^a	CKM NDB	CKM bearing 288°	2000	Climbing left turn to 2000' to CKM NDB and hold. Supplementary charting information: Hold N, 1 minute, left turns, 185° Inbd. Final approach crs intercepts a point 3000' from threshold and 500' abeam W of final approach crs. Runway 18, TDZ elevation, 173'.	
V-9W	CKM NDB	CKM bearing 108°	2000		

Procedure turn E side of crs, 005° Outbd, 185° Inbd, 2000' within 10 miles of CKM NDB.
FAF, Rich Int. Final approach crs, 185°.
Minimum altitude over Rich Int, 980'.
MSA: 090°-180°-1700'; 180°-270°-1600'; 270°-090°-1900'.
NOTE: Use Memphis altimeter setting.
*Night operations not authorized Runways 13-31.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-18	980	1	807	980	1¼	807	980	1½	807	980	1¾	807
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	V4S	HAA	MDA	VIS	HAA
C*	980	1	807	980	1¼	807	980	1½	807	980	2	807
Dual NDB Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-18	740	1	567	740	1	567	740	1	567	740	1¼	567
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	740	1	567	740	1	567	740	1½	567	740	2	567
A	Not authorized.			T 2-eng. or less—Standard.*			T over 2-eng.—Standard.*					

City, Clarksville; State, Miss.; Airport name, Fletcher Field; Elev., 173'; Facility, CKM; Procedure No. NDB (ADF) Runway 18, Amdt. Orig.; Eff. date, 5 Mar. 70

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: CKM NDB.	
V-16S	CKM NDB	CKM Bearing 288°	2000	Climbing left turn to 2000' to CKM NDB and hold. Supplementary charting information: Hold S, 1 minute, left turns, 338° Inbd. Final approach crs intercepts runway at midpoint. Runway 36, TDZ elevation, 173'.	
V-9W	CKM NDB	CKM Bearing 108°	2000		

Procedure turn W side of crs, 158° Outbd, 338° Inbd, 2000' within 10 miles of CKM NDB.
Final approach crs, 338°.
MSA: 090°-180°-1700'; 180°-270°-1600'; 270°-090°-1900'.
NOTE: Use Memphis altimeter setting.
*Night operations not authorized Runways 13-31.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
G*	800	1	627	800	1	627	800	1½	627	800	2	627
A	Not authorized.			T 2-eng. or less—Standard.*			T over 2-eng.—Standard.*					

City, Clarksdale; State, Miss.; Airport name, Fletcher Field; Elev., 173'; Facility, CKM; Procedure No. NDB (ADF) Runway 36, Amdt. Orig.; Eff. date, 5 Mar. 70

RULES AND REGULATIONS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: GGW NDB.	
GSG VOR.....	GGW NDB.....	Direct.....	4400	Climb to 4200' on 145° bearing from NDB within 10 miles, return to NDB. Supplementary charting information: Final approach crs intercepts runway centerline 2550' from threshold. LRCO, 123.6. Runway 12, TDZ elevation, 2289'.	

Procedure turn W side of crs, 325° Outbnd, 145° Inbnd, 4200' within 10 miles of GGW NDB.
 Final approach crs, 145°.
 MSA: 000°-090°-4100'; 090°-270°-3900'; 270°-360°-4300'.
 CAUTION: Runways 7/25 unlighted.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-12.....	2860	1	571	2860	1	571	2860	1	571	2860	1¼	571
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	2860	1	567	2860	1	567	2860	1½	567	2860	2	567
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Glasgow; State, Mont.; Airport name, Glasgow International; Elev., 2293'; Facility, GGW; Procedure No. NDB (ADF) Runway 12, Amdt. 1; Eff. date, 5 Mar. 70; Sup. Amdt. No. Orig.; Dated, 13 Nov. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: GGW NDB.	
GSG VOR.....	GGW NDB.....	Direct.....	4400	Climb to 4300' on 275° bearing from NDB within 10 miles, return to NDB. Supplementary charting information: Final approach crs intercepts runway centerline 3930' from threshold. LRCO, 123.6. Runway 30, TDZ elevation, 2290'.	

Procedure turn N side of crs, 095° Outbnd, 275° Inbnd, 4300' within 10 miles of GGW NDB.
 Final approach crs, 275°.
 MSA: 045°-135°-4100'; 135°-225°-3900'; 225°-315°-4000'; 315°-045°-4300'.
 CAUTION: Runways 7/25 unlighted.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-30.....	2840	1	550	2840	1	550	2840	1	550	2840	1¼	550
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	2840	1	547	2840	1	547	2840	1½	547	2860	2	567
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Glasgow; State, Mont.; Airport name, Glasgow International; Elev., 2293'; Facility, GGW; Procedure No. NDB (ADF) Runway 30, Amdt. 1; Eff. date, 5 Mar. 70; Sup. Amdt. No. Orig.; Dated, 13 Nov. 69

RULES AND REGULATIONS

2971

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: IKK NDB.
EON VORTAC.....	IKK NDB.....	Direct.....	2300	Make right-climbing turn to 2300' and re-turn to NDB and hold.* Supplementary charting information: *Hold SW of IKK NDB, 1 minute, right turns, 040° Inbnd.
Kentland Int.....	IKK NDB.....	Direct.....	2300	
Anne Int.....	IKK NDB.....	Direct.....	2300	
Bonfield Int.....	IKK NDB.....	Direct.....	2300	

Procedure turn S side of crs, 220° Outbnd, 040° Inbnd, 2300' within 10 miles of IKK NDB.

Final approach crs, 040°.

MSA: 000°-090°-2200'; 090°-180°-2100'; 180°-270°-2200'; 270°-360°-2100'.

NOTE: Use Kankakee altimeter setting through Du Page FSS, when not available, use Midway altimeter setting and circling and straight-in MDA increases 200', except for operators with approved weather reporting service.

#Standard alternate minimums authorized for operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4.....	1160	1	537	1160	1	537	1160	1	537	1160	1¼	537
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1160	1	537	1160	1	537	1160	1½	537	1180	2	557
A.....	Not authorized.#			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Kankakee; State, Ill.; Airport name, Greater Kankakee; Elev., 623'; Facility, IKK; Procedure No. NDB (ADF) Runway 4, Amdt. Orig.; Eff. date, 5 Mar. 70

Terminal routes				Missed approach
From--	To--	Via	Minimum altitudes (feet)	MAP: 5.8 miles after passing Chelsea LOM.
Chatham NDB.....	Chelsea LOM.....	Direct.....	2000	Climb to 1000' on crs. 037°, left-climbing turn to 2000' direct to Chatham NDB and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 241° Inbnd. 515' tower 1.8 miles SE of Chelsea LOM. 550' tower 3.5 miles S of Chelsea LOM. 318' stack 2.4 miles N of Chelsea LOM. 598' building 2.2 miles N of airport. 313' tower 1 mile W of airport. Runway 4, TDZ elevation, 11'.
Amboy VHF Int.....	Chelsea LOM (NOPT).....	Direct.....	1700	

Procedure turn W side of crs, 217° Outbnd, 037° Inbnd, 1700' within 10 miles of Chelsea LOM.

FAF, Chelsea LOM. Final approach crs, 037°. Distance FAF to MAP, 5.8 miles.

Minimum altitude over Chelsea LOM, 1700'.

MSA: 000°-090°-2600'; 090°-180°-1700'; 180°-270°-1800'; 270°-360°-2500'.

NOTE: Radar vectoring.

800-2 Categories A, B, and C; 900-2 Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4L.....	620	RVR 40	609	620	RVR 40	609	620	RVR 40	609	620	RVR 60	609
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	620	1	602	620	1	602	620	1½	602	900	2	882
A.....	#			T 2-eng. or less—RVR 24', Runway 4L; RVR 40', Runway 22R; Standard, Runways 11-29.			T over 2-eng.—RVR 24', Runway 4L; RVR 40', Runway 22R; Standard, Runways 11-29.					

City, Newark; State, N.J.; Airport name, Newark Airport; Elev., 18'; Facility, EW; Procedure No. NDB (ADF) Runway 4L, Amdt. Orig.; Eff. date, 5 Mar. 70

RULES AND REGULATIONS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.9 miles after passing Bergan LOM.	
Paterson NDB	Allen Int.	Direct	2000	Climb to 2000' on crs 217°, right turn direct to Chatham NDB and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 241° Inbnd. 695' tower 0.8 mile NE of Bergan LOM. 598' building 2.2 miles N of airport. 313' tower 1 mile W of airport. Runway 22R, TDZ elevation, 11'.	
Allan Int.	Bergan LOM (NOPT)	Direct	2000		

Procedure turn W side of crs, 037° Outbnd, 217° Inbnd, 2000' within 10 miles of Bergan LOM.
FAF, Bergan LOM. Final approach crs, 217°. Distance FAF to MAP, 5.9 miles.
Minimum altitude over Bergan LOM, 2000'.
MSA: 000°-090°-2600'; 090°-180°-2600'; 180°-270°-2000'; 270°-360°-2000'.
NOTE: Radar vectoring.
#800-2 Categories A, B, and C; 900-2 Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-22R	900	RVR 60	889	900	1½	889	900	1¼	889	900	2	889
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	900	1¼	882	900	1½	882	900	1¼	882	900	2	882
A	#			T 2-eng. or less—RVR 24' Runway 4L; RVR 40', Runway 22R; Standard Runway 11-29.			T over 2-eng.—RVR 40', Runway 22R; RVR 24', Runway 4L; Standard Runway 11-29.					

City, Newark; State, N.J.; Airport name, Newark Airport; Elev., 18'; Facility, AR; Procedure No. NDB (ADF) Runway 22R, Amdt. Orig.; Eff. date, 5 Mar. 1970

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.4 miles after passing PNE NDB.	
				Climbing right turn to 2000' direct to PNE NDB and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 238° Inbnd. Runway 24 TDZ elevation, 115'.	

Procedure turn N side of crs, 053° Outbnd, 238° Inbnd, 2000' within 10 miles of PNE NDB.
FAF, PNE NDB. Final approach crs, 238°. Distance FAF to MAP, 2.4 miles.
Minimum altitude over PNE NDB, 900'.
MSA: 000°-090°-2000'; 090°-180°-1600'; 180°-360°-2400'.
NOTES: (1) Radar vectoring. (2) Inoperative components table does not apply to HIRL's Runway 24. (3) Approach from a holding pattern not authorized procedure turn required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24	640	1	525	640	1	525	640	1	525	640	1¼	525
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	520	640	1	520	640	1½	520	640	2	520
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Philadelphia; State, Pa.; Airport name, North Philadelphia; Elev., 120'; Facility PNE; Procedure No. NDB (ADF) Runway 24, Amdt. 3; Eff. date, 5 Mar. 1970; Sup. Amdt. No. ADF 1, Amdt. 2; Dated, 28 May 1966

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

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: LOW NDB.			
Wade Int.	LOW NDB	Direct	12,600	Climb to 9700' on 002° bearing from NDB within 10 miles, make right turn and return to NDB and hold.* Supplementary charting information: *Hold S, 1 minute, right turns, 002° Inbnd. Final approach crs intercepts runway centerline 3600' from threshold. LRCO, 123.6. Runway 1, TDZ elevation, 6644'.			

Procedure turn E side of crs, 182° Outbnd, 002° Inbnd, 9700' within 10 miles of LOW NDB.

Final approach crs, 002°

MSA: 045°-135°-11,400'; 135°-225°-11,200'; 225°-315°-12,400'; 315°-045°-12,000'.

NOTES: (1) Sliding scale not authorized. (2) Radar vectoring. (3) Final approach from holding pattern at NDB not authorized. Procedure turn required. (4) Procedure not authorized when West Yellowstone altimeter setting not available.

% IFR departure procedure: Takeoffs all runways climb over airport clear of clouds to 8300'. Then continue climb in 1-minute right-hand holding pattern S of NDB on bearing 002° Inbnd, to depart the NDB on crs at 11,400' or above.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-1	8360	2½	1716	8360	2½	1716	8360	3	1716	8360	3¼	1716
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	8360	2½	1716	8360	2½	1716	8360	3	1716	8360	3¼	1716
A	2000-4.			T 2-eng. or less—1700-2, all runways. %			T over 2-eng.—1700-2, all runways. %					

City, West Yellowstone; State, Mont.; Airport name, Yellowstone; Elev., 6644'; Facility, LOW; Procedure No. NDB (ADF) Runway 1, Amdt. Orig.; Eff. date, 5 Mar. 70

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5 miles after passing Taft/IA LOM.			
Papi Int.	IA LOM	Direct	2300	Turn right to 285° heading, climb to 1500' then make right-climbing turn to 3500' and proceed to Lakewood Int via ORD VOR R 310° and OBK VOR R 272°. Supplementary charting information: 1460' tower 4.7 miles WNW of airport; 1413' tower 4.1 miles W of airport; 1508' tower 7 miles WSW of airport; 848' control tower on airport. IA LOM named Taft. Runway 27R, TDZ elevation, 653'.			
ORD VORTAC	IA LOM	Direct	2300				
Niles Int.	IA LOM	Direct	3000				
Warren Int.	IA LOM	Direct	2500				
Niles Int.	Beach Int.	Direct	3000				
Papi Int.	Beach Int.	Direct	2500				
Beach Int.	IA LOM (NOPT)	Direct	2200				
OBK VORTAC	IA LOM	Direct	3000				

Procedure turn N side of crs, 088° Outbnd, 268° Inbnd, 2300' within 10 miles of Taft/IA LOM.

FAF, Taft/IA LOM. Final approach crs, 268°. Distance FAF to MAP, 4.5 miles.

Minimum altitude over IA LOM, 2200'.

MSA: 045°-225°-3100'; 225°-315°-2600'; 315°-045°-2300'.

NOTE: ASR/PAR.

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

Runways 32L, 32R, 27R, visibility 2400'.

Runways 14L, 14R, visibility 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27R	1140	RVR 40	487	1140	RVR 40	487	1140	RVR 40	487	1140	RVR 50	487
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1160	1	493	1160	1	493	1160	1½	493	1220	2	553
A	Standard.			T 2-eng. or less—Standard. % #			T over 2-eng.—Standard. % #					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, IA; Procedure No. NDB (ADF) Runway 27R, Amdt. 9; Eff. date, 5 Mar. 70; Sup. Amdt. No. 8; Dated, 30 Oct. 69

RULES AND REGULATIONS

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.6 miles after passing PS LMM.
Ridge Int.	PS LMM (NOPT)	Direct	1500	Climb to 1500', right turn, direct to PS LMM and hold. Supplementary charting information: Hold N, 1 minute, right turns, 160° Inbd. Final approach crs intercepts Runway 14 centerline 3000' out. Runway 14, TDZ elevation, 22'.

Procedure turn not authorized. One-minute holding pattern N of PS LMM, 160° Inbd, right turns, 1500'.
FAF, PS LMM. Final approach crs, 160°. Distance FAF to MAP, 3.6 miles.
Minimum altitude over PS LMM, 1500'.
MSA: 000°-090°-2400'; 090°-180°-1500'; 180°-270°-1400'; 270°-360°-1700'.
NOTES: (1) ASR. (2) Use Eglin AFB altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14	360	1	338	360	1	338	NA			NA		
	MDA	VIS	HAA	MDA	VIS	HAA						
C	380	1	358	480	1	458	NA			NA		
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Destin; State, Fla.; Airport name, Destin-Fort Walton Beach; Elev., 22'; Facility, PS; Procedure No. NDB (ADF) Runway 14, Amdt. 1; Eff. date, 5 Mar. 70; Sup. Amdt. No. Orig.; Dated, 18 Sept. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: Over GAD NDB.
GAD NDB	Sibert Int.	Direct	3000	Climb to 3000', right turn, direct to GAD NDB and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 067° Inbd. Final approach crs intercepts runway centerline extended 3000' from threshold. LRCO, 122.1R, 122.6R. Runway 6, TDZ elevation, 564'.

Procedure turn S side of crs, 247° Outbd, 067° Inbd, 3000' within 10 miles of Sibert Int.
FAF, Sibert Int. Final approach crs, 067°. Distance FAF to MAP, 5.7 miles.
Minimum altitude over Sibert Int, 2200'.
MSA: 000°-090°-3000'; 090°-180°-3200'; 180°-270°-2700'; 270°-360°-2600'.
NOTES: (1) Use Anniston FSS altimeter setting. (2) Both ADF and VOR receiving equipment required for this approach.

*Local weather not available to public. Operators with approved weather reporting service authorized standard alternate minimums and authorized to decrease straight-in MDA, 100'; circling MDA Category A, 100'. Categories B and C, 60'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6*	1080	1	516	1080	1	516	1080	1	516	NA		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA			
C*	1080	1	516	1080	1	516	1080	1½	516	NA		
A	Not authorized.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Gadsden; State, Ala.; Airport name, Gadsden Municipal; Elev., 564'; Facility, GAD; Procedure No. NDB (ADF) Runway 6, Amdt. 3; Eff. date, 5 Mar. 70; Sup. Amdt. No. 2; Dated, 5 Feb. 70

RULES AND REGULATIONS

2975

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.6 miles after passing GR LOM.	
Tigerville Int.	GR LOM	Direct	3200	Climb to 4000' on 002° bearing from LOM to Tigerville Int and hold. Supplementary charting information: Hold S, 1 minute, right turns, 011° Inbnd. TDZ elevation, 1016'.	
Princeton Int.	GR LOM	Direct	2500		

Procedure turn E side of crs, 182° Outbnd, 002° Inbnd, 2200' within 10 miles of GR LOM.
FAF, GR LOM. Final approach crs, 002°. Distance FAF to MAP, 3.6 miles.
Minimum altitude over GR LOM, 2200'.
MSA: 000°-090°-5500'; 090°-180°-2100'; 180°-270°-2700'; 270°-360°-6000'.
NOTE: ASR.
*Alternate minimum not authorized when control tower not operating.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-36	1360	1	344	1360	1	344	1360	1	344	1360	1	344
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1560	1	513	1560	1	513	1560	1½	513	1680	2	633
A	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Greenville; State, S.C.; Airport name, Greenville Municipal Downtown; Elev., 1047'; Facility, GR; Procedure No. NDB (ADF) Runway 36, Amdt. 10; Eff. date, 5 Mar. 70; Sup. Amdt. No. 9; Dated, 16 Jan. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing OM.	
PDX VORTAC	SVY NDB	Direct	3400	Climb to 3400', direct to Lake (IA) LOM and hold. When directed by ATC, turn left, climb to 4000' direct to PDX VORTAC and hold. \$ Supplementary charting information: Hold E, 1-minute, left turns, 278° Inbnd. \$	
UBG VORTAC	SVY NDB	Direct	3700		
Scappoose Int.	SVY NDB (NOPT)	Direct	3200		

Procedure turn S side of crs, 278° Outbnd, 098° Inbnd, 3400' within 10 miles of SVY NDB.
FAF, OM. Final approach crs, 098°. Distance FAF to MAP, 4 miles.
Minimum altitude over SVY NDB, 3200'; over OM, 1600'; over LMM, 900'.
MSA: 000°-090°-5400'; 090°-180°-3300'; 180°-270°-4700'; 270°-360°-4000'.
NOTES: ASR/PAR.

%IFR departure procedures: Climb direct to PDX VORTAC, continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: Northeastbound V448, 5600'; northeastbound V448S, 2600'; eastbound V112, 2900'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			E		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	740	1	714	740	1	714	740	1½	714	980	2	954	1040	2¼	1014
A	1000-2, Categories A, B, C, D; Category E, 1100-2¼.			T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 2¼.%			T over 2-eng.—Runway 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 2¼.%								

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 28'; Facility, SVY; Procedure No. NDB (ADF) Runway 10R, Amdt. 16; Eff. date, 5 Mar. 70; Sup. Amdt. No. 15; Dated, 3 Apr. 69

RULES AND REGULATIONS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5 miles after passing Lake (IA) LOM.	
Groves Int.	Lake (IA) LOM	Direct	5400	Climb to 3400', direct to SVY NDB and hold. When directed by ATC, turn right, climb to 4000' direct to PDX VORTAC and hold. Supplementary charting information: Hold W, 1 minute, right turns, 098° Inbnd, \$ TDZ elevation, 26'.	
PDX VORTAC	Lake (IA) LOM	Direct	3400		
Oswego Int.	Lake (IA) LOM	Direct	3600		
Mount Scott Int.	Lake (IA) LOM	Direct	3500		

Procedure turn S side of crs, 098° Outbnd, 278° Inbnd, 3400' within 10 miles of Lake (IA) LOM.
 FAF, Lake (IA) LOM. Final approach crs, 278°. Distance FAF to MAP, 5 miles.
 Minimum altitude over Lake (IA) LOM, 1700'.
 MSA: 000°-180°-6100'; 180°-270°-3200'; 270°-360°-5400'.
 NOTES: (1) ASR/PAR. (2) Final approach from holding pattern at Lake (IA) LOM not authorized, procedure turn required. (3) Inoperative table does not apply to ALS Runway 28R.
 %IFR departure procedures: Climb direct to the PDX VORTAC. Continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: Northeastbound V448, 5500'; northeastbound V448S, 2600'; eastbound V112, 2900'.
 *Sliding scale not authorized

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			E		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28R*	680	RVR 50	654	680	RVR 50	654	680	RVR 60	654	680	1½	654	680	1½	654
C	700	1	674	720	1	694	720	1½	694	980	2	954	1040	2½	1014
A	1000-2, Categories A, B, C, D; Category E, 1100-2½.			T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'.			T over 2-eng.—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'.								

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26'; Facility, IA; Procedure No. NDB (ADF) Runway 28R, Amdt. 4; Eff. date, 5 Mar. 70; Sup Amdt. No. 3; Dated, 3 Apr. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: UCY NDB.	
				Climbing right turn to 2000' direct to UCY NDB and hold. Supplementary charting information: Hold N, 163° Inbnd, 1 minute, right turns.	

Procedure turn W side of crs, 343° Outbnd, 163° Inbnd, 2000' within 10 miles of UCY NDB.
 Final approach crs, 163°. Minimum altitude over UCY NDB, 900'.
 MSA: 000°-090°-1900'; 090°-180°-2000'; 180°-360°-1800'.
 NOTE: Use DYR FSS altimeter setting. During hours DYR FSS not operating use PUK FSS altimeter setting and increase circling and straight-in MDA 60'.
 *Night visibility increased ¼ mile.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-18*	900	1	560	900	1	560	NA	NA
C	940	1	600	940	1½	600	NA	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.	

City, Union City; State, Tenn.; Airport name, Everett-Stewart; Elev., 340'; Facility, UCY; Procedure No. NDB (ADF) Runway 18, Amdt. 2; Eff. date, 5 Mar. 70; Sup Amdt. No. 1; Dated, 28 Nov. 68

RULES AND REGULATIONS

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

Terminal routes		Missed approach	
From—	To—	Via	Minimum altitudes (feet)
Kingston VOR	Pleasantside	Direct	2700
Brewster Int.	Pleasantside	Direct	2100
Pleasantside	LOM (NOPT)	Direct	2000

MAP: 4.8 miles after passing HP LOM.
 Climbing left turn to 2000' on crs 090° to intercept CMK VOR R 200°, via R 200° to CMK VOR and hold.
 Supplementary charting information:
 Hold NE 1 minute right turns 257° Inbnd. Runway 16, TDZ elevation, 439'.

One-minute holding pattern N of HP LOM, 162° Inbnd, right turns, 2000' in lieu of procedure turn.
 FAF, HP LOM. Final approach crs, 162°. Distance FAF to MAP, 4.8 miles.
 Minimum altitude over HP LOM, 2000'.
 MSA: 000°-090°-2800'; 090°-180°-1200'; 180°-270°-2600'; 270°-360°-2900'.
 NOTE: ASR.
 *Sliding scale not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-16*	1000	3/4	561	1000	3/4	561	1000	3/4	561	1000	1	561
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1000	1	561	1000	1	561	1000	1 1/2	561	1000	2	561
A	Standard.			T 2-eng. or less—Runways 5/23 and 12/30, 300-1; Runways 16/34, Standard.			T over 2-eng.—Runways 5/23 and 12/30, 300-1; Runways 16/34 Standard.					

City, White Plains; State, N.Y.; Airport name, Westchester County; Elev., 439'; Facility, HP; Procedure No. NDB (ADF) Runway 16, Amdt. 15; Eff. date, 5 Mar. 70; Sup. Amdt. No. 14; Date, 18 Dec. 69

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		Missed approach	
From—	To—	Via	Minimum altitudes (feet)
Parma Int	Capitol LOM (NOPT)	Direct	4200
Pump Int	Capitol LOM	Direct	4500
BOI VOR	Capitol LOM	Direct	4200
Emmett Int	Capitol LOM	Direct	4500
Spring Valley Int	Capitol LOM	Direct	7000
Spring Valley Int CCW	BOI, R 315°	15-mile Arc	6200
BOI, R 315° CCW	BOI, R 276° (NOPT)	15-mile Arc BOI, R 284° lead radial.	4500
BOI, R 212° CW	Nampa Int (NOPT)	10-mile Arc BOI, R 264° lead radial.	4500

MAP: ILS DH 3039' LOC 3.8 miles after passing Capitol LOM.
 Climb to 5500' on R 111° BOI VOR within 10 miles or, when directed by ATC, right climbing turn direct to Capitol LOM.
 Continue climb to 4200' in holding pattern.
 Supplementary charting information:
 Runway 10L, TDZ elevation, 2839'.

Procedure turn S side of crs, 276° Outbnd, 096° Inbnd, 4200' within 10 miles of Capitol LOM.
 FAF, Capitol LOM. Final approach crs, 096°. Distance FAF to MAP, 3.8 miles.
 Minimum altitude over Capitol LOM, 4200' from Parma Int; glide slope not used.
 Minimum glide slope interception altitude, 4000'. Glide slope altitude at OM, 3914'; at MM, 3055'.
 Distance to runway threshold at OM, 3.8 miles; at MM, 0.6 mile.
 MSA: 000°-090°-8600'; 090°-180°-7000'; 180°-270°-7400'; 270°-360°-8000'.
 %IFR departure procedures: Takeoff Runways 28L/28R left turn. Runways 10L/10R right turn. Climb on radial 212° BOI VORTAC within 20 miles so as to cross BOI VORTAC at or above: V-253 northbound 6500'; V4N/600 eastbound, 7000'.
 § Circling N Runways 10L and 28R not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-10L	3039	RVR 24	200	3039	RVR 24	200	3039	RVR 24	200	3039	RVR 24	200
LOC:												
S-10L	3100	RVR 24	261	3100	RVR 24	261	3100	RVR 24	261	3100	RVR 40	261
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3240	1	382	3320	1	462	3320	1 1/2	462	3420	2	562
	Category E Aircraft:											
	DH	VIS	HAT									
S-10L	3039	RVR 24	200									
LOC:												
S-10L	3100	RVR 40	261									
	MDA	VIS	HAA									
C	3600	2	742									
A	Standard Categories A, B, C, D; Category E, 800-2.			T 2-eng. or less—Runway 10L, RVR 24'; Standard all other runways.%			T over 2-eng.—Runway 10L, RVR 24'; Standard all other runways.%					

City, Boise; State, Idaho; Airport name, Boise Air Terminal; Elev., 2858'; Facility, I-BOI; Procedure No. ILS Runway 10L, Amdt. 19; Eff. date, 5 Mar. 70; Sup. Amdt. No. 18; Dated, 22 July 67

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 211'; LOC 5.8 miles after passing Chelsea LOM.
From—	To—	Via		
Chatham NDB	Chelsea LOM	Direct	2000	Climb to 2000' on crs 037° proceed to Morristown Int via LGA VOR R 292° and hold. Supplementary charting information: Hold SW, 1 minute, left turns, 061° Inbnd. 515' tower 1.8 miles E of Chelsea LOM. 550' tower 3.5 miles SE of Chelsea LOM. 318' stack 2.4 miles N of Chelsea LOM. 598' building 2.2 miles N of airport. 313' tower 1 mile W of airport. Runway 4, TDZ elevation 11'.
Ambov VHF Int.	Chelsea LOM (NOPT)	Direct	1700	

Procedure turn W side of crs, 217° Outbnd, 037° Inbnd, 1700' within 10 miles of Chelsea LOM.
FAF, Chelsea LOM. Final approach crs, 037°. Distance FAF to MAP, 5.8 miles.
Minimum glide slope interception altitude, 1700'. Glide slope altitude at OM, 1688', at MM, 211'.
Distance to runway threshold at OM, 5.8 miles; at MM, 0.8 mile.
MSA: 000°-090°-2600'; 090°-180°-1700'; 180°-270°-1800'; 270°-360°-2500'.

NOTE: Radar vectoring.
*Inoperative components table does not apply to ALS Runway 4L for Categories A, B, and C with ALS inoperative 1 mile required.
#700-2 Categories A, B, and C; 900-2 Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-4L	211	RVR 24	200	211	RVR 24	200	211	RVR 24	200	211	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4L*	580	RVR 40	569	580	RVR 40	569	580	RVR 40	569	580	RVR 50	569
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	620	1	602	620	1	602	620	1½	602	900	2	882
A	#						T 2-eng. or less—RVR 24', Runway 4L; RVR 40', Runway 22R; Standard, Runways 11-29.			T over 2-eng.—RVR 24', Runway 4L; RVR 40', Runway 22R; Standard, Runways 11-29.		

City, Newark; State, N.J.; Airport name, Newark Airport; Elev., 18'; Facility, I-EWR; Procedure No. ILS Runway 4L, Amdt. Orig.; Eff. date, 5 Mar. 70

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 261'; LOC 5.9 miles after passing Bergen LOM.
From—	To—	Via		
Paterson NDB	Allan Int.	Direct	2000	Climb to 2000' on ILS SW crs to Ambov Int, right turn to R 069° ARD VOR to Kilmer Int and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 069° Inbnd. 598' building 2.2 miles N of airport. 685' tower 0.8 mile NE of Bergen LOM. 313' tower 1 mile W of airport. Runway 22R, TDZ elevation, 11'.
Allan Int.	Bergen LOM (NOPT)	Direct	2000	

Procedure turn W side of crs, 037° Outbnd, 217° Inbnd, 2000' within 10 miles of Bergen LOM.
FAF, Bergen LOM. Final approach crs, 217°. Distance FAF to MAP, 5.9 miles.
Distance FAF to MAP, 5.9 miles.
Minimum glide slope interception altitude, 2000'. Glide slope altitude at OM, 1975'; at MM, 266'.
Distance to runway threshold at OM, 5.9 miles; at MM, 0.7 mile.
MSA: 000°-090°-2600'; 090°-180°-2500'; 180°-270°-2000'; 270°-360°-2900'.
NOTES: (1) Radar vectoring. (2) The Peterboro MM underlies the procedure turn area; do not confuse with OM signal. Peterboro OM and Newark (ARK) OM at approximately same geographic location and signals simultaneously keyed to indicate one OM serving two ILS systems.
*Inoperative components table does not apply to HIRL Runway 22R.
#700-2 Categories A, B, and C; 900-2 Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-22R	261	RVR 40	250	261	RVR 40	250	261	RVR 40	250	261	RVR 40	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-22R*	620	RVR 50	609	620	RVR 50	609	620	RVR 50	609	620	RVR 60	609
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	620	1	602	620	1	602	620	1½	602	900	2	882
A	#						T 2-eng. or less—RVR 40', Runway 22R; RVR 24', Runway 4L; Standard, Runways 11-29.			T over 2-eng.—RVR 40', Runway 22R; RVR 24', Runway 4L; Standard, Runways 11-29.		

City, Newark; State, N.J.; Airport name, Newark Airport; Elev., 18'; Facility, I-ARK; Procedure No. ILS Runway 22R, Amdt. Orig.; Eff. date, 5 Mar. 70

RULES AND REGULATIONS

2979

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS: DH, 1008'. LOC: 5.9 miles after passing AN LOM.
From—	To—	Via		
Bandera Int.....	AN LOM (NOPT).....	Direct.....	3000	Climb to 3000' right turn to R 150° SAT VORTAC to Elmendorf Int., or when directed by ATC, climbing left turn to 3000' direct to SAT VORTAC then via R 033° to Mission. Supplementary charting information: Runway 12R, TDZ elevation, 808'.
SAT VORTAC.....	AN LOM.....	Direct.....	3000	
Bellaire Int.....	AN LOM.....	Direct.....	3000	
R 353°, SAT VTAC CCW.....	ANT LOC (front crs).....	10-mile Arc, R 282° lead radial.....	3000	
nt 10-mile Arc/ANT LOC (front crs).....	AN LOM (NOPT).....	LOC crs.....	2600	

Procedure turn W side of crs, 303° Outbnd, 123° Inbnd, 3000' within 10 miles of AN LOM.
FAF, AN LOM. Final approach crs, 123°. Distance PAF to MAP, 5.9 miles.
Minimum glide slope interception altitude, 2600'. Glide slope altitude at OM, 2570'; at MM, 1016', at IM, 900'.
Distance to runway threshold at OM, 5.9 miles; at MM, 0.54 mile; at IM, 0.17 mile.
MSA: 000°-360°-3100'.
NOTE: ASR.
%RVR 18' authorized runway 12R.
*Inoperative table does not apply to HIRL and ALS Runway 12R. HIRL and ALS inoperative visibility 1 mile.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-12R.....	1008	RVR 18	200	1008	RVR 18	200	1008	RVR 18	200	1008	RVR 20	200
LOC*.....	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-12R.....	1300	RVR 40	492	1300	RVR 40	492	1300	RVR 40	492	1300	RVR 40	492
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1300	1	492	1300	1	492	1300	1	492	1420	2	612
	Category II Special Authorization Required:											
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-12R.....	958 RA132	RVR 16	150	958 RA132	RVR 16	150	958 RA132	RVR 16	150	958 RA132	RVR 16	150
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-12R.....	908 RA102	RVR 12	100	908 RA102	RVR 12	100	908 RA102	RVR 12	100	908 RA102	RVR 12	100
A.....	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, San Antonio; State, Tex.; Airport name, International; Elev., 808'; Facility, I-ANT; Procedure No. ILS Runway 12R, Amdt. Orig.; Eff. date, 5 Mar. 70

RULES AND REGULATIONS

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)
Papi Int.	IA LOM	Direct	2300
ORD VORTAC	IA LOM	Direct	2300
Niles Int.	IA LOM	Direct	3000
Warren Int.	IA LOM	Direct	2500
Papi Int.	Beach Int.	Direct	2500
Niles Int.	Beach Int.	Direct	3000
Beach Int.	IA LOM (NOPT)	Direct	2200
OBK VORTAC	IA LOM	Direct	3000

MAP: ILS DH 853'; LOC 4.5 miles after passing Taft/IA LOM.

Turn right to 285° heading, climb to 1500', then make right-climbing turn to 3500', and proceed to Lakewood Int. via ORD VOR R 310° and OBK VOR R 272°.

Supplementary charting information:
 IA LOM named Taft.
 1460' tower 4.7 miles WNW of airport.
 1413' tower 4.1 miles W of airport.
 1508' tower 7 miles WSW of airport.
 848' control tower on airport.
 Runway 27R, TDZ elevation, 653'.

Procedure turn N side of crs, 088° Outbnd, 268° Inbnd, 2300' within 10 miles of Taft/IA LOM.
 FAF, Taft/IA LOM. Final approach crs, 268°. Distance FAF to MAP, 4.5 miles.
 Minimum altitude over IA LOM, 2200'.
 Minimum glide slope interception altitude, 2200'. Glide slope altitude at OM, 2130'; at MM, 860'.
 Distance to runway threshold at OM, 4.5 miles; at MM, 0.6 mile.
 MSA: 045°-225°-3100'; 225°-315°-2600'; 315°-045°-2300'.

NOTES: (1) ASR/PAR. (2) Back crs unusable Runway 27R.
 CAUTION: When conducting a parallel approach, Parallel ILS Runways 27R procedure must be used.
 %IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.
 #Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-27R	853	RVR 24	200	853	RVR 24	200	853	RVR 24	200	853	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27R	1080	RVR 24	427	1080	RVR 24	427	1080	RVR 24	427	1080	RVR 40	427
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1160	1	493	1160	1	493	1160	1½	493	1220	2	553
A	Standard.			T 2-eng. or less—Standard.%#			T over 2-eng.—Standard.%#					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, I-IAC; Procedure No. ILS Runway 27R, Amdt. II; Eff. date, 5 Mar. 70; Sup. Amdt. No. 10; Dated, 30 Oct. 69

RULES AND REGULATIONS

2981

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 853'; LOC 4.5 miles after passing Taft/IA LOM.	
Edens Int.....	IA LOM (when glide slope not utilized). I-IAC LOC.....		2200	Turn right to 285° heading, climb to 1500' then make right-climbing turn to 3500' and proceed to Lakewood Int via ORD R 310° and OBK R 272°. Supplementary charting information: Parallel procedures Runways 27L and 27R to be issued on adjoining plates. IA LOM named Taft. 1460' tower 4.7 miles WNW of airport. 1413' tower 4.1 miles W of airport. 1508' tower 7 miles WSW of airport. 848' control tower on airport. Runway 27R, TDZ elevation, 653'.	

Procedure turn not authorized. Approach crs (profile) starts at Eden Int. FAF, Taft/IA LOM. Final approach crs, 268°. Distance FAF to MAP, 4.5 miles. Minimum altitude over Edens Int, 3000'; over IA LOM, 2200'. Minimum glide slope interception altitude, 3000'. Glide slope altitude at OM, 2130'; at MM, 860'. Distance to runway threshold at OM, 4.5 miles; at MM, 0.6 mile.

- NOTES: See adjoining plate for parallel ILS Runway 27L.
 1. Use of this procedure is mandatory when conducting a parallel ILS approach and is authorized only when airborne 75MC (or ADF) and localizer receivers are operating simultaneously.
 2. ASR/PAR—Radar required—Back crs unusable Runway 27R.
 3. A radar fix in lieu of Edens Int will be provided upon pilot's request.
 4. Notify approach control immediately if any required airborne receiver is malfunctioning or parallel approach is not desired.
 %IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.
 #Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-27R.....	8353	RVR 24	200	853	RVR 24	200	853	RVR 24	200	853	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27R.....	1080	RVR 24	427	1080	RVR 24	427	1080	RVR 24	427	1080	RVR 40	427
C.....	NA			NA			NA			NA		
A.....	Standard.			T 2-eng. or less—Standard.#%			T over 2-eng.—Standard%#.					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility I-IAC; Procedure No. Parallel ILS Runway 27R, Amdt. 1; Eff. date, 5 Mar. 70
 Sup. Amdt. No. Orig.; Dated, 30 Oct. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 1316'; LOC 3.6 miles after passing GR LOM.	
Tigerville Int.....	GR LOM.....	Direct.....	3200	Climb to 4000' on 002° bearing from LOM to Tigerville Int and hold. Supplementary charting information: Hold S, 1 minute, right turns, 011° Inbnd. TDZ elevation, 1016'.	
Princeton Int.....	GR LOM.....	Direct.....	2500		

Procedure turn E side of crs, 182° Outbd, 002° Inbnd, 2200' within 10 miles of GR LOM. FAF, GR LOM. Final approach crs, 002°. Distance FAF to MAP, 3.6 miles. Minimum glide slope interception altitude, 2200'. Glide slope altitude at OM, 2174'; at MM, 1220'. Distance to runway threshold at OM, 3.6 miles; at MM, 0.6 mile. MSA: 090°-090°—5500'; 090°-180°—2100'; 180°-270°—2700'; 270°-360°—6000'. NOTES: (1) ASR. (2) Localizer back crs unusable. Front crs unusable beyond 60° either side of centerline. (3) Glide slope unusable below 1316' MSL. *Alternate minimum not authorized when control tower not operating.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-36.....	1316	¾	300	1316	¾	300	1316	¾	300	1316	¾	300
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-36.....	1316	¾	300	1316	¾	300	1316	¾	300	1316	¾	300
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1560	1	513	1560	1	513	1560	1½	513	1680	2	633
A.....	Standard.*			T 2-eng. or less—Standard:			T over 2-eng.—Standard:					

City, Greenville; State, S.C.; Airport name, Greenville Municipal Downtown; Elev., 1047'; Facility, I-GRL; Procedure No. ILS Runway 36, Amdt. 14; Eff. date, 5 Mar. 70
 Sup. Amdt. No. 13; Dated, 16 Jan. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 220'; LOC 4 miles after passing OM.	
Kalama Int.....	SVY NDB.....	Direct.....	3600	Climb to 3400' direct to Lake (IA) LOM and hold. When directed by ATC, climb straight ahead to 400'; turn left, continue climb to 4000', direct to PDX VORTAC and hold.\$ Supplementary charting information: \$Hold E, 1 minute, left turns, 278° Inbnd. TDZ elevation, 20'.	
Oswego Int.....	SVY NDB.....	Direct.....	4000		
PDX VORTAC.....	SVY NDB.....	Direct.....	3400		
UBG VORTAC.....	SVY NDB.....	Direct.....	3700		
Scappoose Int.....	SVY NDB (NOPT).....	Direct.....	3200		

Procedure turn S side of crs, 278° Outbnd, 098° Inbnd, 3400' within 10 miles of SVY NDB.
 FAF, OM. Final approach crs, 098°. Distance FAF to MAP, 4 miles.
 Minimum altitude over OM, 1371'.
 Minimum glide slope interception altitude, 3200'. Glide slope altitude at SVY NDB, 3111'; at OM, 1371'; at MM, 280'.
 Distance to runway threshold at SVY NDB, 9.5 miles; at OM, 4 miles; at MM, 0.6 mile.
 MSA: 000°-090°-5400'; 090°-180°-3300'; 180°-270°-4700'; 270°-360°-4000'.
 NOTE: ASR/PAR.
 %IFR departure procedures: Climb direct to PDX VORTAC. Continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above; North-eastbound V448, 5500'; northeastbound V448S, 2600'; eastbound V112, 2900'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-10R.....	220	RVR 24	200	220	RVR 24	200	220	RVR 24	200	220	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10R.....	500	RVR 24	480	500	RVR 24	480	500	RVR 24	480	500	RVR 40	480
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	700	1	674	720	1	694	720	1½	694	980	2	954
Category E Aircraft:												
	DH	VIS	HAT									
S-10R.....	220	RVR 24	200									
LOC:	MDA	VIS	HAT									
S-10R.....	500	RVR 40	480									
	MDA	VIS	HAA									
C.....	1040	2¼	1014									
A.....	Categories A, B, C, 700-2; Category D, 1000-2; Category E, 1100-2¼.			T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24.%			T over 2-eng.—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24.%					

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26'; Facility, I-PDX; Procedure No. ILS Runway 10R, Amdt. 18; Eff. date, 5 Mar. 70; Sup. Amdt. No. 17; Dated, 3 Apr. 69

RULES AND REGULATIONS

2983

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 326'; LOC 5 miles after passing OM.
Groves Int.....	Lake (IA) LOM.....	Direct.....	5400	Climb to 3400', direct to SVY NDB and hold. When directed by ATC, climb straight ahead to 400', turn right, climb to 4500', direct to PDX VORTAC and hold. Supplementary charting information: \$Hold W, 1 minute, right turns, 008° Inbnd. TDZ elevation, 28'.
PDX VORTAC.....	Lake (IA) LOM.....	Direct.....	3400	
Mount Scott Int.....	Lake (IA) LOM.....	Direct.....	3500	
Oswego Int.....	Lake (IA) LOM.....	Direct.....	3600	

Procedure turn S side of crs, 098° Outbnd, 278° Inbnd, 3400' within 10 miles of Lake (IA) LOM.
FAF, OM. Final approach crs, 278°. Distance FAF to MAP, 5 miles.
Minimum altitude over Lake (IA) LOM, 1700'.
Glide slope interception altitude, 2900'.* Glide slope altitude at OM, 1708'; at MM, 284'.
Distance to runway threshold at OM, 5 miles; at MM, 0.6 mile.
MSA: 000°-180°-6100'; 180°-270°-3200'; 270°-360°-5400'.
Notes: (1) ASR/PAR. (2) Sliding scale not authorized. (3) Final approach from holding pattern at LOM not authorized, procedure turn required. (4) Inoperative table does not apply to HIRL or ALS Runway 28R. (5) Glide slope unusable below 326'.
*IFR departure procedures: Climb direct to PDX VORTAC, continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: North-eastbound V448, 5500'; northeastbound V448S, 2600'; eastbound V112, 2900'.
*1700' glide slope not used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-28R.....	326	RVR 50	300	326	RVR 50	300	326	RVR 50	300	326	RVR 50	300
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28R*.....	560	RVR 50	534	560	RVR 50	534	560	RVR 50	534	560	RVR 60	534
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	700	1	674	720	1	694	720	1½	694	980	2	954
	Category E Aircraft:											
	DH	VIS	HAT									
S-28R.....	326	RVR 50	300									
LOC:	MDA	VIS	HAT									
S-28R*.....	560	RVR 60	534									
	MDA	VIS	HAA									
C.....	1040	2¼	1014									
A.....	Categories A, B, C, 700-2; Category D, 1000-2; Category E, 1100-2¼.			T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R RVR 24.1%.			T over 2-eng.—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24.1%.					

City, Portland; State, Orig.; Airport name, Portland International; Elev., 26'; Facility, I-IAP; Procedure No. ILS Runway 28R, Amdt. 4; Eff. date, 5 Mar. 70; Sup. Amdt. No. 3; Dated, 3 Apr. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: DH 259'. LOC 4.5 miles after passing Oyster Int.
From—	To—	Via			
Pittsburg Int.....	Concord VOR.....	Direct.....	4000	Climb straight ahead to 311', then a climbing left turn to 1900' to intercept and proceed via SFO VOR R 101° or E crs I-SFO localizer to Bridge Int (or SF LOM) and hold. Supplementary charting information: Chart 2013' obstruction 18 miles N of SFO in lieu of 1905 obstruction. Runway 19L, TDZ elevation, 9'.	
Concord VOR.....	Berkeley Int.....	Direct.....	4000		
R 320°, SFO VOR CW.....	R 011°, SFO VOR.....	17-mile Arc SFO, R 004°, lead radial.	4000		
R 080°, SFO VOR CCW.....	R 011°, SFO VOR.....	17-mile Arc SFO R 018°, lead radial.	4000		
Berkeley Int.....	South Shore Int.....	Direct.....	2500		
South Shore Int.....	Oyster Int.....	Direct.....	1600		

Procedure turn not authorized.
 Approach crs (profile) starts at Berkeley Int.
 FAF, Oyster Int. Final approach crs, 191°. Distance FAF to MAP, 4.5 miles.
 Minimum altitude over Berkeley Int, 4000'; over South Shore Int, 2500'.
 Minimum glide slope interception altitude, 1600'. Glide slope altitude at Oyster Int, 1580'. at MM, 235'.
 Distance to runway threshold at Oyster Int, 5.1 miles; at MM, 0.6 mile.
 NOTE: Radar vectoring.
 @ Circling not authorized S of Runways 10/28 unless following minimums are used: MDA, 1160' and VIS, 2 1/4 miles.
 %IFR departure procedures: Departures from Runway 19 L/R require left turn be started as soon as practicable due to steeply rising terrain to 2000' immediately S of airport.
 All departures must comply with published SFO SID's.
 #RVR 18' authorized Runway 28L for Categories A, B, and C. RVR 20' authorized Runway 28L for Category D.
 *Inoperative table does not apply to HIRL and SALS Runway 19L.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	
S-19L*	259	3/4	250	259	3/4	250	259	3/4	250	259	3/4	250	
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-19L*	300	1	291	300	1	291	300	1	291	300	1	291	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C@	560	1	550	560	1	550	660	1 1/2	650	660	2	650	
A	700-2.	T 2-eng. or less—700-1, Runway 19 L/R; #Standard all other runways.%						T over 2-eng.—700-1, Runway 19 L/R; #Standard all other runways.%					

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 10'; Facility, I-SIA; Procedure No. ILS Runway 19L, Amdt. 3; Eff. date, 5 Mar. 70; Sup. Amdt. No. 2; Dated, 6 Feb. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

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

Procedure turn not authorized.
 Holding pattern SF LOM holding fix, 281° Inbnd, 191° Outbnd, left turns, 1 minute, 1900'.
 FAF, SF LOM. Final approach crs, 281°. Distance FAF to MAP, 4.7 miles.
 Minimum altitude over Foster Int, 2000'; over SF LOM, 1600'.
 Minimum glide slope interception altitude, #2000'. Glide slope altitude at Dumbarton Int, 4530'; over Foster Int, 2937'; over OM, 1603'; over MM, 231'; over IM, 112'.
 Distance to runway threshold at OM, 5.3 miles; at MM, 0.6 mile; at IM, 989'.
 MSA: 000°-180°-5000'; 180°-360°-3700'.
 NOTE: Radar vectoring.
 **Maximum authorized altitude 12,000'.
 #1900' when intercepting from SF LOM holding pattern.
 @Circling not authorized S of Runways 10/28 unless following minimums are used. MDA, 1160' and VIS, 2½ miles.
 #RVR 18' authorized Runway 28L for Categories A, B, and C. RVR 20' authorized Runway 28L for Category D.
 *Inoperative table does not apply to HIRL and REIL Runway 28R.
 %IFR departure procedures: Departures from Runway 19 L/R require left turn be started as soon as practicable due to steeply rising terrain to 2000' immediately S of airport. All departures must comply with published SFO SID's or be radar vectored.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-28L	210	RVR 18'	200	210	RVR 18'	200	210	RVR 18'	200	210	RVR 20'	200
S-28R*	400	RVR 50'	391	400	RVR 50'	391	600	1½	591	600	2	591
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28L	440	RVR 24'	430	440	RVR 24'	430	440	RVR 24'	430	440	RVR 40'	430
LOC:*	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28R	440	RVR 50'	431	440	RVR 50'	431	600	1½	591	600	2	591
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@	500	1	550	500	1	550	600	1½	550	600	2	650
A	700-2.			T 2-eng. or less—700-1, Runway 19 L/R; Standard all other runways.#%			T over 2-eng.—700-1, Runway 19 L/R; Standard all other runways.#%					

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 10'; Facility, I-SFO; Procedure No. ILS Runway 28L, Amdt. 3; Eff. date, 5 Mar. 70; Sup. Amdt. No. 2; Dated, 26 June 69

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS, DH 236'; LOC, 4.6 miles after OM.
SJC VOR	Lick Int.	Direct	4000	Climb to 1900' via NW crs I-SJC Localizer to Sunnyvale Int and hold. Supplementary charting information: Chart MIRL Runway 12L/30R. Chart glide slope interception 71, 750' from approach end of displaced threshold at 4000'.
Gilroy Int.	Lick Int (NOPT)	Direct	4000	

Procedure turn N side of crs, 122° Outbnd, 302° Inbnd, 4000' within 10 miles of Lick Int.
 FAF, OM. Final approach crs, 302°. Distance FAF to MAP, 4.6 miles.
 Minimum altitude over Edenvale Int, 2280'; over OM, 1752'.
 Minimum glide slope interception altitude, 4000'. Glide slope altitude at Edenvale Int., 2280'; at OM, 1752'; at MM, 296'.
 Distance to runway threshold at OM, 5.1 miles; at MM, 0.5 mile.
 NOTES: (1) Radar vectoring. (2) Glide slope unusable below 230'.
 #3000' when authorized by ATC.
 %IFR departures must comply with published San Jose SID's or be radar vectored.
 \$Categories A, B, and C; Increase visibility ¼ mile for inoperative ALS Runway 30L.
 *2900 glide slope not used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
ILS:												
S-30L	256	RVR 24'	200	256	RVR 24'	200	256	RVR 24'	200	256	RVR 24'	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-30L\$	640	RVR 40'	584	640	RVR 40'	584	640	RVR 40'	584	640	RVR 50'	584
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	584	640	1	584	640	1½	584	680	2	624
A	800-2.			T 2-eng. or less—RVR 24' Runway 30L; Standard all others.%			T over 2-eng.—RVR 24' Runway 30L; Standard all others.%					

City, San Jose; State, Calif.; Airport name, San Jose Municipal; Elev., 56'; Facility, I-SJC; Procedure No. ILS Runway 30L, Amdt. 7; Eff. date, 5 Mar. 70; Sup. Amdt. No. 6; Dated, 26 June 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 639'. LOC, 4.8 miles after passing HP LOM.	
Kingston VOR.....	Pleasantide.....	Direct.....	2700	Climbing left turn to 2000' on crs 090° to intercept CMK VOR R 200°, via R 200° to CMK VOR and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 257° Inbnd. Runway 16, TDZ elevation, 439'.	
Brewster Int.....	Pleasantide.....	Direct.....	2100		
Pleasantide.....	LOM (NOPT).....	Direct.....	2000		

One-minute holding pattern N of HP LOM, 162° Inbnd, right turns, 2000' in lieu of procedure turn.
FAF, HP LOM. Final approach crs, 162°. Distance FAF to MAP, 4.8 miles.
Minimum glide slope interception altitude, 2000'. Glide slope altitude at OM, 2000'; at MM, 632'.
Distance to runway threshold at OM, 4.8 miles; at MM 0.5 mile.
MSA: 090°-090°-2800'; 090°-180°-2100'; 180°-270°-2600'; 270°-360°-2900'.
NOTES: (1) Back crs unusable. (2) ASR.
*Inoperative components table for ALS does not apply for Categories A, B, C, 1-mile visibility required for inoperative ALS.
#Sliding scale not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-16#.....	639	½	200	639	½	200	639	½	200	639	½	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-16*.....	940	¾	501	940	¾	501	940	¾	501	940	1	501
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	940	1	501	940	1	501	940	1½	501	1000	2	561
A.....	Standard.			T 2-eng. or less—Runways 5/23 and 12/30, 300-1; Runway 16/34 Standard.			T over 2-eng.—Runways 5/23 and 12/30, 300-1; Runway 16/34 Standard.					

City, White Plains; State, N.Y.; Airport name, Westchester County; Elev., 439'; Facility, I-HPN; Procedure No. ILS Runway 16, Amdt. 15; Eff. date, 5 Mar. 70; Sup. Amdt. No. 14; Dated, 18 Dec. 69

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

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

From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Notes
278°	310°	60	4000	40	3400							1. Excludes R-5206 below 7000' when activated. 2. 40- and 60-mile Arcs exclude 3-mile circle around 1520' and 1740' buildings at 225°-22 miles. 3. FAF 5 miles from Runway 16 threshold, minimum altitude, 2000'. 4. FAC 162°. 5. Runway 16, TDZ elevation, 439'.
310°	360°	60	5000	40	3400							
000°	050°	60	4000	40	3400							
050°	084°	60	3500	40	2500							
084°	215°	60	2000	40	2000							
215°	278°	60	3000	40	3000							
270°	050°			30	3200	16	2000					
050°	270°			30	2000	16	2000					

Missed approach: Runway 16—Climb on runway heading to 1500'. Then climbing left turn to 2000' direct to CMK VOR and hold. (Hold E on CMK R 077°, 1 minute, right turns.)
Descend aircraft after passing FAF, but maintain 1100' until passing the 2-mile fix.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-16.....	900	¾	461	900	¾	461	900	¾	461	900	¾	461
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	960	1	521	960	1	521	960	1½	521	1000	2	561
A.....	Standard.			T 2-eng. or less—Runways 5/23 and 12/30, 300-1; Runway 16/34 Standard.			T over 2-eng.—Runways 5/23 and 12/30, 300-1; Runway 16/34 Standard.					

City, White Plains; State, N.Y.; Airport name, Westchester County; Elev., 439'; Facility, HPN Radar; Procedure No. Radar Runway 16, Amdt. Orig.; Eff. date, 5 Mar. 70

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

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

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

From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Notes
As established by Chicago O'Hare ASR minimum altitude vectoring charts. Radar will provide 1000' vertical clearance within 3-mile radius of the following towers:												
1187', 15 miles NW.	1504', 14.2 miles SE.											1. Descend aircraft after passing FAF 5 miles from threshold, all runways. 2. Runway 27L minimum altitude over 3-mile fix, 1300'. 3. Runway 9R minimum altitude over 4-mile fix, 1700'. 4. Runway 4 minimum altitude over 3-mile fix, 1400'. 5. Runway 22 minimum altitude over 4-mile fix, 1700'. Supplementary charting information: Runway TDZ elevations: 4, 657'. 14R, 667'. 27R, 653'. 9R, 665'. 22, 650'. 32L, 656'. 14L, 652'. 27L, 651'. 32R, 652'.
1460', 5.5 miles W.	1260', 10 miles SSW.											
1413', 4.9 miles W.	1125', 8 miles SW.											
1508', 7.2 miles SW.	1549', 13.9 miles SE.											
1185', 4.8 miles SW.	2049', 13.9 miles SE.											
1120', 3.5 miles SW.	1138', 15 miles SW.											

Missed approach:
Runway 4—Climb straight ahead to 3500' and proceed to Evanston Int via ORD VOR R 075°.
Runway 9R—Climb to 3500' and proceed to Evanston Int via ORD VOR R 075°.
Runway 27L—Climb to 250' heading, climb to 1500', then make left-climbing turn to 3500' and proceed to DPA VOR via R 085°.
Runway 27R—Turn right to 285° heading, climb to 1500', then make right-climbing turn to 3500' and proceed direct to OBKVOR.
Runway 22—Climb to 3500' on a crs of 220° and proceed to DPA VOR via R 085°.
Runway 14R—Right turn to 1500' on heading 185°, then make right-climbing turn to 3500' and proceed to DPA VOR via R 085°.
Runway 32R—Turn right to 335° heading, climb to 1500', then make right-climbing turn to 3500' and proceed to Evanston Int via ORD R 075°.
Runway 32L—Climb straight ahead to 1500' then make climbing left turn to 3500' and proceed direct to DPA VOR.
Runway 14L—Left-climbing turn to 1500' on heading 090°, then make left-climbing turn to 3500' and proceed to Evanston Int via ORD R 075°.
NOTES: (1) Inoperative table does not apply to HIRL Runways 9R and 27L. (2) Inoperative table does not apply to REIL's Runways 22 and 27L. (3) Inoperative table does not apply to SALS Runway 4.
%IFR departures: Takeoffs on Runway 32L, when weather is below 1000-3, climb to 2000' on runway heading prior to making left turn.
#Runways 32L, 32R, 27R, VIS 2400'. Runways 14L, 14R, VIS 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
Precision Approaches:												
S-14L	852	RVR 18	200	852	RVR 18	200	852	RVR 18	200	852	RVR 20	200
S-14R	867	RVR 18	200	867	RVR 18	200	867	RVR 18	200	867	RVR 20	200
S-32L	856	RVR 24	200	856	RVR 24	200	856	RVR 24	200	856	RVR 24	200
S-32R	852	RVR 24	200	852	RVR 24	200	852	RVR 24	200	852	RVR 24	200
S-27R	853	RVR 24	200	853	RVR 24	200	853	RVR 24	200	853	RVR 24	200
S-4	907	3/4	250	907	3/4	250	907	3/4	250	907	3/4	250
S-22	900	3/4	250	900	3/4	250	900	3/4	250	900	3/4	250
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1160	1	493	1160	1	493	1160	1 1/2	493	1220	2	553
Surveillance Approaches:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14L	1120	RVR 24	468	1120	RVR 24	468	1120	RVR 24	468	1120	RVR 50	468
S-14R	1120	RVR 24	453	1120	RVR 24	453	1120	RVR 24	453	1120	RVR 50	453
S-32L	1080	RVR 24	424	1080	RVR 24	424	1080	RVR 24	424	1080	RVR 50	424
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32R	1080	RVR 24	428	1080	RVR 24	428	1080	RVR 24	428	1080	RVR 50	428
S-27L	1080	1	429	1080	1	429	1080	1	429	1080	1	429
S-27R	1080	RVR 24	427	1080	RVR 24	427	1080	RVR 24	427	1080	RVR 50	427
S-4	1100	1	435	1100	1	435	1100	1	435	1100	1	435
S-4	1160	2	503	1160	2	503	1160	2	503	1160	2	503
S-22	1120	1	470	1120	1	470	1120	1	470	1120	1	470
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C—Runways 14L & R, 32L & R, 27R & L, 9R, 22	1160	1	493	1160	1	493	1160	1 1/2	493	1220	2	553
C-4	1160	2	493	1160	2	493	1160	2	493	1220	2	553
A	Standard.			T 2-eng. or less—Standard.%#			T over 2-eng.—Standard.%#					

City, Chicago; State, Ill.; Airport name, Chicago O'Hare International; Elev., 667'; Facility, O'Hare Radar; Procedure No. Radar-1, Amdt. 20; Eff. date, 5 Mar 1970; Sup. Amdt. No. 19; Dated, 11 Dec. 1969

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			
As established by Greenville, S.C., ASR minimum altitude vectoring charts.										1. Descend aircraft after passing FAF. 2. Runway 36 FAF—5 miles from threshold. TDZ elevation, 1016'. 3. Runway 18 FAF—5 miles from threshold. TDZ elevation, 1047'. Supplementary charting information: MTI required for surveillance approaches. Tigerville Int: Hold S, 1 minute, right turns, 011° Inbnd. GR LOM: Hold S, 1 minute, right turns, 002° Inbnd. *Alternate minimum not authorized when control tower not operating.		

Missed approach:
 Runway 18—Climb to 3200' on crs of 182° to GR LOM and hold.
 Runway 36—Climb to 4000' on 002° bearing from GR LOM to Tigerville Int and hold.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
-36	1380	¾	364	1380	¾	364	1380	¾	364	1380	1	364
-18	1520	1	473	1520	1	473	1520	1	473	1520	1	473
S												
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1560	1	513	1560	1	513	1560	1½	513	1680	2	633
A	Standard.*			T 2-eng. or less.—Standard.			T over 2-eng.—Standard.					

City, Greenville; State, S.C.; Airport name, Greenville Municipal Downtown; Elev., 1047'; Facility, GRL Radar; Procedure No. Radar-1, Amdt. 5; Eff. date, 5 Mar. 70; Sup. Amdt. No. 4; Dated, 16 Jan. 69

As established by Portland ASR minimum vectoring chart.

1. Descend aircraft to MDA after FAF.
 2. Runway 10R—Minimum altitude over FAF, 1800', 6 miles from threshold; minimum altitude over 3-mile fix, 900'. TDZ elevation, 20'.
 3. Runway 28R—Minimum altitude over FAF, 1800', 6 miles from threshold. TDZ elevation, 20'.
 4. Runway 20—Minimum altitude over FAF, 1800', 6 miles from threshold. TDZ elevation, 23'.
- *Sliding scale not authorized. Inoperative components table does not apply to HIRL or ALS Runways 10R and 28R for ASR approaches.

Lost Communication: Proceed direct to PDX VOR at 4000' or last assigned altitude, whichever is higher and execute VOR 1 approach. Monitor VOR voice.
 Missed approach: All Runways: Climb to 4000', direct to PDX VORTAC and hold. When directed by ATC Runway 10R, climb to 3400' direct to Lake (IA) LOM and hold; Runway 28R, climb to 3400' direct to SVY NDB and hold.
 %IFR departure procedures: Climb direct to PDX VORTAC. Continue climb on R 325° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: North-eastbound V448, 5500'; northeastbound V448S, 2600'; eastbound V112, 2900'.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR—Continued
DAY AND NIGHT MINIMUMS

Cond:	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
Precision Approach:												
8-10R.....	220	RVR 24	200	220	RVR 24	200	220	RVR 24	200	220	RVR 24	200
Surveillance Approaches:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-10R*	680	RVR 50	660	680	RVR 50	660	680	RVR 60	660	680	1½	660
8-28R*	720	RVR 50	694	720	RVR 50	694	720	RVR 60	694	720	1½	694
8-20*	680	1	657	680	1	657	680	1½	657	680	1½	657
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	720	1	694	720	1	694	720	1½	694	980	2	954
Category E Aircraft:												
Precision Approach:												
	DH	VIS	HAT									
8-10R.....	220	RVR 24	200									
Surveillance Approaches:												
	MDA	VIS	HAT									
8-10R*	680	1½	660									
8-28R*	720	1½	694									
8-20*	680	1½	657									
	MDA	VIS	HAA									
C.....	1040	2½	1014									
A.....	1000-2, Categories A, B, C, D; Category E, 1100-2½.			T 2-eng. or less—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'.			T over 2-eng.—Runways 2/20, 700-1; Runways 10L/28L, Standard; Runways 10R/28R, RVR 24'.					

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26'; Facility, Portland Radar; Procedure No. Radar-1, Amdt. 14; Eff. date, 5 Mar. 70; Sup. Amdt. No. 13; Dated, 3 Apr. 69

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

- San Francisco, Calif.—San Francisco International, Radar-1, Amdt. 10, 9 June 1969, canceled, effective 5 Mar. 1970.
- San Jose, Calif.—San Jose Municipal, Radar-1, Amdt. 8, 26 June 1969, canceled, effective 5 Mar. 1970.

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., on February 2, 1970.

JAMES F. RUDOLPH,
Director, Flight Standards Service.

[F.R. Doc. 70-1503; Filed, Feb. 12, 1970; 8:45 a.m.]

Title 29—LABOR

Chapter IV—Office of Labor-Management and Welfare-Pension Reports, Department of Labor

SUBCHAPTER A—LABOR MANAGEMENT REPORTS

PUBLIC INFORMATION REPORTS

Miscellaneous Amendments to Subchapter

Amendments to certain parts of Chapter IV of Title 29, Code of Federal Regulations are made below to bring up-to-date references to the Department's rules on the disclosure of information, which are now published in Part 70, Title 29, Code of Federal Regulations.

Notice and public procedure are omitted as unnecessary because the amendments are only editorial in character and make no substantive changes in the rules involved.

Therefore, pursuant to the authority in section 208 of the Labor-Management Reporting and Disclosure Act of 1959 (sec. 208, 73 Stat. 529; 29 U.S.C. 438), and Secretary's Order No. 16-68 (33 F.R. 15574) and in accordance with 5 U.S.C. 552, title 29 of the Code of Federal Regulations is amended as follows:

PART 402—LABOR ORGANIZATION INFORMATION REPORTS

1. In § 402.3, paragraph (b) is revised as follows:

§ 402.3 Filing of initial reports.

(b) A labor organization subject to paragraph (a) of this section may adopt or may have adopted as its constitution and bylaws (whether by formal action or by virtue of affiliation with a parent organization) a constitution and bylaws of a national or international labor organization which the national or international organization is required to file under section 201(a) of the Act and this part. In such a case, a filing by the national or international labor organization of copies of such constitution and bylaws will be accepted as a filing of such documents by each such adopting labor organization within the meaning of section 201(a) of the Act and this part, if the following conditions are met: (1) The national or international labor organizations shows in its report filed under paragraph (a) of this section that copies of its constitution and bylaws are being filed on behalf of such adopting organizations as well as on its own behalf, and files such number of additional copies as the Director, Office of Labor-Management and Welfare-Pension Reports, may request, and (2) the adopting labor organization shows in its report filed under paragraph (a) of this section that the national or international constitution and bylaws are also its constitution and bylaws and that copies are filed on its behalf by the national or international labor organization. If the constitution and bylaws of the adopting labor organization include other docu-

ments, this shall be shown in such report and copies shall be filed as provided in paragraph (a) of this section.

2. Section 402.12 is revised to read as follows:

§ 402.12 Publication of reports required by this part.

Inspection and examination of any report or other document filed as required by this part, and the furnishing by the Office of Labor-Management and Welfare-Pension Reports of copies thereof to any person requesting them, shall be governed by Part 70 of this title.

PART 403—LABOR ORGANIZATION ANNUAL FINANCIAL REPORTS

3. Section 403.10 is revised to read as follows:

§ 403.10 Publication of reports required by this part.

Inspection and examination of any report or other document filed as required by this part, and the furnishing by the Office of Labor-Management and Welfare-Pension Reports of copies thereof to any person requesting them, shall be governed by Part 70 of this title.

PART 404—LABOR ORGANIZATION OFFICERS AND EMPLOYEES REPORTS

4. Section 404.8 is revised to read as follows:

§ 404.8 Publication of reports required by this part.

Inspection and examination of any report or other document filed as required by this part, and the furnishing by the Office of Labor-Management and Welfare-Pension Reports of copies thereof to any person requesting them, shall be governed by Part 70 of this title.

PART 405—EMPLOYER REPORTS

5. Section 405.10 is revised to read as follows:

§ 405.10 Publication of reports required by this part.

Inspection and examination of any report or other document filed as required by this part, and the furnishing by the Office of Labor-Management and Welfare-Pension Reports of copies thereof to any person requesting them, shall be governed by Part 70 of this title.

PART 406—REPORTING BY LABOR RELATIONS CONSULTANTS AND OTHER PERSONS, CERTAIN AGREEMENTS WITH EMPLOYERS

6. Section 406.9 is revised to read as follows:

§ 406.9 Publication of reports required by this part.

Inspection and examination of any report or other document filed as required by this part, and the furnishing by the

Office of Labor-Management and Welfare-Pension Reports of copies thereof to any person requesting them, shall be governed by Part 70 of this title.

PART 408—LABOR ORGANIZATION TRUSTEESHIP REPORTS

7. Section 408.12 is revised to read as follows:

§ 408.12 Publication of reports required by this part.

Inspection and examination of any report or other document filed as required by this part, and the furnishing by the Office of Labor-Management and Welfare-Pension Reports of copies thereof to any person requesting them, shall be governed by Part 70 of this title.

PART 409—REPORTS BY SURETY COMPANIES

8. Section 409.6 is revised to read as follows:

§ 409.6 Publication of reports required by this part.

Part 70 of this title shall govern inspection and examination of any report or other document filed as required by this part, and the furnishing by the Office of Labor-Management and Welfare-Pension Reports of copies thereof to any person requesting them.

(Sec. 208, 73 Stat. 529; 29 U.S.C. 438)

Signed at Washington, D.C., this 6th day of February 1970.

W. J. USERY, Jr.,
Assistant Secretary of Labor
for Labor-Management Relations.

[F.R. Doc. 70-1849; Filed, Feb. 12, 1970; 8:46 a.m.]

Title 32—NATIONAL DEFENSE

Chapter I—Office of the Secretary of Defense

SUBCHAPTER B—PERSONNEL; MILITARY AND CIVILIAN

PART 101—PARTICIPATION IN RESERVE TRAINING PROGRAMS

The Deputy Secretary of Defense approved the following revision to Part 101:

- Sec.
101.1 Purpose and applicability.
101.2 Definitions.
101.3 Guidance.

AUTHORITY: The provisions of this part issued under sec. 301, 80 Stat. 379; 5 U.S.C. 301.

§ 101.1 Purpose and applicability.

This part implements title 10, United States Code, section 270 (a), (b), and (c) and title 32, United States Code, section 502(a), and sets forth guidance to the Secretaries of the Military Departments

in establishing criteria governing prescribed training requirements for satisfactory participation in reserve training programs by members of reserve components of the armed forces.

§ 101.2 Definitions.

For purposes of administering section 270(a) of title 10, U.S.C., the terms "enlisted" and "appointed" refer to initial entry into an armed force through enlistment or appointment.

§ 101.3 Guidance.

The Secretaries of the Military Departments will issue regulations prescribing criteria and training requirements for satisfactory participation in reserve training programs by members of reserve components of the armed forces and exceptions thereto, consistent with the following:

(a) *Reserve participation*—(1) *Training requirements under section 270(a), title 10, U.S.C.* Each individual inducted, enlisted, or appointed in any armed force after August 9, 1955, who becomes a member of the Ready Reserve [by other means than through membership in the Army National Guard of the United States or of the Air National Guard of the United States (see subparagraph (2) of this paragraph)] is required during his statutory period in the Ready Reserve to participate or serve as follows if he has served less than 2 years on active duty:

(i) Except as provided in Part 102 of this subchapter, participate or serve in at least forty-eight (48) scheduled drills or training periods and not less than fourteen (14) days (exclusive of travel-time) of active duty for training during each year; or

(ii) Participate or serve on active duty for training for not more than thirty (30) days each year unless otherwise specifically prescribed by the Secretary of Defense.

(iii) The provisions of this subparagraph do not apply to graduates of the Federal and State Maritime Academies who are commissioned in the Naval Reserve.

(2) *Training requirements under section 502(a), title 32, U.S.C.* Under regulations to be prescribed by the Secretaries of the Army or Air Force, members of the Army and Air National Guard are required to:

(i) Assemble for drill and instruction at least forty-eight (48) times a year.

(ii) Participate in training at encampments, maneuvers, or other exercises at least fifteen (15) days a year, unless excused by the Secretary concerned.

(3) *Active duty served in a noncombat zone.* Enlisted individuals who have served two (2) or more years on active duty, none of which is served in a combat zone, will not be required to perform duty as described in subparagraph (1) (i) of this paragraph, unless voluntarily, by separate agreement, an obligation has been incurred to participate in the Ready Reserve in an active training status during their statutory period of

service in the Ready Reserve, or, unless after diligent recruiting effort, it is determined that a vacancy in a Ready Reserve unit cannot be otherwise filled.

(4) *Active duty served in a combat zone.* Enlisted individuals who have served on active duty, any part of which is served in a combat zone for hostile fire pay (DOD Directive 1340.6, "Special Pay for Duty Subject to Hostile Fire," August 1, 1968,¹ or other areas as prescribed by the Secretary of Defense, will not be required involuntarily to perform duty as described in subparagraph (1) (i) of this paragraph, unless voluntarily, by separate agreement, an obligation has been incurred to participate in the Ready Reserve in an active training status during the statutory period of service in the Ready Reserve. Enlisted individuals may, however, be required to participate or serve on active duty for training for not more than thirty (30) days each year, unless otherwise specifically prescribed by the Secretary of Defense.

(5) *Volunteers to serve in reserve programs.* The policies stated in subparagraphs (3) and (4) of this paragraph do not apply to those enlisted reservists who volunteer to serve in a reserve program, and who, by separate agreement, incur an obligation to participate in the Ready Reserve in an active training status during their statutory period of service in the Ready Reserve.

(b) *Criteria for satisfactory performance.* Within the general policy outlined in paragraph (a) of this section, the number of drills and amount of annual training prescribed will be the minimum required to maintain the proficiency of the unit and the skill of the individual, the Secretaries:

(1) May grant exceptions for individuals subject to the training requirements outlined in paragraph (a) (1) and (2) of this section, follows:

(i) Except as otherwise provided by DOD Directive 1215.13, "Involuntary Order to Active Duty of Ready Reservists for Unsatisfactory Performance of Obligation," January 9, 1969 (34 F.R. 11356), personal circumstances, to the degree that they are consistent with military requirements, may be considered in assigning an individual to a training category prescribed in Part 102 of this subchapter.

(ii) Individuals who have performed active training and service may be placed in Training Category I (no training), as defined in Part 102 of this subchapter, when the Secretary of the Department concerned determines that "no training requirement exists" because of the mobilization requirements of the Military Service concerned; the degree of skill required by the individual; or his civilian occupation.

(iii) Individuals will not be required to engage in any other training program while undergoing training under the

¹ Filled as part of original document. Copies available from the U.S. Naval Publications and Forms Center, 5801 Tabor Avenue, Philadelphia, Pa. 19120, Attention: Code 300.

provisions of subparagraphs (1) and (2) of this paragraph, section 6(d) of the Military Selective Service Act of 1967, as amended (50 App. U.S.C. 451 et seq.).

(iv) Commissioned officer students of the health professions used by the armed forces and persons who are practicing in such professions may be permitted to participate to whatever lesser extent the cognizant Military Department considers necessary to maintain military proficiency.

(2) May include consideration of manner of performance of such training duty on the part of individuals subject to the training requirements outlined in paragraph (a) (1) and (2) of this section but may not permit more than 10 percent unexcused absence from scheduled drills or training periods.

(i) These criteria shall apply equally to individuals subject to revocation of commission under the provisions of subparagraphs (1) or (2) of this paragraph, section 6(d) of the Military Selective Service Act of 1967, as amended (50 App. U.S.C. 451 et seq.).

(ii) Failure to attend scheduled drills or training periods, or to report for annual active duty for training because of sickness, injury, or some other circumstance beyond an individual's control may be excused or, in lieu of excusing such absences, the performance of equivalent make-up drills or training periods will be required, when authorized, as prescribed by the Secretary concerned.

(3) Shall require individuals to meet the standards of satisfactory performance of training duty set forth in subparagraph (2) of this paragraph, or participate satisfactorily in an officers' training program as provided in subparagraph (1) (iii) of this paragraph in order to continue in a draft-deferred status under provisions of clauses (A) and (B), paragraph (2), section 6(c), and paragraphs (1) and (2), section 6(d) of the Military Selective Service Act of 1967, as amended (50 App. U.S.C. 451 et seq.). However, membership of such individuals in the Standby Reserve as a result of the screening process prescribed in Part 125 of this subchapter will constitute satisfactory performance of service for continued deferment under § 1622.13(h) of the Selective Service Regulations.

(c) *Compliance measures.* (1) Individuals with two (2) or more years of active duty who are subject to the participation requirements of section 270(a) of title 10, U.S.C. or section 502(a) of title 32, U.S.C. who fail to satisfactorily perform training duty as defined above may be ordered to active duty for training for not more than forty-five (45) days, as authorized by sections 270 (b) and (c) of title 10, U.S.C., section 270 (a), (b), and (c). Individuals who fail to comply with orders to perform such duty shall be liable to disciplinary action under the Uniform Code of Military Justice.

(2) Compliance measures for unsatisfactory participation by individuals with less than two (2) years of active duty

will be governed by the provisions of DOD Directive 1215.13, "Involuntary Order to Active Duty of Ready Reservists for Unsatisfactory Performance of Obligation," January 9, 1969 (34 F.R. 11356).

(d) *Cancellation of draft deferment.* Officers in a draft deferred status subject to clause (D), paragraph (2), section 6(c) of the Military Selective Service Act of 1967, as amended (50 App. U.S.C. 451 et seq.) who fail to perform satisfactorily will be certified to the Selective Service System for induction.

(e) *Revocation of commission.* Under the provisions of section 6(d) of the Military Selective Service Act of 1967, as amended (50 App. U.S.C. 451 et seq.), revocation of commission will be effected only after the individual concerned has been certified to the Selective Service System, as provided in paragraph (d) of this section.

MAURICE W. ROCHE,
Director, Correspondence and
Directives Division, OASD
(Administration).

FEBRUARY 4, 1970.

[F.R. Doc. 70-1617; Filed, Feb. 12, 1970;
8:45 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 3—Department of Health, Education, and Welfare

PART 3-1—GENERAL

Deletion of Duplicated Requirements

This document amends the Department of Health, Education, and Welfare Procurement Regulations by deleting certain provisions which have been duplicated by changes to the Federal Procurement Regulations. In view of these changes, the deleted provisions of the Department of Health, Education, and Welfare Procurement Regulations are no longer required to implement or supplement the Federal Procurement Regulations.

Since this amendment relates to agency management and contracts, it is exempted from the requirements of the Administrative Procedure Act (5 U.S.C. 553) relating to notice, public procedures thereon and effective date.

1. Subpart 3-1.4 is amended by deleting §§ 3-1.400 and 3-1.401.

(5 U.S.C. 301; 40 U.S.C. 486(c))

Effective date. This amendment shall become effective upon publication in the FEDERAL REGISTER.

Dated: February 6, 1970.

SOL ELSON,
Acting Deputy Assistant
Secretary for Administration.

[F.R. Doc. 70-1858; Filed, Feb. 12, 1970;
8:47 a.m.]

Title 49—TRANSPORTATION

Chapter X—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[Ex Parte No. MC-37 (Sub-No. 17)]

PART 1048—COMMERCIAL ZONES

Commercial Zones and Terminal Areas (Beaumont, Tex., Commercial Zone)

At a session of the Interstate Commerce Commission, Review Board No. 2, held at its office in Washington, D.C., on the 23d day of December 1969.

It appearing, that on November 26, 1946, the Commission, division 5, made and entered its report, 46 M.C.C. 665, and order in this proceeding establishing a population-mileage formula for the definition of the zone adjacent to and commercially a part of each municipality in the United States, with certain exceptions which did not include Beaumont, Tex., 49 CFR 1048.101;

It further appearing, that by petition filed April 21, 1969, the chambers of commerce of Beaumont, Port Arthur, and Orange, Tex., seek specific definition and extension in certain respects of the Beaumont, Tex., commercial zone;

And it further appearing, that investigation of the matters and things involved in said petition having been made, and said review board having made and filed a report herein containing its findings of fact and conclusions thereon, which report is hereby made a part hereof:

And good cause appearing therefor:

It is ordered, That said proceeding insofar as it relates to the zone adjacent to and commercially a part of Beaumont, Tex., be, and it is hereby, reopened for further consideration.

It is further ordered, That Part 1048 of Title 49 of the Code of Federal Regulations be, and it is hereby, amended by adding § 1048.39 thereto reading as follows:

§ 1048.39 Beaumont, Tex.

The zone adjacent to and commercially a part of Beaumont, Tex., within which transportation by motor vehicle, in interstate or foreign commerce, not under a common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulation under section 203(b) (8) of the Interstate Commerce Act (49 U.S.C. 303(b) (8)) includes and is comprised of all points as follows:

(a) The areas which would result by application of the general formula promulgated in § 1048.101 for Beaumont, Tex.; and in addition thereto,

(b) That area bounded by a line beginning at that point where the west bank of Hillebrandt Bayou intersects the line described in paragraph (a) of this section; thence along the west bank of Hillebrandt Bayou to its confluence with Taylors Bayou; thence in a southeasterly

direction along the west and south banks of Taylors Bayou to its confluence with the Intracoastal Waterway; thence along the west and north banks of the Intracoastal Waterway to its confluence with Sabine River and Sabine Lake at a point immediately east of Groves; thence in a northeasterly direction along the north and west banks of Sabine Lake and Sabine River to the Orange-Newton County line; thence westerly along said county line to the west right-of-way line of State Highway 87; thence southerly along the west right-of-way line of State Highway 87 to the north right-of-way line of Interstate Highway 10; thence westerly along the north right-of-way line of Interstate Highway 10 to intersection with the line described in paragraph (a) of this section; thence along the line described in paragraph (a) of this section, to the point of beginning. (49 Stat. 543, as amended, 544, as amended, 546, as amended, 49 U.S.C. 302, 303, 304).

It is further ordered, That this order shall become effective on February 6, 1970, and shall continue in effect until further order of the Commission.

It is further ordered, That the petition, except to the extent granted herein, be, and it is hereby, denied.

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

By the Commission, Review Board No. 2.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 70-1850; Filed, Feb. 12, 1970;
8:46 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 33—SPORT FISHING

Washita National Wildlife Refuge, Okla.

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

§ 33.5 Special regulations; sport fishing; for individual wildlife refuge areas.

OKLAHOMA

WASHITA NATIONAL WILDLIFE REFUGE

Sport fishing is permitted on all waters of the Washita National Wildlife Refuge during one open season and on a portion of these waters during an extension of that season. These waters total up to 3,367 acres, depending upon the reservoir

level. Maps delineating the open areas are available at refuge headquarters, Butler, Okla., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office Box 1306, Albuquerque, N. Mex. 87103. Sport fishing shall be in accordance with all applicable State regulations subject to the following special conditions:

(1) The open season for sport fishing on all waters of the refuge extends from April 1 through October 15, 1970, inclusive. A 2½-mile stretch of the Washita River from Recreation Area 3 to State Highway 33 will be open to fishing from April 1 through November 19, 1970, inclusive.

(2) Seining is prohibited in all refuge waters.

(3) The use of boats and motors is permitted only south of State Highway 33: *Provided*, That boats may not exceed speeds of 10 miles per hour within 100 yards of the shoreline or other boats from which people are fishing.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33, and are effective through November 19, 1970.

LEMOYNE B. MARLATT,
Refuge Manager, Washita National Wildlife Refuge, Butler, Okla.

FEBRUARY 4, 1970.

[F.R. Doc. 70-1845; Filed, Feb. 12, 1970; 8:46 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER C—DRUGS

PART 147—ANTIBIOTICS INTENDED FOR USE IN THE LABORATORY DIAGNOSIS OF DISEASE

Diagnostic Sensitivity Powders

Correction

In F.R. Doc. 70-1495 appearing at page 2657 in the issue for Friday, February 6, 1970, the sixth sentence in § 147.14 (a) (1), reading "When reconstituted as directed in the labeling, its pH is not less than 2.0 percent.", should be deleted.

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[43 CFR Part 23]

SURFACE EXPLORATION, MINING, AND RECLAMATION OF LANDS

Modification of Requirement for Performance Bond

The regulations in 43 CFR 23.9 provide that upon approval of an exploration plan or mining plan an operator is required to file a suitable performance bond of not less than \$2,000.

The purpose of this amendment is to eliminate the requirement for performance bonds from Federal, State, or other governmental agencies. However, these agencies would have to require bonds from their contractors, if any.

It is the policy of this Department, whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested parties may submit written comments, suggestions, or objections with respect to the proposed rules to the Director (210), Bureau of Land Management, Washington, D.C. 20240, within 30 days of the date of publication of this notice in the FEDERAL REGISTER.

A new paragraph (d) is added to § 23.9:

§ 23.9 Performance bond.

(d) Performance bonds will not be required of Federal, State, or other governmental agencies. Where the exploration or mining is actually performed for such Federal, State, or governmental agencies by a contractor who would have to post a bond under the terms of paragraph (a) above if he were the operator, such agencies shall require such contractor to furnish a bond which meets the requirements of paragraph (a).

HARRISON LOESCH,
Assistant Secretary of the Interior.

FEBRUARY 6, 1970.

[F.R. Doc. 70-1846; Filed, Feb. 12, 1970;
8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Stabilization and
Conservation Service

[7 CFR Part 729]

PEANUTS

Supply of Valencia Type Peanuts for 1970-71 Marketing Year

At the request of interested producers, the Secretary of Agriculture is

initiating a study necessary to determine whether the supply of Valencia type peanuts for the 1970-71 marketing year will be insufficient to meet the estimated demand for cleaning and shelling purposes. This is in accordance with section 358(c) of the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1358 (c)). This section, as amended, reads in part as follows:

Notwithstanding any other provision of law, if the Secretary of Agriculture determines, on the basis of the average yield per acre of peanuts by types during the preceding 5 years, adjusted for trends in yields and abnormal conditions of production affecting yields in such 5 years, that the supply of any type or types of peanuts for any marketing year, beginning with the 1951-52 marketing year, will be insufficient to meet the estimated demand for cleaning and shelling purposes at prices at which the Commodity Credit Corporation may sell for such purposes peanuts owned or controlled by it, the State allotments for those States producing such type or types of peanuts shall be increased to the extent determined by the Secretary to be required to meet such demand but the allotment for any State may not be increased under this provision above the 1947 harvested acreage of peanuts for such State. The total increase so determined shall be apportioned among such States for distribution among farms producing peanuts of such type or types on the basis of the average acreage of peanuts of such type or types in the 3 years immediately preceding the year for which the allotments are being determined. The additional acreage so required shall be in addition to the national acreage allotment, the production from such acreage shall be in addition to the national marketing quota, and the increase in acreage allotted under this provision shall not be considered in establishing future State, county, or farm acreage allotments.

Prior to determining whether the supply of Valencia type peanuts for the 1970-71 marketing year will be insufficient under section 358(c) of the Act to meet the estimated demand for cleaning and shelling, consideration will be given to any data, views and recommendations relating thereto which are submitted in writing to the Director, Oilseeds and Special Crops Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, Washington, D.C. 20250. To be considered, any such submissions must be post-marked not later than February 28, 1970.

All written submissions made pursuant to this notice will be made available for public inspection at such times and places and in a manner convenient to the public business (7 CFR 1.27(b)).

Signed at Washington, D.C., on February 10, 1970.

KENNETH E. FRICK,
*Administrator, Agricultural Sta-
bilization and Conservation
Service.*

[F.R. Doc. 70-1840; Filed, Feb. 12, 1970;
8:46 a.m.]

DEPARTMENT OF LABOR

Office of Labor-Management and
Welfare-Pension Reports

[29 CFR Part 462]

CERTAIN EMPLOYEE BENEFIT PLANS UTILIZING AETNA LIFE INSURANCE CO.

Proposed Variation From Reporting

Where benefits under an employee benefit plan are provided by an insurance carrier or service or other organization which does not maintain separate experience records covering the specific groups it serves, section 7(d)(2)(A) of the Welfare and Pension Plans Disclosure Act, 29 U.S.C. 306(d)(2)(A) (hereinafter the Act) requires a copy of the financial report of the carrier or other organization to be included with the annual report of the plan. Section 5(a) of the Act (29 U.S.C. 304(a)) provides, among other things, that if information required to be published under the Act would be "duplicative", the Secretary of Labor may prescribe another manner for the publication of such information. By petition dated September 5, 1969, the Aetna Life Insurance Co., 151 Farmington Avenue, Hartford, Conn. 06115, asserting that it funds over 6,000 employee benefit plans with respect to which it does not maintain separate experience records, requested a variation from the requirement of section 7(d)(2)(A) that each of the plans attach to its annual report filed with the Secretary of Labor pursuant to section 8(b) of the Act (29 U.S.C. 307(b)) a copy of the financial report of the Aetna Life Insurance Co. It appears that the requirement of section 7(d)(2)(A) of the Act, as described above, is "duplicative" within the meaning of section 5(a) of the Act when applied to the employee benefit plans which utilize the Aetna Life Insurance Co.

Therefore, in accordance with section 5(a) of the Welfare and Pension Plans Disclosure Act, Subpart A of Part 462, Code of Federal Regulations, and Secretary's Order No. 16-68 (33 F.R. 15574), a variation, to appear as new §§ 462.31 and 462.32 of that part preceded by an appropriate undesignated centerhead, is proposed in the manner indicated below.

Pursuant to 29 CFR 462.7(c), interested persons may file objections thereto within 15 days from the date of publication of this proposed variation in the FEDERAL REGISTER. Such objections shall be in writing and addressed to the Director, Office of Labor-Management and Welfare-Pension Reports, Room 801, 8701 Georgia Avenue, Silver Spring, Md. 20910, and shall show wherein the person filing will be adversely affected by the proposed variation deemed objectionable and the grounds for the objections. If

such interested person desires a hearing, he shall file a request for a hearing with his objections. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in triplicate.

As proposed, the new §§ 462.31 and 462.32 and their preceding undesignated centerhead would read as follows:

CERTAIN EMPLOYEE BENEFIT PLANS UTILIZING THE AETNA LIFE INSURANCE CO.

§ 462.31 Rule of variation.

Every employee benefit plan which utilizes the Aetna Life Insurance Co., 151 Farmington Avenue, Hartford, Conn. 06115, to provide benefits and which presently is required under section 7(d)(2)(A) of the Welfare and Pension Plans Disclosure Act to attach to its annual report filed with the Secretary of Labor pursuant to section 8(b) of the Act, a copy of the financial report of the Aetna Life Insurance Co. will no longer be required to do so, subject to the following conditions.

§ 462.32 Condition of variation.

(a) The Aetna Life Insurance Co. shall:

(1) Submit to the Office of Labor-Management and Welfare-Pension Reports, within 120 days after the end of its fiscal year, 10 copies of its latest financial report, including the company's complete name and address in each copy.

(2) Thereafter make timely written notification to each plan administrator of a participating employee benefit plan heretofore required to submit a copy of such financial report under section 7(d)(2)(A) of the Act that the Aetna Life Insurance Co. has submitted its latest financial report to the Office of Labor-Management and Welfare-Pension Reports.

(b) In lieu of submitting to the Office of Labor-Management and Welfare-Pension Reports the financial report of the Aetna Life Insurance Co., each plan administrator of an employee benefit plan to which this variation applies shall report in part III, section D of Department of Labor Annual Report Form D-2, or attachment thereto, the complete name and address of the Aetna Life Insurance Co. and shall place in Item 6 of said part and section the symbol "VAR" in the space provided for the code number.

(c) The Aetna Life Insurance Co. is cautioned that:

(1) This variation does not apply to any employee benefit plan for which the Aetna Life Insurance Co. maintains separate experience records, since said reports are not required to file financial reports of the carrier under section 7(d)(2).

(2) This variation does not affect the responsibilities of the Aetna Life Insurance Co. to comply with the certification requirements of section 7(g) of the Act (29 U.S.C. 306(g)) and Part 461 of this chapter.

(Sec. 5, 72 Stat. 999; 76 Stat. 36; 29 U.S.C. 304)

Signed at Washington, D.C., this 6th day of February.

W. J. USERY, Jr., Assistant Secretary for Labor-Management Relations.

[F.R. Doc. 70-1848; Filed, Feb. 12, 1970; 8:46 a.m.]

1969, in the proceeding be, and it is hereby, fixed as March 3, 1970.

Dated at Washington, D.C., this 6th day of February 1970.

By the Commission, Commissioner Murphy.

[SEAL]

H. NEIL GARSON, Secretary.

[F.R. Doc. 70-1851; Filed, Feb. 12, 1970; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 1048]

[Ex Parte No. MC-37; Sub-No. 17]

COMMERCIAL ZONES AND TERMINAL AREAS

Beaumont, Tex., Commercial Zone

Present: Rupert L. Murphy, Commissioner, to whom the matter which is the subject of this order has been assigned for action thereon.

Upon consideration of the record in the above-entitled proceeding, and of petition (telegram) of Central Freight Lines, Inc., Herrin Transportation Co., and Strickland Transportation Co., Inc., filed February 5, 1970, for extension of time for filing of petitions; and good cause appearing therefor:

It is ordered, That the due date for filing of petitions in the above-entitled proceeding be and it is hereby, extended to February 24, 1970.

It is further ordered, That the effective date of the order of December 23,

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 138]

DRUGS

Proposed Additional Official Names

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 508, 76 Stat. 1789; 21 U.S.C. 358) and the administrative procedure provisions of 5 U.S.C. 552 (80 Stat. 383, as amended 81 Stat. 54) and under authority delegated to him (21 CFR 2.120), the Commissioner of Food and Drugs proposes that § 138.2 be amended by alphabetically inserting the following items as official names for drugs:

§ 138.2 Drugs; official names.

Table with 3 columns: Official name, Chemical name or description, and Molecular formula. Lists various drugs like Aklomide, Arginine, Bamethan, Brinase, Bucrylate, Bunolol, Cellaburate, Cinoxate, Clonazepam, Clonixeril, Clonixrin, Clostramine, Cyclocillin, Diamocaine, Dopamine, Etidronic Acid, Etoxadrol, Euprocin, Famotina, Fenticiol, Flucrylate, Flufenisal, Iomethin I 125, Iomethin I 131, Isomylamine, Lorazepam, Meerylate, Nafronyl, Ocrylate, Oeticizer, Oxisuran, Oxypertine, Perlapipe, Polytef, Procarbazine, Roxarsone, Salecol, Sulfantran.

Official name	Chemical name or description	Molecular formula
Temazepam	7-Chloro-1,3-dihydro-5-hydroxy-1-methyl-5-phenyl-2H-1,4-benzodiazepin-2-one	C ₁₆ H ₁₃ ClN ₂ O ₂
Tibolone	17-Hydroxy-7 α -methyl-19-nor-17 α -pregn-5(10)-en-20-yn-3-one	C ₂₁ H ₂₈ O ₂
Tiletamine	2-(Ethylamino)-2-(2-thienyl)cyclohexanone	C ₁₂ H ₁₇ NOS
Triclofos	2,2,3-Trichloroethyl dihydrogen phosphate	C ₂ H ₄ Cl ₃ O ₄ P
Trifluocin	4-(α,α -Trifluoro- <i>m</i> -toluidino)nicotinic acid	C ₁₃ H ₉ F ₃ N ₂ O ₂
Trimipramine	5-[3-(Dimethylamino)-2-methylpropyl]-10,11-dihydro-5H-dibenz[<i>b,f</i>]azepine	C ₂₆ H ₂₈ N ₂

Any interested person may, within 60 days after publication of this notice in the FEDERAL REGISTER, file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written comments (preferably in quintuplicate) regarding this proposal. Comments may be accompanied by a memorandum or brief in support thereof.

Dated: February 3, 1970.

SAM D. FINE,
Associate Commissioner
for Compliance.

[F.R. Doc. 70-1751; Filed, Feb. 12, 1970;
8:45 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 39]

[Airworthiness Docket No. 70-WE-5-AD]

AIRWORTHINESS DIRECTIVES

McDonnell Douglas Model DC-9 Series

The Federal Aviation Administration is considering amending Part 39 of the Federal Aviation Regulations by adding an Airworthiness Directive applicable to Douglas DC-9 series airplanes. There have been two incidents of main landing gear tire tread separation on takeoff which resulted in the striking of the fuel shutoff valve cable system by the separated portion of the tire tread and causing a fuel interruption and a complete loss of power on one engine. Since this condition exists and is likely to recur on other aircraft of the same design, the proposed airworthiness directive would require that a protective guard be installed over the fire extinguishing and fuel shutoff valve return idler pulley bracket.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Administration, FAA Western Region, Attention: Regional Counsel, Airworthiness Rules Docket, Post Office Box 92007, Worldway Postal Center, Los Angeles, Calif. 90009. All communications received on or before March 19, 1970, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this

notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments in the Rules Docket for examination by interested persons.

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

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new airworthiness directive:

McDONNELL DOUGLAS. Applies to Douglas DC-9 series airplanes certificated in all categories as listed in Douglas Aircraft Co. Service Bulletin No. 28-16, Revision 1, dated January 9, 1970, or later FAA-approved revision.

Compliance required within the next 800 hours time in service after the effective date of this AD, unless already accomplished.

To prevent a possible fuel interruption due to tire tread separation striking the fire-x-fuel shutoff valve cable system, accomplish the following.

Install a protective guard over the fire-x-fuel shutoff valve return idler pulley bracket located in the main landing gear wheel wells in accordance with the instructions of Douglas Aircraft Co. Service Bulletin No. 28-16, Revision 1, dated January 9, 1970, or later FAA-approved revision or an equivalent installation approved by the Chief, Aircraft Engineering Division, FAA Western Region.

Issued in Los Angeles, Calif., on February 5, 1970.

ARVIN O. BASNIGHT,
Director, FAA Western Region.

[F.R. Doc. 70-1829; Filed, Feb. 12, 1970;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 70-SO-15]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

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

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Southern Region, Air Traffic Division, Post Office Box 20636, Atlanta, Ga. 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered be-

fore action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Airspace Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

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

The Augusta control zone described in § 71.171 (35 F.R. 2054) would be redesignated as:

Within a 5-mile radius of Bush Field (lat. 33°22'10" N., long. 81°57'55" W.); within 2 miles each side of Augusta ILS localizer south course, extending from the 5-mile radius zone to 0.5 mile north of the LOM; within a 5-mile radius of Daniel Field (lat. 33°27'55" N., long. 82°02'25" W.); within 2 miles each side of Augusta VORTAC 135° radial, extending from the 5-mile radius zone to 2 miles southeast of the VORTAC.

The Augusta transition area described in § 71.181 (35 F.R. 2134) would be redesignated as:

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Bush Field (lat. 33°22'10" N., long. 81°57'55" W.); within 9.5 miles west and 4.5 miles east of Augusta ILS localizer south course, extending from the 11-mile radius area to 18.5 miles south of the LOM; within 9.5 miles southwest and 4.5 miles northeast of Augusta VORTAC 321° radial, extending from the 11-mile radius area to 18.5 miles northwest of the VORTAC; within 9.5 miles west and 4.5 miles east of the 166° and 346° bearings from Emory RBN, extending from the 11-mile radius area to 18.5 miles north of the RBN; excluding the portion within R-6004.

The application of Terminal Instrument Procedures (TERPs) and current airspace criteria to Augusta terminal area requires the following actions:

CONTROL ZONE

1. Increase the Daniel Field basic radius circle from 2 to 5 miles.
2. Designate an extension predicated on Augusta ILS localizer south course 4 miles in width and extending to 0.5 mile north of the LOM.
3. Designate an extension predicated on Augusta VORTAC 135° radial 4 miles in width and extending to 2 miles southeast of the VORTAC.
4. Revoke the extension predicated on Augusta VORTAC 141° radial.
5. Revoke the extension predicated on the 166° bearing from Emory RBN.

TRANSITION AREA

1. Increase the Bush Field basic radius circle from 9 to 11 miles.
2. Increase the extension predicated on Augusta VORTAC 321° radial to 14 miles in width and 18.5 miles in length.
3. Increase the extension predicated on the 346° bearing from Emory RBN to 14 miles in width and 18.5 miles in length.

4. Designate an extension predicated on Augusta ILS localizer south course 14 miles in width and 18.5 miles in length.

5. Revoke the Daniel Field 5-mile basic radius circle.

6. Revoke the extension predicated on the 168° bearing from the Augusta LOM.

7. Revoke the extension predicated on Augusta VORTAC 141° radial.

The proposed alterations are required to provide controlled airspace protection for IFR operations in climb to 1,200 feet above the surface and in descent from 1,500 feet above the surface.

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

Issued in East Point, Ga., on February 4, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 70-1831; Filed, Feb. 12, 1970;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-WE-92]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations that would alter the description of the Spokane, Wash. (Fairchild AFB), control zone and the Spokane, Wash., transition area.

Interested persons may participate in the proposed rule-making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Airspace and Program Standards Branch, 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 amendments. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Airspace and Program Standards Branch Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Administration, 5651 West Manchester Avenue, Los Angeles, Calif. 90045.

A review of the proposed changes to instrument approach procedures (VOR RWY3 and LOC (BC) RWY3) for Spokane International Airport will necessitate some adjustments to the control zone and the 700-foot transition area. The additional portion of the control zone is needed to provide airspace for aircraft executing the VOR RWY3 and/or LOC (BC) RWY3 revised approach procedures. The additional 700-foot transition area is necessary to provide airspace for aircraft during procedure turns below 1,500 feet AGL for the VOR RWY3 and/or LOC (BC) RWY3 procedures.

In consideration of the foregoing the FAA proposes the following airspace actions:

In § 71.171 (35 F.R. 2054) the Spokane, Wash. (Fairchild AFB), control zone is amended to read as follows:

SPOKANE, WASH. (FAIRCHILD AFB)

Within a 5-mile radius of Fairchild AFB (latitude 47°36'55" N., longitude 117°39'20" W.); within 2 miles each side of the Runway 23 extended centerline, extending from the 5-mile radius zone to 4 miles southwest of the liftoff end of Runway 23; and within 3 miles each side of the Spokane VORTAC 048° and 228° radials extending from 2.5 miles northeast to 8 miles southwest of the VORTAC, excluding the portion east of a line extending from latitude 47°40'57" N., longitude 117°36'00" W., to latitude 47°32'45" N., longitude 117°35'00" W.

In § 71.181 (35 F.R. 2134) the Spokane, Wash., 700-foot transition area is amended to read:

SPOKANE, WASH.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Spokane International Airport (lat. 47°37'35" N., long. 117°32'05" W.); within a 15-mile radius of Fairchild AFB, Spokane, Wash. (lat. 47°36'55" N., long. 117°39'20" W.); and within 5 miles northwest and 10 miles southeast of the Spokane 228° radial extending from the 15-mile radius area to 18.5 miles southwest of the VORTAC.

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

Issued in Los Angeles, Calif., on February 4, 1970.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 70-1832; Filed, Feb. 12, 1970;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 70-SO-12]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

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

Interested persons may submit such written data, views or arguments as they

may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Southern Region, Air Traffic Division, Post Office Box 20636, Atlanta, Ga. 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Airspace Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

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

The Greenwood control zone described in § 71.171 (35 F.R. 2054) would be redesignated as:

Within a 5-mile radius of Greenwood County Airport (lat. 34°15'00" N., long. 82°09'35" W.); within 3 miles each side of Greenwood VORTAC 099° and 259° radials, extending from the 5-mile radius zone to 8.5 miles east and west of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

The Greenwood transition area described in § 71.181 (35 F.R. 2134) would be redesignated as:

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Greenwood County Airport (lat. 34°15'00" N., long. 82°09'35" W.).

The application of Terminal Instrument Procedures (TERPs) and current airspace criteria to Greenwood terminal area requires the following actions:

CONTROL ZONE

1. Increase the extensions predicated on Greenwood VORTAC 099° and 259° radials 2 miles in width and 0.5 mile in length.

2. Redesignate the part-time control zone to permit the effective dates and times to be changed by a Notice to Airmen, since the operations at this airport are subject to minor variations in times.

TRANSITION AREA

1. Increase the basic radius circle from 8 to 8.5 miles.

2. Revoke the extensions predicated on Greenwood VORTAC 099° and 259° radials.

The proposed alterations are required to provide controlled airspace protection for IFR operations in climb to 1,200 feet above the surface and in descent from 1,500 feet above the surface.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a))

and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in East Point, Ga., on February 3, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 70-1833; Filed, Feb. 12, 1970;
8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 18425; FCC 70-140]

OPERATION OF TELEVISION BROADCAST STATIONS BY REMOTE CONTROL

Order Affording Opportunity for Further Comments

In the matter of amendment of Part 73, Subpart E of the Commission's rules and regulations governing television broadcast stations concerning the operation of television broadcast stations by remote control, Docket No. 18425, RM-1340.

1. This proceeding, concerning possible authorization of remote control operation by VHF television stations, was instituted by notice of proposed rule making issued January 17, 1969 (FCC 69-48). After extensions of time requested and granted, the final dates for comments and reply comments were April 25 and May 23, 1969.

2. Subsequently, late in 1969 Metromedia, Inc., conducted tests on its television station KTTV in Los Angeles, concerning the possible interference effect of subcarrier transmission for this purpose on reception of the TV visual and aural signals. Metromedia has now submitted material concerning the KTTV tests.

3. In reaching its decision herein, the Commission may consider pertinent information before it, in addition to comments specifically invited by the notice (see the notice herein, FCC 69-48, par. 9). This includes the KTTV material. However, we also believe that before this material is used for decisional purposes, other interested parties should have an opportunity to comment on it. It is not anticipated that this will delay decision in this matter.

4. Accordingly, attention is invited to the six pages of material filed by Metromedia, Inc., concerning tests of television subcarrier usage conducted over Station KTTV, Los Angeles, Calif. This material may be examined at the Commission's offices in Washington, D.C. (1919 M Street NW.), either in the Public Reference Room or the Rules and Standards Division of the Broadcast Bureau, Room 344.

5. It is ordered, That interested parties may submit comments relating solely to this material and whatever significance it may have in connection with

this proceeding, on or before March 6, 1970. Under the circumstances, no necessity for reply comments appears, and they are not provided for herein.

6. 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: February 9, 1970.

Released: February 9, 1970.

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

[F.R. Doc. 70-1860; Filed, Feb. 12, 1970;
8:47 a.m.]

FEDERAL TRADE COMMISSION

[16 CFR Part 250]

GUIDES FOR THE HOUSEHOLD FURNITURE INDUSTRY

Opportunity To Submit Written Views, Suggestions or Objections

Proposed Guides for the Household Furniture Industry were originally made public by the Commission on April 24, 1969, and were published in the FEDERAL REGISTER on that date at page 6857. In response to the invitation to industry members and other interested parties to submit written comments concerning the proposed Guides, a number of suggestions, criticisms and objections were received. After giving due consideration to these comments and other pertinent information received, new paragraphs (d) and (e) have been added to proposed § 250.5 and paragraph (e) has been added to proposed § 250.12 as herein-after set forth. These two revised proposed Guides are today made public by the Commission for consideration by industry members and other interested or affected parties pursuant to the Federal Trade Commission Act, as amended, 15 U.S.C. secs. 41-58, and the provisions of Part 1, Subpart A, of the Commission's procedures and rules of practice, 16 CFR 1.5, 1.6.

Opportunity is hereby extended by the Federal Trade Commission to any and all persons, firms, corporations, organizations, or other parties affected by or having an interest in the proposed Guides for the Household Furniture Industry to present to the Commission their views concerning the new paragraphs added to the two revised proposed Guides, including such pertinent information, suggestions or objections as they may desire to submit. For this purpose, additional copies of the proposed Guides may be obtained upon request to the Commission. Such data, views, information, and suggestions may be submitted by letter, memorandum, brief, or other written communication not later than April 14, 1970, to the Chief, Division of Industry Guides, Bureau of Industry Guidance, Federal Trade Commission, Pennsylvania

Avenue and Sixth Street NW., Washington, D.C. 20580. Written comments received in the proceeding will be available for examination by interested parties at the Commission's Washington address and will be fully considered by the Commission.

It should be clearly understood that the Commission is not reopening all issues raised by the previously proposed Guides but is soliciting public comment only with respect to the new paragraphs added to proposed §§ 250.5 and 250.12.

Guides for this industry, if and when finally approved and adopted by the Commission, will be designed to assist manufacturers and other sellers of household furniture in avoiding violations of the Federal Trade Commission Act, as amended (15 U.S.C. Secs. 41-58), in labeling and advertising their products. Their purpose will be to encourage voluntary compliance with the Act which makes illegal unfair methods of competition and unfair or deceptive acts or practices in commerce. Proceedings to prevent deceptive practices in the sale of household furniture may be brought under the Federal Trade Commission Act.

The full text of proposed §§ 250.5 and 250.12, as revised, follows:

NOTE: These guides have not been approved by the Federal Trade Commission. They are a draft of proposed Guides which are made available to all interested or affected parties for their consideration and for submission of such views, suggestions, or objections as they may care to present, due consideration to which will be given by the Commission before proceeding to final action on the proposed Guides.

§ 250.5 Outer coverings.¹

(a) In connection with the sale of furniture, members of the industry should not use any direct or indirect representation concerning the outer covering thereof which:

(1) Is false (e.g., using the term "Mohair" to describe a fabric not produced from fibers derived from the angora goat); or

(2) Has the capacity and tendency or effect of deceiving furniture purchasers (e.g., by telling a half-truth, such as using the unqualified word "Nylon" to describe a blend of nylon and other fibers).

(b) When any identifying reference is made in advertising to an outer covering made of a mixture of different kinds of fibers, each constituent fiber present in substantial quantity (at least 5%) should be designated in the order of its

¹ Section 12(a)(2) of the Textile Fiber Products Identification Act (72 Stat. 1717; 15 U.S.C. 70) specifically exempts "outer coverings of furniture * * *" from the application of the Act. Section 14 of the same Act provides that the Act "shall be held to be in addition to, and not in substitution for or limitation of, the provisions of any other Act of the United States." Therefore, corrective action involving deceptive practices in the sale of furniture would when warranted be initiated under the authority of section 5 of the Federal Trade Commission Act which prohibits "unfair methods of competition in commerce and unfair or deceptive acts or practices in commerce."

predominance by weight (e.g., "cotton and nylon") in a manner provided for in § 250.1. If a fiber so designated is not present in a substantial quantity (less than 5%) the percentage thereof shall be stated (e.g., "cotton, rayon, 3% nylon").

(c) When any identifying reference is made on a tag or label to an outer covering made of a mixture of different kinds of fibers, each and every kind of fiber present in such outer covering should be identified by showing the fiber content with percentages of the respective fibers in order of their predominance by weight (e.g., "55% Cotton 45% Rayon"). In the case of pile fabrics, identification of the fiber content should be made on a tag or label by stating:

(1) The fiber content of the face or pile and of the back or base, with percentages of the respective fibers in order of their predominance by weight and the respective percentages of the face and back showing the ratio between face and back (e.g., "Face 60% Rayon, 40% Nylon—Back 100% Cotton; Back constitutes 80% of fabric and face 20%"); or

(2) The percentages of the fibers of the face or pile and the back or base in relation to the total weight of the fabric, (e.g., "40% Cotton, 40% Rayon, 20% Nylon" to describe a fabric having an all nylon pile constituting 20% of the total weight backed by a 50%-50% blend of cotton and rayon).

(d) When any representation is made that a fabric has been "tested" or that it meets any performance standards, or when any similar representation is made with respect to quality, durability, wear resistance, colorfastness or any other

characteristic of a fabric, a clear and conspicuous disclosure should be made in conjunction therewith identifying the test or standard mentioned, the particular properties of the fabric which were tested, and the test results.

(e) A seller impliedly warrants that his products are fit for the ordinary purposes for which they are used; with respect to upholstered furniture such warranty should be understood to include a warranty of the durability, colorfastness and suitability of the outer covering under normal conditions of reasonable use for a reasonable period of time, as well as all other warranties of product performance arising under state law out of the seller's implied warranty of merchantability. [Guide 5]

§ 250.12 Guarantees, warranties, etc.

(a) Industry members should not represent in advertising or otherwise that a product is "guaranteed" without clear and conspicuous disclosure of:

(1) The nature and extent of the guarantee, and

(2) Any material conditions or limitations in the guarantee which are imposed by the guarantor, and

(3) The manner in which the guarantor will perform thereunder, and

(4) The identity and the address of the guarantor.

(b) Representations that a product is guaranteed for life or has a lifetime guarantee, in addition to meeting the above requirements, should contain a conspicuous disclosure of the meaning of "life" or "lifetime" as used (whether that of the purchaser, the product or otherwise).

(c) Guarantees should not be used which under normal conditions are impractical of fulfillment or which are for such a period of time or are otherwise of such nature as to have the capacity and tendency of misleading purchasers or prospective purchasers into the belief that the product so guaranteed has a greater degree of serviceability, durability or performance capability in actual use than is true in fact.

(d) This section has application not only to "guarantees" but also to "warranties", to purported "guarantees" and "warranties", and to any promise or representation in the nature of a "guarantee" or "warranty".

(e) A warranty, guarantee, or representation in the nature of a warranty or guarantee should not contain any disclaimers, exceptions, or exclusions, whether disclosed or not, in an attempt to relieve the warrantor of liability which would otherwise arise under the law of any State with respect to an implied warranty of merchantability or fitness.

NOTE: The Commission's Guides Against Deceptive Advertising of Guarantees furnish additional guidance respecting guarantee representations and are to be considered as supplementing this section. See 16 CFR Part 239 for Guides Against Deceptive Advertising of Guarantees. [Guide 12]

(38 Stat. 717, as amended; 15 U.S.C. 41-58)

Issued: February 12, 1970.

By direction of the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 70-1771; Filed, Feb. 12, 1970;
8:45 a.m.]

Notices

DEPARTMENT OF COMMERCE

Bureau of International Commerce
[File No. 23-587]

BAKANOWSKI CORP. LTD.

Order Terminating Indefinite Denial Order

In the matter of Bakanowski Corp. Ltd., London, England, respondent.

On September 23, 1958, the Office of Export Supply, Bureau of Foreign Commerce, Department of Commerce, predecessor of the Office of Export Control, Bureau of International Commerce, Department of Commerce, issued an order against the above corporation denying export privileges for an indefinite period because of its failure and refusal to respond to written interrogatories duly served on it. (27 F.R. 7556, Sept. 27, 1958.)

Evidence has been submitted to show that said corporation was finally dissolved on December 31, 1961. Accordingly, the above mentioned order of September 23, 1958, is hereby terminated as to the above corporation and as to those individuals who were named as related parties to it.

Dated: February 9, 1970.

RAUER H. MEYER,

Director, Office of Export Control.

[F.R. Doc. 70-1842; Filed, Feb. 12, 1970;
8:46 a.m.]

[Case No. 96]

INDUSTRIAL SPECIALTY CO., LTD., ET AL.

Order Terminating Order Revoking and Denying License Privileges

In the matter of Industrial Specialty Co., Ltd., Gerald Stanley Panchaud, John Braithwaite Panchaud, George Jackson, G. C. Stonehill, London, England, respondents.

On December 8, 1950, the Office of International Trade (Export Supply), Department of Commerce, predecessor of the Office of Export Control, Bureau of International Commerce, Department of Commerce, issued an order against the above respondents revoking and denying license privileges. (15 F.R. 8868, December 14, 1950.)

An application has been submitted by respondents named in said order seeking termination thereof. Evidence and other documents in support of said application have been submitted. On consideration of the matter, including the material submitted, evidence and information in the files of the Office of Export Control, and the recommendation of the Compliance Commissioner, it is concluded that the purposes for which the order of December 8, 1950 was entered have been achieved. Accordingly, it is hereby ordered that the Order Revoking and Denying License Privileges issued on

December 8, 1950, 15 F.R. 8868, be and the same is hereby terminated as to the respondents and to those firms and individuals who were named as related parties to any of them.

Dated: February 9, 1970.

RAUER H. MEYER,

Director, Office of Export Control.

[F.R. Doc. 70-1841; Filed, Feb. 12, 1970;
8:46 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration BUCKMAN LABORATORIES, INC.

Notice of Filing of Petition for Food Additives

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (b) (5), 72 Stat. 1786; 21 U.S.C. 348(b) (5)), notice is given that a petition (FAP 0B2503) has been filed by Buckman Laboratories, Inc., Memphis, Tenn. 38108, proposing that § 121.2526 *Components of paper and paperboard in contact with aqueous and fatty foods* (21 CFR 121.2526) be amended to provide for the safe use of polymeric quaternary ammonium chloride produced by reacting equimolar quantities of *N,N,N',N'*-tetramethylethylenediamine and dichloroethyl ether as an adjuvant in the manufacture of such paper and paperboard prior to the sheet-forming operation.

Dated: February 5, 1970.

R. E. DUGGAN,

Acting Associate Commissioner
for Compliance.

[F.R. Doc. 70-1837; Filed, Feb. 12, 1970;
8:45 a.m.]

DOW CHEMICAL CO.

Notice of Filing of Petition for Food Additives

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (b) (5), 72 Stat. 1786; 21 U.S.C. 348(b) (5)), notice is given that a petition (FAP 0A2505) has been filed by The Dow Chemical Co., 2020 Abbott Road Center, Midland, Mich. 48640, proposing the issuance of a food additive regulation (21 CFR Part 121) to provide for the safe use of hydroxypropyl sodium carboxymethylcellulose as a foam stabilizer in beer.

Dated: February 5, 1970.

R. E. DUGGAN,

Acting Associate Commissioner
for Compliance.

[F.R. Doc. 70-1836; Filed, Feb. 12, 1970;
8:45 a.m.]

FMC CORP.

Notice of Filing of Petition Regarding Pesticides

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408 (d) (1), 68 Stat. 512; 21 U.S.C. 346a(d) (1)), notice is given that a petition (PP 0F0929) has been filed by FMC Corp., Niagara Chemical Division, 100 Niagara Street, Middleport, N.Y. 14105, proposing the establishment of tolerances (21 CFR Part 120) for residues of the insecticide endosulfan in or on the raw agricultural commodities cottonseed at 1 part per million and safflower seed at 0.2 part per million (negligible residue).

The analytical method proposed in the petition for determining residues of the insecticide is a microcoulometric gas chromatographic procedure.

Dated: February 6, 1970.

R. E. DUGGAN,

Acting Associate Commissioner
for Compliance.

[F.R. Doc. 70-1835; Filed, Feb. 12, 1970;
8:45 a.m.]

UNIROYAL CHEMICAL

Notice of Filing of Petition for Food Additives

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (b) (5), 72 Stat. 1786; 21 U.S.C. 348(b) (5)), notice is given that a petition (FAP 0B2502) has been filed by Uniroyal Chemical, Division of Uniroyal, Inc., Elm Street, Naugatuck, Conn. 06770, proposing that § 121.2520 *Adhesives* (21 CFR 121.2520) be amended to provide for the safe use of 4,4'-bis(*o,a*-dimethylbenzyl) diphenylamine as a component of food-packaging adhesives.

Dated: February 5, 1970.

R. E. DUGGAN,

Acting Associate Commissioner
for Compliance.

[F.R. Doc. 70-1838; Filed, Feb. 12, 1970;
8:45 a.m.]

Office of the Secretary

COMMISSIONER OF FOOD AND DRUGS

Redelegation by the Assistant Secretary for Health and Scientific Affairs; Correction

F.R. Doc. 70-597 appearing on pages 606-607 in the issue of January 16, 1970, paragraph 3 should be rewritten as follows:

3. Functions pertaining to sections 301, 311, 314, and 361 of the Public Health Service Act (42 U.S.C. 241, 243, 246, and 264) which relate to pesticides, product safety, interstate travel sanitation, milk and food service sanitation, shellfish sanitation, and poison control.

Dated: January 31, 1970.

JESSE L. STEINFELD, M.D.,
Acting Assistant Secretary for
Health and Scientific Affairs.

[F.R. Doc. 70-1859; Filed, Feb. 12, 1970;
8:47 a.m.]

DEPARTMENT OF TRANSPORTATION

Hazardous Materials Regulations Board SPECIAL PERMITS ISSUED

FEBRUARY 6, 1970.

Pursuant to Docket No. HM-1, Rule-making Procedures of the Hazardous Materials Regulations Board, issued May 22, 1968 (33 F.R. 8277) 49 CFR 170, following is a list of new DOT Special Permits upon which Board action was completed during January 1970:

Special permit No.	Issued to—Subject	Mode or modes of transportation
6134	Shippers, upon specific registration with this Board, for the shipment of fissile radioactive materials, n.o.s., in the Model No. 11.9 New Fuel Shipping Container.	Water, cargo-only aircraft, highway, and rail.
6140	Shippers, upon specific registration with this Board, for the shipment of Type B quantities of radioactive materials, special form in the Radatron Model 400-MO Research Irradiator.	Highway and rail.
6147	Shippers, upon specific registration with this Board, for the shipment of nonflammable refrigerant gases in a small light wall nonrefillable cylinder constructed of specified steel.	Highway and rail.
6148	Shippers, upon specific registration with this Board, for the shipment of Type B quantities of fissile radioactive materials, special form, in the NUMEC Type B Neutron Source Shipping Container.	Water, passenger-carrying aircraft, cargo-only aircraft, highway and rail.
6150	Haun Welding Supply, Incorporated, for the shipment of oxygen, nitrogen, argon, nitrous oxide, hydrogen, compressed air, and mixtures thereof, in DOT-3A and 3AA cylinders having a 10-year hydrostatic retest period.	Highway and rail.
6151	Shippers, upon specific registration with this Board, for the shipment of compressed gases which have been identified to the Board, in small aluminum non-refillable seamless cylinders.	Highway and rail.
6153	Uniroyal, Incorporated, for the temporary shipment of a flammable solid, p,p-oxybis (benzene sulfonylhydrazide) in non-DOT specification fiberboard boxes having special liners, and weighing not over 50 pounds net weight.	Highway and rail.
6154	Shippers, upon specific registration with this Board for the shipment of a flammable solid, p,p-oxybis (benzene sulfonylhydrazide) in a specially designed fiberboard box having a maximum gross weight of 65 pounds.	Highway and rail.
6157	Shippers, upon specific registration with this Board, for the shipment of hydraulic accumulators precharged with nitrogen to not over one-sixth the design burst pressure.	Highway and rail.
6158	Shippers, upon specific registration with this Board, for the shipment of di-t-butyl peroxide in new DOT-17E steel drums.	Highway and rail.
6159	Shippers, upon specific registration with this Board, for the shipment of fissile and Type B quantities of radioactive materials in the GE Model RM-21 Shipping Cask.	Highway and rail.
6160	Atomic Energy of Canada Limited, for one-shipment of not over 6,000 curies of encapsulated cobalt-60 in the AECL Mode 200 Gammacell Irradiator, specially prepared for shipment.	Highway.
6161	Shippers, upon specific registration with this Board, for the shipment of Type B quantities of fissile radioactive materials, special form, in the Dresser Atlas Neutron Source Carrier Assembly.	Passenger-carrying aircraft, cargo-only aircraft, highway, and rail.
6162	U.S. Industrial Chemicals Company, for one shipment of 3,750 curies of cobalt-60 in the AECL Model F-127 J-Rod Shipping Container.	Highway.
6163	Nuclear Engineering Company for one shipment of large quantities of radioactive material, n.o.s., in a welded steel plate container.	Highway.
6164	Penn Oxygen & Supply, Incorporated, for the shipment of oxygen, nitrogen, helium, hydrogen, and argon in DOT-3A and 3AA cylinders having a 10-year hydrostatic retest period.	Highway and rail.
6165	Shippers, upon specific registration with this Board, for the shipment of not over 98.5% concentration sulfuric acid in a DOT-6D/2S or 2SL composite packaging.	Highway.
6166	Shippers, upon specific registration with this Board, for the shipment of Type B quantities of radioactive materials, special form, in the Model 0.5T Shipping Container.	Rail.
6167	Schaub Engineering Company, for the shipment of compressed air or nitrogen in ASME Code equipment-type vessels.	Highway.
6168	Barros & Watson, Incorporated, for the shipment of compressed air, argon, helium, hydrogen, nitrogen, oxygen, and mixtures thereof, in DOT-3A and 3AA cylinders having a 10-year hydrostatic retest period.	Highway and rail.
6169	Shippers, upon specific registration with this Board, for the shipment of large quantities of radioactive materials, special form, in the SNAP-7E Radioisotope Thermoelectric Generator.	Highway.
6172	Shippers, upon specific registration with this Board, for the shipment of fissile radioactive material, n.o.s., in the Babcock and Wilcox Company Model 961A packaging.	Highway.
6173	Shippers, upon specific registration with this Board, for the shipment of liquefied ethylene in a specially designed and insulated Lubbock 10,800 gallon cargo tank.	Highway.

WILLIAM C. JENNINGS,

Chairman, Hazardous Materials Regulations Board.

[F.R. Doc. 70-1843; Filed, Feb. 12, 1970; 8:46 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 21470]

CHARLOTTE AIRCRAFT CORP., ET AL.

Notice of Prehearing Conference

Charlotte Aircraft Corp., Stanley G. Silver, Porter B. Byrum, McCulloch Properties, Inc.: acquisition of Vance International Airways, Inc.

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on February 20, 1970, at 10 a.m., e.s.t., in Room 911, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Edward T. Stodola.

Requests for evidence, statements of proposed issues, and proposed procedural dates should be filed with the Examiner and interested parties on or before February 16, 1970.

Dated at Washington, D.C., February 9, 1970.

[SEAL] THOMAS L. WRENN,
Chief Examiner.

[F.R. Doc. 70-1862; Filed, Feb. 12, 1970;
8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 18795; FCC 70-134]

SIDNEY GELB ET AL.

Memorandum Opinion and Order Instituting a Hearing

In the matter of Sidney Gelb, Glen Echo, Md., complainant, v. the Chesapeake and Potomac Telephone Co. of the District of Columbia; the Chesapeake and Potomac Telephone Co. of Maryland, Baltimore, Md.; American Telephone and Telegraph Co., Washington, D.C.; the Bell Telephone Company of Pennsylvania, Pittsburgh, Pa.; and Pacific Northwest Bell Telephone Co., Seattle, Wash., defendants.

1. The Commission has before it a formal complaint filed on June 30, 1969, by Sidney Gelb (complainant) pursuant to section 208 of the Communications Act of 1934, as amended (Act), against the Chesapeake and Potomac Telephone Company of the District of Columbia; the Chesapeake and Potomac Telephone Company of Maryland; American Telephone and Telegraph Co.; the Bell Telephone Company of Pennsylvania; and Pacific Northwest Bell Telephone Co. alleging violations of sections 204 and 605 of the Act and requesting compensatory and punitive damages in the amount of \$245,000. We also have before us an answer to the complaint and a motion to dismiss filed jointly by defendants on August 29, 1969, and an exception to the answer filed on September 10, 1969.

2. Complainant alleges that since 1967 his phone service has been monitored and interfered with. He further alleges that during interstate calls, he was informed by telephone operators, who refused to give their employee identification numbers, that his conversations were being recorded. Complainant further alleges that an unauthorized beeper has been placed on his phone. There is an allegation that information transferred by phone from the claimant to his attorney was revealed and used to claimant's legal detriment. Complainant states that since 1967 he has been the target of nuisance phone calls. He states that in spite of repeated demands for help, the defendants were of no assistance in stopping the calls. Complainant contends that the defendants are actually prejudiced in favor of the persons who are "bugging" and intercepting claimant's phone service, and have refused to install an interceptor device to apprehend the nuisance callers. Complainant interposes a claim on behalf of his mother, Mrs. Morris Gelb of Pittsburgh, Pa., for alleged damages sustained by her as a result of alleged interference experienced during conversations with complainant.

3. Defendants, by their answer, generally deny complainant's allegations. They deny any complicity with, or prejudice in favor of, the parties alleged to be responsible for complainant's problems. While defendants admit that complainant has requested their assistance in remedying his difficulties, they insist that their response to these requests has always been rapid and adequate. They report that the equipment requested by complainant to combat the alleged nuisance phone calls is not available through the central office which provides the complainant's telephone service. Defendants assert that attempts to assist complainant have continued after the filing of the formal complaint. Defendants affirmatively claim that no cause of action is presented; that the requests for damages do not comply with § 1.723 of the Commission's rules; that complainant presents no authority for appearing for his mother, Mrs. Morris Gelb; that damages are excessive, speculative, and totally unrelated to any breach of duty by the defendants; and that section 415 of the Act bars relief in this action.

4. We believe that, taken as a whole, the allegations of the complaint adequately raise questions, which we do not now decide, as to whether there has been a violation of sections 201(b), 202(a), 203, or 605 of the Act. Under the circumstances, we believe that the only way to resolve these questions is to designate the matter for evidentiary hearing.

5. Defendants contend that complainant has failed to meet the requirements of § 1.723 of the Commission's rules that damages be alleged with certainty. If defendants felt that the complaint lacked the specificity required by § 1.723, they could have moved within 10 days after the service of the complaint for a more definite statement as to damages as per-

mitted by § 1.731(b). Defendants did not do so. Therefore, the complaint will not be dismissed for failure to be more specific as to damages claimed. Defendants also request that the claim in favor of Mrs. Morris Gelb be dismissed since there is no statement of the claimant's authority to prosecute this claim for or in behalf of another. Section 1.723(a) (9) requires that where damages are sought on behalf of another, the complaint must show in what capacity or by what authority complaint is made in their behalf. Since complainant failed to meet this requirement, the claim in behalf of Mrs. Morris Gelb will be dismissed without prejudice.

6. Defendants plead the 1-year statute of limitations. In this case the Commission received an informal complaint from the complainant on October 22, 1968. On March 20, 1969, the Commission informed complainant that no further action would be taken on the basis of his informal complaint and if he wished to pursue the matter further he would have to proceed by formal complaint. On June 30, 1969, complainant filed this formal complaint, well within 6 months from the Commission's statement of March 20, 1969. Complainant has thus brought himself within the reach of § 1.718 and his formal complaint will relate back to October 22, 1968. Therefore, only those damages accruing prior to October 22, 1967, will be barred by the 1-year provisions of section 415 of the Act.

7. In view of the foregoing, *It is ordered*, That pursuant to section 201(b), 202(a), 206, 208, 403, and 605 of the Act, a hearing shall be held in this proceeding at the Commission's offices in Washington, D.C., at a time to be specified, and that an examiner to be designated to preside at the hearing shall, upon the closing of the record, prepare an initial decision which shall be subject to the submittal of exceptions and requests for oral argument as provided in 47 CFR 1.276 and 1.277, after which the Commission shall issue its decision as provided in 47 CFR 1.282.

8. *It is further ordered*, That without limiting the scope of the proceeding, inquiry shall be made into the following:

(1) Whether, during the period from October 22, 1967, to the date of the filing of the formal complaint herein, defendants violated any requirement or obligation imposed upon defendants by sections 201(b), 202(a), 203, or 605 of the Communications Act, insofar as complainant is concerned; and

(2) If a violation is found under the foregoing issue, what damages, if any, should be awarded to complainant for any such violation.

9. *It is further ordered*, That defendants' motion to dismiss is granted as to the claim in behalf of Mrs. Morris Gelb and is denied in all other respects;

10. *It is further ordered*, That complainant, defendants and the Chief, Common Carrier Bureau are made parties to the proceeding and that a copy of this memorandum opinion and order

shall be published in the FEDERAL REGISTER.

Adopted: February 4, 1970.

Released: February 11, 1970.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 70-1861; Filed, Feb. 12, 1970;
8:48 a.m.]

FEDERAL MARITIME COMMISSION

[Docket No. 70-3]

UNITED STEVEDORING CORP. AND BOSTON SHIPPING ASSOCIATION

Enlargement of Time for Filing Reply

FEBRUARY 10, 1970.

At the request of counsel for United Stevedoring Corp., and good cause appearing, time within which replies may be filed in this proceeding is enlarged to and including February 16, 1970.

FRANCIS C. HURNEY,
Secretary.

[F.R. Doc. 70-1900; Filed, Feb. 12, 1970;
8:49 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RI70-1124, etc.]

PAN AMERICAN PETROLEUM CORP. ET AL.

Order Providing for Hearing on and Suspension of Proposed Changes in Rates, and Allowing Rate Changes To Become Effective Subject to Refund²

FEBRUARY 4, 1970.

The respondents named herein have filed proposed changes in rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

¹ Commissioner Cox absent.

² Does not consolidate for hearing or dispose of the several matters herein.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however,* That the supplements to the rate schedules filed by respondents, as set forth herein, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order respondents shall each execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure re-

quired by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of copies thereof upon all purchasers under the rate schedule involved. Unless respondents are advised to the contrary within 15 days after the filing of their respective agreements and undertakings, such agreements and undertakings shall be deemed to have been accepted.²

² If an acceptable general undertaking, as provided in Order No. 377, has previously been filed by a producer, then it will not be necessary for that producer to file an agreement and undertaking as provided herein. In such circumstances the producer's proposed increased rate will become effective as of the expiration of the suspension period without any further action by the purchaser.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before March 23, 1970.

By the Commission.

[SEAL] GORDON M. GRANT,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
RI70-1124..	Pan American Petroleum Corp., Post Office Box 1410, Fort Worth, Tex. 76101.	336	8	Northern Natural Gas Co. (Mocane Gas Area, Beaver County, Okla.) (Panhandle Area).	\$420	1-14-70	*2-14-70	*2-15-70	18.0	** 18.01556	RI69-349.
	Pan American Petroleum Corp., Security Life Bldg., Denver, Colo. 80202.	341	3	Kansas-Nebraska Natural Gas Co., Inc. (Riverside Field, Weld County, Colo.).	600	1-12-70	*3-1-70	*3-2-70	13.0	** 14.0	
RI70-1125..	Martin B. Klenda (Operator) et al., Route 4, Marion, Kans. 66861.	*1	3	Cities Service Gas Co. (Antelope East Mississippi Gas Pool, Marion County, Kans.).	450	1-15-70	*2-15-70	*2-16-70	15.0	** 16.0	
RI70-1126..	Anadarko Production Co., Post Office Box 9317, Fort Worth, Tex. 76107.	** 46	6	Panhandle Eastern Pipe Line Co. (Hugoton Field, Stevens County, Kans.).	19,000	1-12-70	*2-12-70	*2-13-70	11.0	** 12.0	
.....do.....	.....do.....	** 87	2	Plateau Natural Gas Co. (Hugoton Field, Hamilton County, Kans.).	180	1-12-70	*2-12-70	*2-13-70	13.5	** 14.5	
.....do.....	.....do.....	** 84	2	Natural Gas Pipeline Co. of America (West Panhandle Red Cave Field, Moore County, Tex.) (RR. District No. 10).	2,008	1-12-70	*2-12-70	*2-13-70	12.045	** 13.04875	RI70-572.
RI70-1127..	J. Lee Youngblood (Operator) et al., First National Bank Bldg., Dallas, Tex. 75221.	** 5	5	Cities Service Gas Co. (Eureka Field, Grant County, Okla.) (Oklahoma "Other" Area).	2,000	1-12-70	*2-12-70	*2-13-70	14.0	** 15.0	RI65-570.
RI70-1128..	George W. Marthens et al., 5021 Balton Road, Washington, D.C. 20016.	** 1	** 4	Equitable Gas Co. (Troy District, Gilmer County, W. Va.).	1,506	** 1-5-70	** 2-5-70	*2-6-70	25.0962	** 27.1038	
.....do.....	.....do.....	** 2	** 10	.....do.....	1,506	** 1-5-70	** 2-5-70	*2-6-70	25.0962	** 27.1038	
RI70-1129..	Pubco Petroleum Corp., Post Office Box 869, Albuquerque, N. Mex. 87103.	15	3	Colorado Interstate Gas Co. (Desert Springs Field, Sweetwater County, Wyo.).	430	1-15-70	*2-15-70	*2-16-70	15.50	** 15.6163	RI68-336.

¹ The stated effective date is the effective date requested by Respondent.
² The suspension period is limited to 1 day.
³ Tax reimbursement increase.
⁴ Pressure base is 14.65 p.s.i.a.
⁵ Subject to a downward B.T.U. adjustment.
⁶ Basic contract dated after Sept. 28, 1960, date of issuance of the Commission's statement of general policy No. 61-1 and the proposed rate does not exceed the area initial rate ceiling of 16 cents per Mcf.
⁷ The stated effective date is the first day after expiration of the statutory notice.
⁸ Periodic rate increase.
⁹ Contract dated after Sept. 28, 1960, the date of issuance of the Commission's statement of general policy No. 61-1 and the proposed price does not exceed the initial service ceiling rate.

¹⁰ Basic contract dated after Sept. 28, 1960, the date of issuance of the Commission's general policy statement No. 61-1 and proposed rate does not exceed area initial rate ceiling.
¹¹ Buyer deducts 0.75 cent from rate shown for dehydration.
¹² Includes letter from buyer providing for increase for new gas delivered after Feb. 1, 1969, from new wells on currently dedicated acreage or from old wells drilled deeper or worked over.
¹³ Additional material filed Jan. 8, 1970.
¹⁴ The stated effective date is the first day after expiration of the statutory notice, or date of initial delivery, whichever is later.
¹⁵ Renegotiated rate increase.
¹⁶ Pressure base is 15.325 p.s.i.a.
¹⁷ Pressure base is 15.025 p.s.i.a.

Martin B. Klenda (Operator) et al. (Klenda) requests a retroactive effective date of June 7, 1967, for his proposed rate increase. J. Lee Youngblood (Operator) et al. (Youngblood) requests that his proposed rate increase be permitted to become effective as of January 1, 1970. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit earlier effective dates for Klenda and Youngblood's rate filings and such requests are denied. Supplement No. 8 to Pan American Petroleum Corp.'s (Pan American) FPC Gas Rate Schedule No. 336 reflects reimbursement for the Oklahoma excise tax which became effective

on July 1, 1967. Consistent with previous Commission action taken on Oklahoma tax filings, we conclude that Pan American's proposed rate increase should be suspended for 1 day from February 14, 1970, the proposed effective date. Pubco Petroleum Corp.'s (Pubco) proposed rate increase reflects partial reimbursement of a severance tax enacted in 1969 by the State of Wyoming. Pubco's proposed increase reflects a double amount of contractually entitled tax reimbursement to provide reimbursement for taxes applicable to future production as well as reimbursement for taxes applicable to past production back to January 1, 1968. Since Pubco's proposed rate

filing reflects tax reimbursement we conclude that it should be suspended for 1 day from January 15, 1970, the date of filing, with waiver of notice granted. After the amount of tax reimbursement applicable to past production has been recovered, Pubco shall file an appropriate rate decrease under its FPC Gas Rate Schedule No. 15 to reduce the rate proposed herein so as to provide for tax reimbursement for future production only. Pubco will also be required to refund any reimbursement relating to the Wyoming tax collected in this proceeding in the event the tax is for any reason held invalid upon judicial review.

The proposed renegotiated rate increases filed by George W. Marthens et al. (Marthens) are for sales of gas to Equitable Gas Co. in West Virginia. The proposed rate of 27.1038 cents per Mcf is for gas delivered from new wells on existing dedicated acreage or from worked over wells. The basic contracts related to the increases are dated after September 28, 1960, the date of issuance of the Commission's statement of general policy No. 61-1 and the proposed rates do not exceed the applicable area initial rate ceiling. Accordingly, we conclude that the proposed increases should be suspended for 1 day from the expiration date of the statutory notice period or for 1 day from the date of initial delivery of the gas from the new wells or worked over wells, whichever is later.

The contracts related to Martin B. Klenda (Operator) et al., Anadarko Production Co., J. Lee Youngblood (Operator), et al., and Pan American Petroleum Corp. (Supplement No. 3 to Pan American's FPC Gas Rate Schedule No. 341) rate filings were executed subsequent to September 28, 1960, the date of issuance of the Commission's statement of general policy No. 61-1, as amended, and the proposed rates exceed the area increased rate ceilings but do not exceed the initial service ceilings for the areas involved. We believe, in this situation, the aforementioned producers' rate filings should be suspended for 1 day as ordered herein.

[F.R. Doc. 70-1730; Filed, Feb. 12, 1970; 8:45 a.m.]

[Docket No. RI70-1130 etc.]

PAN AMERICAN PETROLEUM CORP. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

FEBRUARY 4, 1970.

The respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

¹ Does not consolidate for hearing or dispose of the several matters herein.

APPENDIX A

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before March 23, 1970.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI70-1130	Pan American Petroleum Corp., Post Office Box 1410, Fort Worth, Tex. 76101.	221	10	Panhandle Eastern Pipe Line Co. Enns Camrick Field, Texas County, Okla.) (Panhandle Area).	\$1,785	1-12-70	2-12-70	7-12-70	18.0	24 18.21025	RI69-350.
.....do.....	.....do.....	268	5	Lone Star Gas Co. (Carter-Knox Field, Grady and Stephens Counties, Okla.) (Carter-Knox Area).	1,351	1-12-70	2-12-70	7-12-70	18.0	24 19.01556	RI69-219.
.....do.....	.....do.....	343	9	Michigan Wisconsin Pipe Line Co. (Woodward Gas Area, Major County, Okla.) (Oklahoma "Other" Area).	1,258	1-12-70	2-12-70	7-12-70	18.75	24 20.26556	RI69-349.
.....do.....	.....do.....	454	4	Transwestern Pipeline Co. (South Chaney Field, Ellis County, Okla.) (Panhandle Area).	1,063	1-12-70	2-12-70	7-12-70	18.0	24 19.51827	RI69-219.
.....do.....	.....do.....	501	2	Arkansas Louisiana Gas Co. (Wilburton Field, Latimer County, Okla.) (Oklahoma "Other" Area).	1,015	1-12-70	2-12-70	7-12-70	15.0	24 16.015	
.....do.....	.....do.....	403	7	Michigan Wisconsin Pipe Line Co. (Laverne Gas Area, Harper County, Okla.) (Panhandle Area).	379	1-14-70	2-14-70	7-14-70	19.0	24 20.510556	RI69-349.
.....do.....	.....do.....	239	14	Colorado Interstate Gas Co. (Mocane Field, Beaver County, Okla.) (Panhandle Area).	579	1-14-70	2-14-70	7-14-70	18.0	24 19.31556	RI69-349.
.....do.....	.....do.....	298	7	Colorado Interstate Gas Co. (Southwest Camp Creek Field, Beaver County, Okla.) (Panhandle Area).	697	1-14-70	2-14-70	7-14-70	18.0	24 19.31556	RI69-349.
.....do.....	.....do.....	412	4	Transwestern Pipeline Co. (Mocane Gas Area, Beaver County, Okla.) (Panhandle Area).	759	1-14-70	2-14-70	7-14-70	18.0	24 19.51827	RI69-349.
RI70-1131	Pan American Petroleum Corp. (Operator) et al.	344	15	Michigan Wisconsin Pipe Line Co. (Woodward Gas Area, Major County, Okla.) (Oklahoma "Other" Area and Woodward County, Okla.) (Panhandle Area).	1,606	1-12-70	2-12-70	7-12-70	19.7	24 21.21556	RI69-350.
.....do.....	.....do.....	47	16	Northern Natural Gas Co. (Hugoton Field, Haskell and Seward Counties, Kans.).	8,480	1-14-70	2-14-70	7-14-70	13.0	24 15.0	RI69-350.
RI70-1132	The Fourth National Bank and Trust Co., Wichita, Post Office Box 1090, Wichita, Kans. 67201.	1	6	Colorado Interstate Gas Co. (Hugoton Gas Field, Kearney County, Kans.).	3,870	1-15-70	2-15-70	7-15-70	11.6	24 12.5	

See footnotes at end of table.

APPENDIX A—Continued

Docket No.	Respondent	Rate scheduled No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mof		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
RI70-1133	Kerr-McGee Corp., Kerr McGee Bldg., Oklahoma City, Okla. 73102.	28	6	Colorado Interstate Gas Co. (Keyes Field, Cimarron County, Okla.) (Panhandle Area).	\$2,537	1-12-70	12-12-70	7-12-70	17.0	18.015	RI64-412.
.....do.....	.....do.....	62	8	Colorado Interstate Gas Co. (North Carthage Field, Texas County, Okla.) (Panhandle Area).	616	1-9-70	12-9-70	7-9-70	17.204	18.231	RI64-412.
RI70-1134	Charles W. Scott (Operator) et al., Post Office Box 463, Duncan, Okla. 73533.	1	6	Michigan Wisconsin Pipe Line Co. (Mocane-Laverne Field, Beaver County, Okla.) (Panhandle Area).	3,750	1-15-70	12-13-70	9-13-70	18.105	20.605	RI68-672.
RI70-1135	Sun Oil Co., DX Division.	191	20	United Gas Pipe Line Co. (Calhoun Field, Ouachita Parish, La.) (North Louisiana).	366	1-15-70	12-15-70	Accepted 9-7-70	21.75	23.00	RI68-424.
RI70-1136	Ashland Oil & Refining Co., Post Office Box 13695, Oklahoma City, Okla. 73118.	81	18	Michigan Wisconsin Pipe Line Co. (Putnam and Southeast Dacoma Fields, Dewey and Woods Counties, Okla.) (Oklahoma "Other" Area).	7,231	1-15-70	12-15-70	7-15-70	19.54	24.857	RI67-335.
.....do.....	.....do.....	81	19	Michigan Wisconsin Pipe Line Co. (Northeast Quinlan Field, Woodward County, Okla.) (Panhandle Area).	4,400	1-15-70	12-15-70	7-15-70	19.44	23.597	RI67-335.
.....do.....	.....do.....	81	20	Michigan Wisconsin Pipe Line Co. (Cedardale Field, Woodward County, Okla.) (Panhandle Area).	11,345	1-15-70	12-15-70	7-15-70	19.41	23.5655	RI67-335.
.....do.....	.....do.....	81	21	do	1,160	1-15-70	12-15-70	7-15-70	19.445	23.5865	RI69-102.
.....do.....	.....do.....	81	22	Michigan Wisconsin Pipe Line Co. (Southeast Dacoma Field, Alfalfa County, Okla.) (Oklahoma "Other" Area).	3,051	1-15-70	12-15-70	7-15-70	18.715	23.975	RI69-420.
.....do.....	.....do.....	81	23	Michigan Wisconsin Pipe Line Co. (West Chester Field, Woodward County, Okla.) (Panhandle Area).	24,804	1-15-70	12-15-70	7-15-70	19.295	24.429	RI70-41.
.....do.....	.....do.....	102	2	Panhandle Eastern Pipe Line Co. (South Lenora Field, Dewey County, Okla.) (Oklahoma "Other" Area).	31	1-12-70	12-12-70	7-12-70	18.3117	18.4140	RI69-56.
RI70-1137	A. L. Abercrombie (Operator) et al., 801 Union Center Bldg., Wichita, Kans.	1	3	Panhandle Eastern Pipe Line Co. (Bryan Gas Unit, Cimarron County, Okla.) (Panhandle Area).	411	1-12-70	12-12-70	7-12-70	17.0	18.0	
RI70-1138	The First National Bank of Amarillo, Trustee, Post Office Box 1331, Amarillo, Tex. 79105, Attention: Kenneth N. Sloan, Senior Vice President and Trust Officer.	1	3	Colorado Interstate Gas Co. (West Panhandle Field, Potter County, Tex.) (RR. District No. 10).	1,935	1-12-70	12-12-70	Accepted 7-12-70	12.0	14.0	
RI70-1139	Phillips Petroleum Co., Bartlesville, Okla. 74003.	57	4	Colorado Interstate Gas Co. (Keyes Field, Texas County, Okla.) (Panhandle Area).	357	1-9-70	12-9-70	7-9-70	17.0	18.0	RI64-713.
.....do.....	.....do.....	240	6	do	365	1-9-70	12-9-70	7-9-70	17.0	18.0	RI64-714.
.....do.....	.....do.....	277	6	Colorado Interstate Gas Co. (Hugoton Field, Haskell County, Kans.).	233	1-9-70	12-9-70	7-9-70	12.5	14.5	RI62-341.
.....do.....	.....do.....	375	3	Colorado Interstate Gas Co. (Adams Ranch Field, Meade County, Kans.).	563	1-9-70	12-9-70	7-9-70	17.0	19.3	
.....do.....	.....do.....	409	3	Natural Gas Pipeline Co. of America (Washita Creek Field, Hemphill County, Tex.) (RR. District No. 10).	1,657,786	1-8-70	12-8-70	7-8-70	17.0	20.3342	
RI70-1140	Mobil Oil Corp. (Operator) et al., Post Office Box 1774, Houston, Tex. 77001.	20	27	El Paso Natural Gas Co. (Spraberry Field, Upton, Reagan, Glasscock, and Midland Counties, Tex.) (RR. Districts Nos. 7C and B) (Permian Basin Area).	48,142	1-5-70	12-5-70	7-5-70	14.50	19.3275	
.....do.....	.....do.....			do	8,061				16.0	19.3275	RI68-413.
RI70-1141	Shell Oil Co., 80 West 50th St., New York, N.Y. 10020.	351	4	El Paso Natural Gas Co. (Lockridge Field, Ward County, Tex.) (RR. District No. 8) (Permian Basin Area).	1,279	1-14-70	12-14-70	7-14-70	16.40	17.4650	

¹ The stated effective date is the effective date requested by Respondent.

² Periodic rate increase.

³ Pressure base is 14.65 p.s.i.a.

⁴ Filing to initial contract base rate of 19.5 cents plus tax reimbursement. Contractually due a base rate of 22 cents plus tax reimbursement.

⁵ Includes base price of 18 cents plus upward B.t.u. adjustment before increase and base price of 19.5 cents plus upward B.t.u. adjustment plus 0.01556-cent tax reimbursement after increase. Base rate is subject to upward and downward B.t.u. adjustment.

⁶ "Fractured" rate increase plus tax reimbursement. Contractually due 26 cents plus tax reimbursement.

⁷ Subject to a downward B.t.u. adjustment.

⁸ "Fractured" rate increase plus tax reimbursement. Contractually due 22 cents plus tax reimbursement.

⁹ Includes base rate of 18 cents plus upward B.t.u. adjustment before increase and base price of 19.5 cents plus upward B.t.u. adjustment plus 0.01556-cent tax reimbursement after increase. Base rate is subject to upward and downward B.t.u. adjustment.

¹⁰ Applicable only to acreage added by Supplement No. 7.

¹¹ Filing to initial contract base rate of 19.5 cents plus tax reimbursement. Contractually due a base rate of 22 cents plus tax reimbursement.

¹² Redetermined rate increase.

¹³ The stated effective date is the first day after expiration of the statutory notice.

¹⁴ Subject to upward and downward B.t.u. adjustment.

¹⁵ Includes base rate of 17 cents plus upward B.t.u. adjustment before increase and base rate of 18 cents plus upward B.t.u. adjustment plus tax reimbursement after increase.

¹⁶ Includes base rate of 17 cents before increase and a base rate of 19.5 cents after increase plus 1.09 cents upward B.t.u. adjustment and 0.015-cent tax reimbursement.

¹⁷ Includes 1.5-cent tax reimbursement.

¹⁸ As amended by filing dated Jan. 23, 1970.

¹⁹ Contract amendment dated Dec. 18, 1969, which provides for the proposed rate increase.

²⁰ Renegotiated rate increase.

²¹ Pressure base is 15.025 p.s.i.a.

²² Includes 1.75-cent tax reimbursement.

²⁴ Applicable only to acreage under basic contract and acreage added by Supplement No. 3.

²⁵ Includes base rate of 17.9 cents plus upward B.t.u. adjustment before increase and base rate of 22 cents plus upward B.t.u. adjustment plus tax reimbursement after increase.

²⁶ Applicable only to acreage added by Supplement No. 5.

²⁷ Includes base rate of 19 cents plus upward B.t.u. adjustment before increase and base rate of 22 cents plus upward B.t.u. adjustment plus tax reimbursement after increase.

²⁸ Applicable only to acreage added by Supplement No. 6.

²⁹ Applicable only to acreage added by Supplement No. 10.

³⁰ Includes base rate of 19 cents plus upward B.t.u. adjustment plus 0.015-cent tax reimbursement before increase and base rate of 22 cents plus upward B.t.u. adjustment plus 1.1565-cent tax reimbursement after increase.

³¹ Applicable only to acreage added by Supplement No. 13.

³² Includes base rate of 17.9 cents plus upward B.t.u. adjustment plus 0.015-cent tax reimbursement before increase and base rate of 22 cents plus upward B.t.u. adjustment plus 1.75-cent tax reimbursement after increase.

³³ Applicable only to acreage added by Supplement No. 16.

³⁴ Includes base rate of 19 cents plus upward B.t.u. adjustment plus 0.015-cent tax reimbursement before increase and base rate of 22 cents plus upward B.t.u. adjustment plus 1.149-cent tax reimbursement after increase.

The Fourth National Bank and Trust Co., Wichita requests a retroactive effective date of January 1, 1969, for its proposed rate increase. Kerr-McGee Corp. requests effective dates of January 9 and 12, 1970, for its proposed rate increases. A. L. Abercrombie (Operator) et al., requests an effective date of January 1, 1970. The First National Bank of Amarillo, Trustee, requests a January 1, 1969, effective date for its proposed amendment and notice of change in rate. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit earlier effective dates for the aforementioned producers' rate filings and such requests are denied.

The proposed rate increase contained in Supplement No. 3 to Phillips Petroleum Co.'s (Phillips) FPC Gas Rate Schedule No. 469 covers a sale of gas to Natural Gas Pipeline Company of America in the Washita Creek Field, Hemphill County, Tex., Railroad District No. 10, for which a permanent certificate has been issued in Docket No. CI69-900 for only that portion of the proposed sale covered under a letter agreement dated February 17, 1969. Such letter agreement covers the sale of sweet gas only and not gas which has to be processed due to the high CO₂ content of the gas. Accordingly, the notice of change in rate covers only that gas sold under the letter agreement dated February 17, 1969.

Concurrently with the filing of their rate increases, Sun Oil Co.—DX Division (Sun) submitted a contract amendment dated December 18, 1969, designated as Supplement No. 9 to Sun's FPC Gas Rate Schedule No. 191, and The First National Bank of Amarillo, Trustee (First National) submitted a contract amendment dated March 10, 1969, designated as Supplement No. 2 to First National's FPC Gas Rate Schedule No. 1, which provide the basis for their proposed rate increases. We believe that it would be in the public interest to accept for filing Sun and First National's contract amendments to become effective as of February 15, 1970 (Sun) and February 12, 1970 (First National) the expiration date of the statutory notice, but not the proposed rates contained therein which are suspended as ordered herein.

[F.R. Doc. 70-1731; Filed, Feb. 12, 1970; 8:45 a.m.]

[Docket No. CP70-194]
WILLBROS TERMINAL CO., INC.
Notice of Application

FEBRUARY 11, 1970.

Take notice that on February 9, 1970, Willbros Terminal Co., Inc. (Applicant), a wholly owned subsidiary of Williams Brothers Co., Tulsa, Okla., filed in Docket No. CP70-194 an application under the Natural Gas Act for an order of the Commission authorizing the importation of liquefied natural gas (LNG) purchased from Gaz du Metropolitan of Montreal, Canada. Willbros will transport and sell said LNG to the Boston Gas Co., Boston, Mass., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant specifically seeks authorization to import up to 3 million gallons of LNG in 15 to 20 cryogenic trailers on an overland route from Montreal, Canada to Boston, Mass., by April 1, 1970. Applicant states that it will lease the trailers, all of which meet the Department of Transportation's safety requirements for cryogenic trailers. The LNG will be purchased from Gaz du Metropolitan for approximately \$1.20 to \$1.25 per Mcf and will be sold to Boston Gas Company in Boston, Mass., at a delivered price of approximately \$2 per Mcf.

Applicant states that the importation of the LNG is necessary in order for Boston Gas to meet its winter heating requirements for its distribution system. The LNG will be used to supplement other sources of gas supply available to Boston Gas for distribution.

It appears reasonable and consistent with the public interest in this case to prescribe a period shorter than 15 days for the filing of protests and petitions to intervene. Therefore, protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 20, 1970.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 70-1883; Filed, Feb. 12, 1970; 8:49 a.m.]

³⁵ Respondent filing from fractured rate to initial contract rate.

³⁶ Includes base rate of 17.9 cents plus upward B.t.u. adjustment before increase and 18 cents plus upward B.t.u. adjustment after increase (1,023 B.t.u. gas). Base rate subject to upward and downward B.t.u. adjustment.

³⁷ Contract amendment dated Mar. 10, 1969, which provides for the proposed rate increase.

³⁸ Subject to a downward B.t.u. adjustment.

³⁹ Two-step periodic rate increase.

⁴⁰ Respondent filing from initial certificated rate to initial contract rate plus tax reimbursement.

⁴¹ Includes 1-cent gathering charge paid to seller by buyer and 0.0842-cent tax reimbursement.

⁴² Increase from applicable area ceiling rate to contract rate—applicable to acreage added by Supplement No. 25.

⁴³ Increase from fractured rate to contract rate—applicable to all acreage except that added by Supplement No. 25.

⁴⁴ Applicable to acreage added by Supplement No. 3. The rate of 17.4656 cents is being collected effective subject to refund in Docket No. R168-412 for originally dedicated acreage.

**GENERAL SERVICES
ADMINISTRATION**

[Federal Property Management Regs.,
Temporary Reg. F-65]

SECRETARY OF DEFENSE

Delegation of Authority

1. *Purpose.* This regulation delegates authority to the Secretary of Defense to represent the customer interest of the Federal Government in a gas service rate proceeding.

2. *Effective date.* This regulation is effective immediately.

3. *Delegation.* a. Pursuant to the authority vested in me by the Federal Property and Administrative Services Act of 1949, 63 Stat. 377, as amended, particularly sections 201(a)(4) and 205(d) (40 U.S.C. 481(a)(4) and 486(d)), authority is delegated to the Secretary of Defense to represent the interests of the executive agencies of the Federal Government before the Georgia Public Service Commission in a proceeding involving gas service rates of the Gas Light Company of Columbus (Docket No. 2144-U).

b. The Secretary of Defense may redelegate this authority to any officer, official, or employee of the Department of Defense.

c. This authority shall be exercised in accordance with the policies, procedures, and controls prescribed by the General Services Administration, and further, shall be exercised in cooperation with the responsible officers, officials, and employees thereof.

ROBERT L. KUNZIG,
Administrator of General Services.

FEBRUARY 9, 1970.

[F.R. Doc. 70-1844; Filed, Feb. 12, 1970; 8:46 a.m.]

**SECURITIES AND EXCHANGE
COMMISSION**

JB&T CO. AND S&M INDUSTRIES, INC.

Order Suspending Trading

FEBRUARY 9, 1970.

It appearing to the Securities and Exchange Commission that the summary

suspension of trading in the common stock of JB&T Co. and S&M Industries, Inc., Colorado corporations, and all other securities of JB&T Co. and S&M Industries, Inc., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered. Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period February 9, 1970, through February 18, 1970, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 70-1839; Filed, Feb. 12, 1970;
8:46 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

CERTIFICATES AUTHORIZING THE EMPLOYMENT OF FULL-TIME STUDENTS WORKING OUTSIDE OF SCHOOL HOURS AT SPECIAL MINIMUM WAGES IN RETAIL OR SERVICE ESTABLISHMENTS OR IN AGRICULTURE

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulation on employment of full-time students (29 CFR, Part 519), and Administrative Order No. 595 (31 F.R. 12981), the establishments listed in this notice have been issued special certificates authorizing the employment of full-time students working outside of school hours at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the act. The effective and expiration dates are as indicated below. The minimum certificate rates are not less than 85 percent of the applicable statutory minimum.

The following certificates provide for an allowance not to exceed the proportion of the total hours worked by full-time students at rates below \$1 an hour to the total number of hours worked by all employees in the establishment during the base period in occupations of the same general classes in which the establishment employed full-time students at wages below \$1 an hour in the base period.

Andy's Shopping Basket, Inc., foodstores; 821 East Center Street, Ithaca, Mich., 12-15-69 to 12-14-70; 1407 North U.S. 27, St. Johns, Mich., 12-1-69 to 11-30-70.

Babcock's IGA Foodliner, Inc., foodstores; 425 West Vienna Street, Clio, Mich., 12-20-69 to 12-19-70.

Baker's Red & White, foodstores; 209 Main Street, Tabor City, N.C.; 11-27-69 to 11-26-70.

Ball & Christy Furniture Co., furniture store; 111 East D Street, Iron Mountain, Mich.; 12-8-69 to 12-7-70.

The Bargain Center, Inc., variety-department store; 2 Washington Street, Quincy, Mass.; 11-24-69 to 11-23-70.

Kay Baum, Inc., apparel store; 96 Monroe Avenue NW., Grand Rapids, Mich.; 12-9-69 to 12-8-70.

Ben Franklin Store, variety-department store; 1250 North Green Street, McHenry, Ill.; 12-15-69 to 12-14-70.

The Benjamin Co., Inc., variety-department store; Salisbury, Md.; 11-21-69 to 11-20-70.

Big Bear Food Store, foodstore; No. 1, Austin, Tex.; 12-8-69 to 12-7-70.

Casa Moore Furniture Co., Inc., variety-department store; 708 Kentucky Street, Bakersfield, Calif.; 11-27-69 to 11-26-70.

Cohen's, Inc., variety-department store; 712-16 Park Avenue, Norton, Va.; 12-10-69 to 12-9-70.

Dillon Cos., Inc., foodstores, from 12-1-69 to 11-30-70; No. 38, Arkansas City, Kans.; Nos. 1, 8, 10, and 25, Hutchinson, Kans.; No. 39, Junction City, Kans.; No. 45, Wellington, Kans.; No. 37, Winfield, Kans.

Dyche Jones Food Stores, Inc., foodstores, from 11-23-69 to 11-22-70; No. 2, Corbin, Ky.; No. 1, London, Ky.

Essen Hardware, hardware store; 11560 Olive Boulevard, Creve Coeur, Mo.; 11-20-69 to 11-14-70.

Ezells Department Store, variety-department store; 604 West Main Street, Leesburg, Fla.; 11-28-69 to 11-27-70.

Family Thrift Center, foodstore; 11th Street West and Fourth Avenue, Williston, N. Dak.; 11-24-69 to 11-23-70.

Farmers Market, Inc., foodstore; Waukon, Iowa; 12-11-69 to 12-10-70.

Feil & Ellermeyer, apparel store; 221 South Main, Belen, N. Mex.; 12-10-69 to 12-9-70.

Fine Bros.-Matison Co., variety-department store; 301 Central Avenue, Laurel, Miss.; 12-4-69 to 12-3-70.

M. H. Fishman Co., variety-department store; No. 8, St. Albans, Vt.; 12-8-69 to 12-7-70.

Gartin's, foodstore; Franklin, Nebr.; 12-16-69 to 11-26-70.

Goldblatt Bros., Inc., variety-department stores; 1615 West Chicago Avenue, Chicago, Ill., 11-22-69 to 11-21-70; 3701 Durand Avenue, Racine, Wis., 12-11-69 to 12-10-70.

W. T. Grant Co., variety-department stores; No. 634, Pensacola, Fla., 1-3-70 to 1-2-71; No. 450, Decatur, Ga., 11-28-69 to 9-18-70; No. 663, Somerville, N.J., 12-14-69 to 12-13-70; No. 875, High Point, N.C., 11-26-69 to 10-6-70; No. 139, Massillon, Ohio, 12-5-69 to 12-4-70; No. 157, Uniontown, Pa., 12-1-69 to 11-30-70; No. 484, Cayce, S.C., 12-5-69 to 12-4-70.

Hachar's, Inc., apparel store; 1119 Farragut, Laredo, Tex.; 12-15-69 to 12-14-70.

The Hand Trading Co., variety-department store; 404 West Railroad Street, Pelham, Ga.; 12-4-69 to 11-3-70.

Holding's Little America, restaurant; Little America, Wyo.; 12-9-69 to 12-8-70.

Horn's Big Star, foodstore; 207 South Jackson Street, Houston, Miss.; 11-21-69 to 11-20-70.

S. S. Kresge Co., variety-department stores; No. 725, Miami, Fla., 11-24-69 to 11-23-70; No. 295, Kewanee, Ill., 11-22-69 to 11-21-70; No. 496, Keokuk, Iowa, 11-22-69 to 11-21-70; No. 670, St. Clair Shores, Mich., 12-19-69 to 12-18-70; No. 4520, Duluth, Minn., 12-15-69 to 12-14-70; No. 4605, St. Cloud, Minn., 12-8-69 to 12-7-70; No. 564, Fostoria, Ohio, 12-12-69 to 12-11-70; No. 102, Mansfield, Ohio, 11-23-69 to 11-22-70; No. 4533, Philadelphia, Pa., 11-30-69 to 11-29-70.

Kuhn Bros. Co., Inc., variety-department store; No. 31, Winchester, Tenn.; 11-30-69 to 11-29-70.

Jenny Lee Bakery, bakery store; 219 Forbes Avenue, Pittsburgh, Pa.; 12-15-69 to 12-14-70.

McCroxy-McLellan-Green Stores, variety-department stores; No. 304, Eldorado, Ark., 12-6-69 to 12-5-70; No. 638, South Norwalk, Conn., 12-15-69 to 12-14-70; No. 1031, Atlanta, Ga., 12-12-69 to 12-11-70; No. 328, Yazoo City, Miss., 11-22-69 to 11-21-70; No. 125, Hamilton, Ohio, 12-8-69 to 12-7-70.

Melwood Drug Co., drugstore; 4631 Centre Avenue, Pittsburgh, Pa.; 12-3-69 to 12-2-70.

Memorial Hospital, hospital; 107 Swift, Refugio, Tex.; 12-10-69 to 12-9-70.

Mitzelfeld's Inc., variety-department store; 312 Main Street, Rochester, Mich.; 11-27-69 to 11-26-70.

Morgan & Lindsey, Inc., variety-department stores; No. 3092, Vicksburg, Miss., 12-14-69 to 12-13-70; No. 3093, Beaumont, Tex., 12-15-69 to 12-14-70.

Myerson's, variety-department stores, from 12-1-69 to 11-30-70; 6331 East Broadway, Tucson, Ariz.; 42 West Congress, Tucson, Ariz.

J. J. Newberry Co., variety-department stores; No. 122, Bryan, Ohio, 12-5-69 to 12-4-70; No. 144, Cincinnati, Ohio, 11-21-69 to 11-20-70.

Parisian, Inc., apparel store; 1924 Second Avenue North, Birmingham, Ala.; 11-24-69 to 11-23-70.

Parsons, Inc., variety-department store; Cumming, Ga.; 12-13-69 to 12-12-70.

Ream's Bargain Annex, foodstore; No. 3, American Fork, Utah; 12-14-69 to 12-13-70.

Rogerson's Red & White, foodstore; Andrews, S.C.; 12-23-69 to 12-22-70.

Rose's Stores, Inc., variety-department stores; No. 2, Oxford, N.C., 12-4-69 to 12-3-70; No. 19, Scotland Neck, N.C., 1-2-70 to 1-1-71.

St. Luke's Hospital, hospital; South Seventh Avenue and First Street West, Crosby, N. Dak.; 12-11-69 to 12-10-70.

Schensul's Buffet, Inc., restaurant; 3235 North Plainfield Avenue, Grand Rapids, Mich.; 11-29-69 to 11-28-70.

Schneider's Department Store, apparel store; 806-810 Main Street, Jasper, Ind.; 12-15-69 to 12-14-70.

Spurgeon's, variety-department stores; 218 North Tremont, Kewanee, Ill., 11-28-69 to 11-27-70; 14-16 West Third, Sterling, Ill., 11-21-69 to 11-20-70; 30 West Main Street, Marshalltown, Iowa, 12-17-69 to 12-4-70; 117-119 First Avenue West, Newton, Iowa, 11-22-69 to 11-21-70; 13 North Frederick Street, Oelwein, Iowa, 12-5-69 to 12-4-70; 1013 16th Avenue, Monroe, Wis., 12-11-69 to 12-10-70.

Sterling Stores Co., Inc., variety-department stores, from 11-24-69 to 11-23-70; 247-624 Main Street, Arkadelphia, Ark.; 212 North Main Street, Monticello, Ark.

Sunset Home, nursing home; Bowman, N. Dak.; 12-10-69 to 12-9-70.

T.G. & Y. Stores Co., variety-department stores; No. 117, Wichita, Kans., 11-21-69 to 11-20-70; No. 212, Baton Rouge, La., 12-11-69 to 12-10-70; No. 156, Kansas City, Mo., 11-21-69 to 11-20-70; No. 18, Woodward, Okla., 10-24-69 to 10-23-70; No. 166, Memphis, Tenn., 12-11-69 to 12-10-70.

Tomlinson Stores, Inc., variety-department store; 806 Front Street, Georgetown, S.C.; 11-19-69 to 10-16-70.

Viewcrest Nurseries, agriculture; 9617 Northeast Burton Road, Vancouver, Wash.; 12-1-69 to 11-30-70.

Wakefield's, Inc., variety-department store; 1212 Quintard Avenue, Anniston, Ala.; 11-20-69 to 11-19-70.

Hy Weillbacher & Sons, Inc., variety-department store; 207 North Main Street, Columbia, Ill.; 12-10-69 to 12-9-70.

Western Auto Associate Store, hardware store; Wetumpka, Ala.; 12-10-69 to 12-9-70.

Windmill Restaurant, restaurant; 6801 Highway 41 North, Evansville, Ind.; 12-15-69 to 12-14-70.

The following certificates were issued to establishments relying on the base-year employment experience of other establishments, either because they came into existence after the beginning of the applicable base year or because they did not have available base-year records. The certificates permit the employment of full-time students at rates of not less than 85 percent of the statutory minimum in the classes of occupations listed, and provide for the indicated monthly limitations on the percentage of full-time student hours of employment at rates below the applicable statutory minimum to total hours of employment of all employees.

Aland's, Inc., apparel store; 7734 Eastwood Mall, Birmingham, Ala.; cashier, wrapper, ticket writer, salesclerk, office clerk; 3 to 8 percent; 12-19-69 to 12-18-70.

Kay Baum, Inc., apparel stores, for the occupations of salesclerk, stock clerk, office clerk, cashier, 10 to 32 percent, 12-9-69 to 12-8-70; 1063 Rogers Plaza, Wyoming, Mich.; 18 Woodlawn Mall, Grand Rapids, Mich.

Big Bear Food Store, foodstores, for the occupations of stock clerk, checker, sacker, 9 to 10 percent; No. 2, Austin, Tex., 12-8-69 to 12-7-70; No. 3, Austin, Tex., 12-1-69 to 11-30-70.

C & I Foodliner, foodstore; Lincoln, Ark.; package clerk, stock clerk, checker; 18 to 25 percent; 11-22-69 to 11-21-70.

Dillon Cos., Inc., foodstore; No. 108, Siloam Springs, Ark.; cashier, checker, carryout, wrapper, maintenance, clerk; 11 to 32 percent; 12-2-69 to 12-1-70.

Dyche Jones Food Stores, Inc., foodstore; No. 3, London, Ky.; bagger, carryout, cleanup, stock clerk, cashier, produce clerk; 5 to 10 percent; 11-23-69 to 11-22-70.

Edward's Inc., variety-department stores, for the occupations of salesclerk, stock clerk, checker, layaway clerk, pricer, 10 to 14 percent; 1739 Maybank Highway, Charleston, S.C., 12-2-69 to 12-1-70; Lake City Plaza, Lake City, S.C., 12-16-69 to 12-15-70; Laurens Plaza, Laurens, S.C. 12-9-69 to 12-8-70.

Foodway, Inc., foodstore; Fayette, Ala.; bagger; 19 to 20 percent; 12-8-69 to 12-7-70.

W. T. Grant Co., variety-department stores, for the occupations of salesclerk, stock clerk, office clerk, cashier; No. 1106, Hoffman Estates, Ill., 2 to 19 percent, 11-29-69 to 11-28-70; No. 971, Bedford, Ind., 6 to 15 percent, 12-5-69 to 12-4-70; No. 944, Henderson, Ky., 4 to 24 percent, 12-8-69 to 12-7-70; No. 1078, Lima, Ohio, 0 to 24 percent, 12-4-69 to 12-3-70; No. 855, Superior, Wis., 2 to 18 percent, 11-29-69 to 11-28-70.

Glenwood Super Valu, foodstore; Glenwood, Minn.; carryout, checker, cleanup, stock clerk; 9 to 21 percent; 12-17-69 to 12-16-70.

H.E.B. Food Store, foodstore; No. 106, San Antonio, Tex.; package clerk, sacker, bottle clerk; 10 percent; 11-29-69 to 11-28-70.

Hamilton Supermarkets, Inc., foodstore; U.S. Highway 78, Hamilton, Ala.; bagger; 19 to 20 percent; 12-8-69 to 12-7-70.

Jerry's Markets, foodstore; 2117 South Weinbach, Evansville, Ind.; sacker, carryout; 10 percent; 12-9-69 to 12-8-70.

S. S. Kresge Co., variety-department stores, for the occupations of salesclerk, stock clerk, checker-cashier, office clerk except as otherwise indicated; No. 783, Merritt Island, Fla., 1 to 12 percent, 12-10-69 to 12-9-70 (salesclerk); No. 4298, Miami, Fla., 7 to 21 percent, 12-1-69 to 11-30-70 (salesclerk); No. 731, West Palm Beach, Fla., 7 to 10 percent,

11-18-69 to 11-17-70 (salesclerk); No. 4230, Atlanta, Ga., 4 to 13 percent, 11-16-69 to 11-15-70 (salesclerk); No. 4543, Chicago, Ill., 16 to 42 percent, 12-19-69 to 12-18-70; No. 4664, Chicago, Ill., 19 to 42 percent, 12-2-69 to 12-1-70; No. 4076, Evansville, Ind., 3 to 7 percent 12-10-69 to 12-9-70; No. 4268 Muncie, Ind., 4 to 10 percent, 12-2-69 to 12-1-70; No. 4177, St. Clair Shores, Mich., 10 percent, 11-27-69 to 11-26-70 (stock clerk, salesclerk, maintenance, cashier, office clerk, food preparation, customer service); No. 4026, St. Joseph, Mo., 5 to 10 percent, 11-28-69 to 11-27-70; No. 4112, Asheville, N.C., 11 to 22 percent, 12-20-69 to 12-19-70 (salesclerk, checker); No. 4137, Charlotte, N.C., 11 to 22 percent, 12-1-69 to 11-30-70 (salesclerk); No. 133, Cincinnati, Ohio, 7 to 22 percent, 11-21-69 to 11-20-70 (salesclerk); No. 4263, Eastlake, Ohio, 4 to 10 percent, 11-27-69 to 11-26-70 (stock clerk, maintenance, office clerk, food preparation, cashier, salesclerk, customer service); No. 4169, Lorain, Ohio, 5 to 10 percent 11-30-69 to 11-29-70 (stock clerk, maintenance, office clerk, food preparation, cashier, salesclerk, customer service); No. 600, Northfield, Ohio, 10 percent, 11-21-69 to 11-20-70 (stock clerk maintenance, office clerk, food preparation, cashier, salesclerk, customer service); No. 4168, Oregon, Ohio, 8 to 10 percent, 11-28-69 to 11-27-70 (stock clerk, maintenance, office clerk, food preparation, cashier, salesclerk, customer service); No. 4209, Toledo, Ohio, 8 to 10 percent, 11-24-69 to 11-23-70 (stock clerk, maintenance, office clerk, food preparation, cashier, salesclerk, customer service); No. 4141, West Columbia, S.C., 10 percent, 12-2-69 to 12-1-70 (salesclerk, stock clerk, checker); No. 4603, Aberdeen, S. Dak., 14 to 31 percent 12-18-69 to 12-17-70 (stock clerk, checker-cashier); No. 4142, Garland, Tex., 7 to 27 percent, 12-4-69 to 12-3-70 (salesclerk); No. 4080, Houston, Tex., 7 to 27 percent, 12-16-69 to 12-15-70 (salesclerk); No. 4024, South Houston, Tex., 4 to 10 percent 11-21-69 to 11-20-70 (salesclerk); No. 4012, Waco, Tex., 7 to 27 percent, 12-10-69 to 12-9-70 (salesclerk); No. 4218, Appleton, Wis., 6 to 14 percent, 11-25-69 to 11-24-70.

McCrory-McLellan-Green Stores, variety-department stores; No. 394, Detroit, Mich., salesclerk, office clerk, stock clerk, 10 to 27 percent, 11-29-69 to 11-28-70; No. 708, Grants, N. Mex., salesclerk, stock clerk, office clerk, janitorial, 4 to 27 percent, 10-25-69 to 10-24-70; No. 7505, Madison, Tenn., salesclerk, office clerk, stock clerk, 4 to 17 percent, 12-16-69 to 12-15-70.

Magic Mart, Inc., variety-department store; 4701 John F. Kennedy Boulevard, North Little Rock, Ark.; salesclerk, stock clerk, janitorial; 6 to 16 percent; 12-1-69 to 11-30-70.

Martin's, variety-department store; 1219 Wilmer Avenue, Anniston, Ala.; salesclerk, stock clerk; 9 to 19 percent; 11-20-69 to 11-19-70.

Mini Mart Convenience Grocery, foodstores, for the occupations of stock clerk, sacker, carryout, janitorial, maintenance, 10 to 25 percent; 219 West 10th Street, Hayes, Kans., 12-12-69 to 12-11-70; 712 North Third, Manhattan, Kans., 12-8-69 to 12-7-70.

M. E. Moses Co., Inc., variety-department store; No. 35, Dallas, Tex.; salesclerk, checker, stock clerk; 20 to 30 percent; 11-27-69 to 11-26-70.

G. C. Murphy Co., variety-department store; No. 98, Beckley, W. Va.; salesclerk, office clerk, stock clerk, janitorial; 4 to 23 percent; 11-21-69 to 11-20-70.

Neisner Bros., Inc., variety-department store; No. 7, Homestead, Fla.; salesclerk,

stock clerk, office clerk; 8 to 14 percent; 12-2-69 to 12-1-70.

The Pantry Market, foodstore; 1120 Washington Street, Grand Haven, Mich.; carryout, cleanup, stock clerk; 22 to 35 percent; 12-11-69 to 12-10-70.

Parisian, Inc., apparel stores, for the occupations of cashier, wrapper, ticket writer, salesclerk, office clerk, stock clerk, cleanup, 3 to 8 percent, 11-24-69 to 11-23-70 except as otherwise indicated; Eastwood Mall, Birmingham, Ala. (12-8-69 to 12-7-70); 2217 Bessemer Road, Birmingham, Ala.; 702 Montgomery Highway, Birmingham, Ala.; Gateway Shopping Center, Decatur, Ala.

Ream's Bargain Annex, foodstore; 1350 North Second West, Provo, Utah; cleanup, stock clerk, carryout; 26 to 33 percent; 12-17-69 to 10-27-70.

Sansing's Super Market, Inc., foodstore; 320 East Milam, Wharton, Tex.; stock clerk, carryout; 9 to 13 percent; 11-21-69 to 11-20-70.

Sovine Brothers Super Market, Inc., foodstore; Culloden, W. Va.; carryout, stock clerk, cashier; 16 to 22 percent; 12-5-69 to 12-4-70.

Spurgeon's, variety-department store; 204-206 East Main, Hoopston, Ill.; salesclerk, stock clerk, janitorial; 4 to 14 percent; 12-8-69 to 12-7-70.

Sterling's Men's & Boys', Inc., apparel store; 218 Southwest First Avenue, Fort Lauderdale, Fla.; salesclerk, stock clerk, office clerk, gift wrapper; 6 to 32 percent; 12-13-69 to 12-12-70.

T.G. & Y Stores Co., variety-department stores, for the occupations of salesclerk, stock clerk, office clerk except as otherwise indicated; No. 188, Tempe, Ariz., 20 to 30 percent, 12-1-69 to 11-30-70; No. 440, Jacksonville, Ark., 11 to 30 percent, 11-27-69 to 11-26-70; No. 611, Milpitas, Calif., 19 to 33 percent, 12-18-69 to 12-17-70; No. 622, Novato, Calif., 20 to 30 percent, 12-11-69 to 11-30-70; No. 513, Pico Rivera, Calif., 19 to 33 percent, 12-1-69 to 11-30-70; No. 586, Santa Cruz, Calif., 19 to 33 percent, 12-18-69 to 12-17-70; No. 715, Orlando, Fla., 13 to 28 percent, 12-11-69 to 12-10-70; No. 470, Wichita, Kans., 19 to 30 percent, 12-1-69 to 11-30-70; No. 239, Baker, La., 0 to 12 percent, 12-5-69 to 12-4-70; No. 733, Baton Rouge, La., 6 to 22 percent, 11-29-69 to 11-28-70; No. 321, Gonzales, La., 5 to 20 percent, 12-15-69 to 12-1-70; No. 798, Hammond, La., 29 to 30 percent, 12-18-69 to 12-17-70; No. 320, Opelousas, La., 6 to 22 percent, 12-2-69 to 12-1-70; No. 332, West Monroe, La., 3 to 13 percent, 11-27-69 to 11-26-70; No. 720, Brookhaven, Miss., 29 to 30 percent, 12-18-69 to 12-17-70; No. 375, Meridian, Miss., 29 to 30 percent, 12-2-69 to 12-1-70; No. 474, Independence, Mo., 22 to 30 percent, 12-2-69 to 12-1-70; No. 303, Lee's Summit, Mo., 17 to 30 percent, 12-2-69 to 12-1-70; No. 299, St. Joseph, Mo., 22 to 30 percent, 12-18-69 to 12-17-70; No. 465, Blackwell, Okla., 14 to 30 percent, 11-22-69 to 11-21-70; No. 425, Oklahoma City, Okla., 18 to 30 percent, 12-1-69 to 11-30-70; No. 46, Stillwater, Okla., 14 to 30 percent, 12-13-69 to 12-12-70; No. 1004, Woodward, Okla., 22 to 30 percent, 12-1-69 to 11-30-70; No. 80, Yukon, Okla., 22 to 30 percent, 12-5-69 to 12-4-70; No. 1771, Taylors, S.C., 18 to 30 percent, 12-12-69 to 12-11-70 (salesclerk, stock clerk); No. 702, Harlingen, Tex., 30 percent, 11-21-69 to 11-20-70; No. 834, Houston, Tex., 30 percent, 11-21-69 to 11-20-70.

Vernon Supermarkets, Inc., foodstore; 201 North Pond Street, Vernon, Ala.; bagger; 19 to 20 percent; 12-8-69 to 12-7-70.

Waconia Super Valu, foodstore; Waconia, Minn.; carryout, checker, cleanup, stock clerk; 14 to 21 percent; 12-17-69 to 12-16-70.

Wally & Jim's Super Valu, foodstore; 113 Ash Street, Spooner, Wis.; stock clerk, carryout; 10 to 17 percent; 12-1-69 to 11-30-70.

Each certificate has been issued upon the representations of the employer which, among other things, were that employment of full-time students at special minimum rates is necessary to prevent curtailment of opportunities for employment, and the hiring of full-time students at special minimum rates will not create a substantial probability of reducing the full-time employment opportunities of persons other than those employed under a certificate. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within 30 days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 519.9.

Signed at Washington, D.C., this 4th day of February 1970.

ROBERT G. GRONEWALD,
Authorized Representative
of the Administrator.

[F.R. Doc. 70-1847; Filed, Feb. 12, 1970;
8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

FEBRUARY 10, 1970.

Protests to the granting of an application must be prepared in accordance with Rule 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 41884—*Clay, kaolin, or pyrophyllite from Letohatchie and Montgomery, Ala.* Filed by O. W. South, Jr., agent (No. A6153), for interested rail carriers. Rates on clay, kaolin, or pyrophyllite, in carloads, as described in the application, from Letohatchie and Montgomery, Ala., to specified points in Connecticut, Massachusetts, and Rhode Island.

Grounds for relief—Rate relationship, short-line distance formula and grouping.

Tariff—Supplement 81 to Southern Freight Association, agent, tariff ICC S-751.

FSA No. 41885—*Clay, kaolin, or pyrophyllite from Aberdeen, Miss.* Filed by O. W. South, Jr., agent (No. A6154), for interested rail carriers. Rates on clay, kaolin, or pyrophyllite, in carloads, as described in the application, from Aberdeen, Miss., and points taking same rates, to various points in Michigan, Minnesota, and Wisconsin.

Grounds for relief—Rate relationship, short-line distance formula and grouping.

Tariff—Supplement 81 to Southern Freight Association, agent, tariff ICC S-751.

FSA No. 41886—*Beet or cane sugar to Paris, Tex.* Filed by Trans-Continental Freight Bureau, agent (No. 459), for interested rail carriers. Rates on sugar, beet or cane, in bulk, in covered hopper cars, in carloads, as described in the application, from Serape, Ariz., also points in California, to Paris, Tex.

Grounds for relief—Market competition.

Tariff—Supplement 91 to Trans-Continental Freight Bureau, agent, tariff ICC 1790.

FSA No. 41887—*Lime from Beckmann, Tex.* Filed by Southwestern Freight Bureau, agent (No. B-140), for interested rail carriers. Rates on lime, in carloads, as described in the application, from Beckmann, Tex., to specified points in Louisiana.

Grounds for relief—Market competition.

Tariff—Supplement 16 to Southwestern Freight Bureau, agent, tariff ICC 4852.

FSA No. 41888—*Asphalt and related articles to points in New Mexico.* Filed by The Atchison, Topeka and Santa Fe Railway Co. (No. 103-A), for interested rail carriers. Rates on asphalt (asphaltum), petroleum road oil, and petroleum wax tailings, in tank carloads, as described in the application, from Chaison, Tex., to points in New Mexico on the AT&SF, CRI&P, and Southern Pacific railroads.

Grounds for relief—Market competition.

FSA No. 41889—*Potassium (potash) to points in official and western trunkline territories.* Filed by Canadian Freight Association (Western Lines) (No. 20), for interested rail carriers. Rates on potassium (potash), in carloads, as described in the application, from specified points in Saskatchewan, Canada, to points in official and western trunkline territories.

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

Tariff—G. H. Mitchell, agent, tariff ICC 183. (Revised pages.)

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 70-1856; Filed, Feb. 12, 1970;
8:47 a.m.]

[No. 35190, 35191]

GEORGIA INTRASTATE FREIGHT RATES, 1969

In the matter of the assignment for hearing and directing special procedure. Present: Laurence K. Walrath, Commissioner, to whom the matters which are the subject of this order have been referred for action thereon.

It appearing, That by order dated December 9, 1969, the Commission, Division 2, instituted investigations, pur-

suant to section 13 of the Interstate Commerce Act into the matters and things presented in the petitions filed November 14, 1969, by the common carriers by railroad operating within the State of Georgia wherein it is alleged that the Georgia Public Service Commission has refused to authorize or to permit increases in rates and charges on sugar and on sand, gravel, crushed stone, and related commodities moving in intrastate commerce corresponding to those authorized by this Commission in Ex Parte No. 259, Increased Freight Rates, 1968, 332 ICC 590 and 714;

And it further appearing, that upon consideration of the record in the above-entitled proceedings, these matters are ones which should be referred to a hearing examiner for hearing and require the adoption of special procedure for the purpose of expediting the hearing; and for good cause showing:

It is ordered, That the above-entitled proceedings be, and they are hereby, referred to Hearing Examiner George P. Morin for hearing and for the recommendation of an appropriate order thereon, accompanied by the reasons therefor.

It is further ordered, That on or before March 16, 1970, the respondents and any persons in support thereof shall file with the Commission three copies of the verified statements of their witnesses, in writing, together with any studies to be offered at the hearing with a statement where the underlying work papers to such studies will be available for inspection by parties to the proceedings and at the same time, serve a copy of such prepared material upon all persons listed in appendix A attached hereto and any additional persons who make known their desire to actively participate in the proceedings on or before March 6, 1970.

It is further ordered, That on or before April 13, 1970, protestants shall file with the Commission three copies of rebuttal verified statements of their witnesses, in writing, and at the same time, serve a copy of such prepared material upon all persons listed in appendix A hereto and any additional persons who make known their desire to actively participate on or before March 6, 1970. Attached hereto as appendix A is a list of all known persons who have indicated their desire to actively participate in the proceedings. Any additional persons who desire to actively participate and receive copies of the prepared material to be served shall notify the Commission, in writing, on or before March 6, 1970, as well as all persons listed in appendix A attached hereto. Otherwise, any interested person desiring to participate in these proceedings may make his appearance at the hearing.

It is further ordered, That on or before April 23, 1970, the respondents and any persons in support thereof shall file with the Commission three copies of reply verified statements of their witnesses, in writing, and at the same time, serve a copy of said statements upon all persons listed in appendix A attached hereto

and any additional persons who make known their desire to actively participate in the proceedings on or before March 6, 1970.

It is further ordered, That parties desiring to cross-examine witnesses who have submitted verified statements shall give notice to that effect, in writing, to the affiant and his counsel, if any, on or before April 29, 1970, a copy of such notice to be filed simultaneously with the Commission together with a request for any underlying data that the witnesses will be expected to have available for immediate reference at the hearing. All verified statements and attachments as to which no cross-examination is requested will be considered as part of the record. Any witness who has been requested to appear for cross-examination but fails to do so, subjects his verified statement to a motion to strike.

It is further ordered, That a hearing will be held commencing on May 18, 1970, 9:30 a.m. d.s.t. (or 9:30 a.m. U.S. Standard Time, if that time is observed), in the Georgia Public Service Commission Hearing Room, 244 Washington Street SW., Atlanta, Ga., for the purpose of hearing cross-examination of witnesses so requested; to afford opportunity to present evidence in opposition to the cross-examination; and such other pertinent evidence which the examiner deems necessary to complete the record.

And it is further ordered, That a copy of this order be served upon all respondents and protestants; that the State of Georgia be notified by sending a copy of this order by certified mail to the Governor of Georgia, Atlanta, Ga., and a copy to the Georgia Public Service Commission, Atlanta, Ga.; and that further notice be given to the public by depositing a copy of this order in the Office of the Secretary of the Commission, Washington, D.C., and by filing a copy with the Director, Office of the Federal Register, Washington, D.C., for publication in the FEDERAL REGISTER.

Dated at Washington, D.C., this 3d day of February 1970.

By the Commission, Commissioner Walrath.

[SEAL] H. NEIL GARSON,
Secretary.

No. 35190
No. 35191

APPENDIX A
RESPONDENTS

Phil C. Beverly, 500 Water Street, Jacksonville, Fla. 32202.
Bates B. Bowers, Transportation Building, 151 Ellis Street NE., Atlanta, Ga. 30303.
Eugene W. Burroughs, Suite 600, 1920 L Street NW., Washington, D.C. 20036.
James L. Howe III, Post Office Box 1808, Washington, D.C. 20013.
John F. Smith, 908 West Broadway, Louisville, Ky. 40201.
William H. Teasley, Post Office Box 8426, Savannah, Ga. 31402.

PROTESTANTS

David O. Benson, Director of Transportation, Georgia Public Service Commission, 244 Washington Street SW., Atlanta, Ga. 30334.
James E. Bilbo, Coca-Cola USA, Post Office

Drawer 1734, Atlanta, Ga. 30301.
Harold S. Brown, Howard Sand Co., Howard, Ga. 31039.
Willis S. Brunson, 279 Otley Drive NE., Post Office Box 13064, Station K, Atlanta, Ga. 30324.
Theodore M. Forbes, Jr., Gambrell, Russell, Moye & Killorin, Attorney for: LBI Quarries, Inc., 4000 First National Bank Tower, Atlanta, Ga. 30303.
J. C. Harper, Southern Cement Co., 900 22d Street South, Post Office Box 3332-A, Birmingham, Ala. 35205.
Pyott Jamison, Atlanta Sand & Supply Co., 605 Forsyth Building, Atlanta, Ga. 30303.
R. E. Knudson, Director of Transportation, Owens-Illinois, Inc., Post Office Box 1035, Toledo, Ohio 43601.
Hugh F. Little, T.M., Georgia Marble Co., 11 Pryor Street SW., Atlanta, Ga. 30303.
Richard W. Remmert, Assistant Director Transportation, Vulcan Materials Co., Post Office Box 7497, Birmingham, Ala. 35223.
Jack C. Sanford, Traffic Manager, Savannah Sugar Refining Corp., Post Office Box 339, Savannah, Ga. 31402.

[F.R. Doc. 70-1853; Filed, Feb. 12, 1970; 8:47 a.m.]

[No. 35226]

VIRGINIA INTRASTATE FREIGHT RATES AND CHARGES, 1969

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 3d day of February 1970.

By petition filed on January 26, 1970, common carriers by railroad operating within the State of Virginia assert that the State Corporation Commission of Virginia has refused to authorize or permit increases in rates and charges on broken or crushed stone, agricultural limestone, sand (aggregate or ballast), and gravel (aggregate or ballast) moving in intrastate commerce; which sought increases would correspond to increases authorized by this Commission on interstate commerce in Ex Parte No. 259, Increased Freight Rates, 1968, 332 ICC 590 and 714; and for good cause:

It is ordered, That pursuant to section 13 of the Interstate Commerce Act, under which the instant petition is filed, an investigation be, and it is hereby, instituted into the matters and things presented in such petition; and that all common carriers by railroad operating within the State of Virginia subject to the jurisdiction of this Commission be, and they are hereby, made respondents to this proceeding.

It is further ordered, That all persons who intend to participate actively in this proceeding, and to file and receive copies of pleadings, shall make known that fact by notifying the Commission on or before March 9, 1970. Any interested persons who notify the Commission later than the aforesaid date of their desire to actively participate will be added to the service list in the instant docket for service of subsequent Commission releases herein, and the burden will be on such persons to notify other participants, in writing, of their desire to receive and exchange pleadings. Otherwise, any interested person desiring to participate may make his appearance at the hearing. Reply or rebuttal pleadings to the instant

petition are not required and requests for permission to intervene in an investigation proceeding such as this one are unnecessary.

It is further ordered, That as soon as practicable after the date for indicating a desire to participate has past, the Secretary of the Commission will serve a list of the names and addresses of all participants.

It is further ordered, That a copy of this order be served upon respondents; that the State of Virginia be notified of the institution of this proceeding by sending a copy of this order by certified mail to the Governor of the State of Virginia, Richmond, Va., and to the State Corporation Commission of Virginia, Richmond, Va.; and that notice to the general public be given by depositing a copy of this order in the Office of the Secretary of the Commission at Washington, D.C., and by filing a copy with the Director, Office of the Federal Register, Washington, D.C., for publication in the FEDERAL REGISTER.

And it is further ordered, That this proceeding be assigned for hearing at such time and place as the Commission may hereafter designate.

By the Commission, Division 2.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 70-1852; Filed, Feb. 12, 1970; 8:47 a.m.]

[Notice 490]

MOTOR CARRIER TRANSFER PROCEEDINGS

FEBRUARY 10, 1970.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-71818. By order of February 2, 1970, the Motor Carrier Board approved the transfer to Minnie R. Ohnezeit, Beaver Falls, Pa., of the operating rights in certificate No. MC-63524 issued June 3, 1941, to W. F. Ohnezeit, Beaver Falls, Pa., authorizing the transportation of: *Household goods*, over irregular routes, between points and places in Beaver County, Pa., on the one hand, and, on the other, points and places in Illinois, Indiana, Ohio, West Virginia, Virginia, Maryland, New York, New Jersey, and the District of Columbia, and those in the southern peninsula of Michigan. *Amusement devices*, over irregular routes, between Beaver Falls, Pa., on the

one hand, and, on the other, points and places in Ohio and West Virginia. Joseph A. Rieser, 1400 Seventh Avenue, Beaver Falls, Pa. 15010, attorney for applicants.

No. MC-FC-71870. By order of February 3, 1970, the Motor Carrier Board approved the transfer to Canton-Quincy Transfer, Inc., Quincy, Ill., of certificates Nos. MC-1448 and subs thereunder, issued to Fred Schaffer, doing business as Canton-Quincy Transfer, Quincy, Ill., authorizing the transportation of: General commodities, with the usual exceptions, and Household Goods as defined by the Commission, between points in Illinois, Missouri, and Iowa. Melvin N. Routman, 308 Reisch Building, Springfield, Ill. 62701, attorney for applicants.

No. MC-FC-71873. By order of February 6, 1970, the Motor Carrier Board approved the transfer to Jenkins-Simmons Transportation Co., Inc., North Abington, Mass., of certificate No. MC-23602 issued January 14, 1966, to C. B. Richards, Inc., Erving, Mass., authorizing the transportation of paper and paper products, between Erving, Mass., on the one hand, and, on the other, points in Rhode Island, Connecticut, and New Hampshire. Arthur A. Wentzell, Post Office Box 720, Worcester, Mass. 01601, representative for applicants.

No. MC-FC-71883. By order of February 2, 1970, the Motor Carrier Board approved the transfer to Carroll's Transfer, Inc., Dublin, N.C., of the operating rights in certificates Nos. MC-31865 and MC-31865 (Sub-No. 6) issued October 3, 1950, and May 20, 1955, respectively, to B. E. Carroll, doing business as Carroll's Transfer, Dublin, N.C., authorizing the transportation of, among other commodities, meats, packinghouse products, dairy products, and other articles distributed by meat packinghouses, from Lumberton, N.C., to Lake View, S.C., and

points in Robeson, Hoke, Scotland, Richmond, Anson, Moore, Lee, Harnett, Cumberland, Sampson, Bladen, and Columbus Counties, N.C.; agricultural commodities, from Charleston and Georgetown, S.C., Lumberton, N.C., and points within 25 miles of Charleston, within 25 miles of Georgetown, and within 100 miles of Lumberton, to Richmond, Va., Washington, D.C., Baltimore, Md., Philadelphia, Pa., and New York, N.Y.; general commodities, with usual exceptions, from Wilmington, N.C., to Lumberton, N.C., and points within 50 miles thereof; household goods, as defined by the Commission, between Lumberton, N.C., and points within 50 miles thereof, on the one hand, and, on the other, points in Virginia, North Carolina, and South Carolina; and fertilizer and fertilizer materials (except in liquid form, in bulk, in tank vehicles), from Wilmington, N.C., and points within 15 miles thereof, to points in Chesterfield, Marlboro, Darlington, Dillon, Florence, Marion, Horry, Williamsburg, and Georgetown Counties, S.C., Vaughan S. Winborne, 1108 Capital Club Building, Raleigh, N.C. 27601, attorney for applicants.

No. MC-FC-71887. By order of February 2, 1970, the Motor Carrier Board approved the transfer to Don F. White, doing business as Pike's Express, Cinnaminson, N.J., of the operating rights in certificate No. MC-32658 issued March 31, 1949, to John W. Smith, Jr., doing business as Smith Transfer Co., Trenton, N.J., authorizing the transportation of general commodities, with usual exceptions, between Trenton, N.J., and points in New Jersey as follows: From Trenton over New Jersey Highway 29 to Lambertville; from Trenton over New Jersey Highway 27 to Princeton; from Trenton over New Jersey Highway 30 to

junction unnumbered highway, and thence over unnumbered highway to Hopewell; service is authorized to and from the intermediate points of Ewingville, Pennington, Lawrenceville, Wilburtha, Titusville, and Washington Crossing, N.J., and the off-route points of Ewing and West Trenton, N.J., and Yardley, Washington Crossing, and New Hope, Pa., John B. Mathews, 313 East Broad Street, Palmyra, N.J. 08065, attorney for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 70-1855; Filed, Feb. 12, 1970;
8:47 a.m.]

[Notice 490A]

MOTOR CARRIER TRANSFER PROCEEDINGS

FEBRUARY 10, 1970.

Application filed for temporary authority under section 210(a) (b) in connection with transfer application under section 212(b) and Transfer Rules, 49 CFR Part 1132:

No. MC-FC-71954. By application filed February 9, 1970, MEAT PACKERS EXPRESS, INC., 222 South 72 St., Suite 320, Omaha, Nebr. 68114, seeks temporary authority to lease the operating rights of GROSS AND SONS TRANSPORT COMPANY, 8808 Webster Plaza, Omaha, Nebr. 68114, under section 210 (a) (b). The transfer to MEAT PACKERS EXPRESS, INC., of the operating rights of GROSS AND SONS TRANSPORT COMPANY, is presently pending.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 70-1854; Filed, Feb. 12, 1970;
8:47 a.m.]

CUMULATIVE LIST OF PARTS AFFECTED—FEBRUARY

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 February.

3 CFR	Page	7 CFR—Continued	Page	12 CFR—Continued	Page
PROCLAMATIONS:					
1677 (see PLO 4762)	2402	1044	2527	556	2514
3958	2571	1046	2527	562	2514
3959	2641	1049	2527	567	2515
3960	2815	1050	2527	571	2515
EXECUTIVE ORDERS:					
11211 (amended by EO 11506)	2501	1060	2527	582	2515
11282 (superseded by EO 11507)	2576	1061	2527	591	2725
11288 (superseded by EO 11507)	2576	1062	2527	13 CFR	
11353 (revoked by EO 11509)	2857	1063	2527	121	2385
11368 (see EO 11506)	2501	1064	2527	PROPOSED RULES:	
11418 (revoked by EO 11509)	2857	1065	2527	113	2596
11506	2501	1068	2527	121	2597
11507	2573	1069	2527	14 CFR	
11508	2855	1070	2527	13	2578
11509	2857	1071	2527	21	2818
PRESIDENTIAL DOCUMENTS OTHER THAN PROCLAMATIONS AND EXECUTIVE ORDERS:					
Regulation of February 11, 1970	2951	1073	2527	39	2517, 2726, 2868
5 CFR					
213	2383, 2643, 2644, 2765, 2859	1075	2527	47	2578
7 CFR					
301	2577, 2859	1076	2572	61	2818
318	2503	1078	2527	71	2517, 2580-2583, 2645, 2646, 2726, 2769, 2819, 2869, 2953
319	2503	1079	2527	73	2769
354	2859	1090	2527	75	2583, 2584, 2726, 2819
601	2817	1094	2527	91	2578, 2818
722	2721	1096	2527	97	2390, 2647, 2954
724	2504-2506	1097	2527	121	2818
729	2860	1098	2527, 2669	241	2819
811	2383	1099	2527	PROPOSED RULES:	
857	2507	1101	2527	21	2412
907	2578, 2860	1102	2527	25	2412
908	2861	1103	2572	39	2594, 2996
910	2383, 2721, 2765	1104	2527	71	2595, 2670, 2791-2793, 2889, 2890, 2996, 2997
913	2722	1106	2527	73	2595
947	2766	1108	2527	75	2596
1421	2766	1120	2527	171	2528
PROPOSED RULES:					
52	2668, 2787	1121	2527	207	2730
724	2526	1124	2527	16 CFR	
729	2994	1125	2527	13	2385-2387, 2517-2522, 2769-2773
907	2526	1126	2527	15	2655, 2656
1001	2527	1127	2527	PROPOSED RULES:	
1002	2527	1128	2572	118	2673
1003	2527	1129	2527	250	2998
1004	2527	1130	2527	17 CFR	
1005	2527	1131	2527	PROPOSED RULES:	
1006	2527, 2878	1132	2527	230	2672
1007	2527	1133	2527	18 CFR	
1011	2527	1134	2527	PROPOSED RULES:	
1012	2527, 2878	1136	2527	101	2413
1013	2527, 2878	1137	2527	141	2832
1015	2527	1138	2527	201	2413
1016	2527	9 CFR			
1030	2527	76	2507, 2508, 2644, 2722, 2767, 2817, 2861, 2953	250	2730
1032	2527	PROPOSED RULES:			
1033	2527	2	2729	19 CFR	
1034	2527, 2729	318	2527	PROPOSED RULES:	
1035	2527	10 CFR			
1036	2527	3	2862	PROPOSED RULES:	
1040	2527	14	2723	9	2410
1041	2527, 2730	12 CFR			
1043	2527	204	2768	20 CFR	
PROPOSED RULES:					
405					
2593					

21 CFR	Page
1	2869
3	2656, 2657, 2774
5	2584
120	2585, 2727
121	2727, 2822, 2823
146b	2657
147	2657, 2870, 2993
164	2658
191	2659

PROPOSED RULES:

3	2411
138	2995
141b	2670
146b	2670
320	2874

24 CFR	
200	2823
Ch. VI	2827

26 CFR	
1	2774

29 CFR	
8	2387
201	2556
202	2557
203	2561
205	2563
402	2990
403	2990
404	2990
405	2990
406	2990
408	2990
409	2990
541	2389
727	2774
1500	2822

PROPOSED RULES:

462	2994
-----	------

31 CFR	
316	2827

32 CFR	Page
65	2870
101	2990
102	2871
115	2775
536	2659
1715	2873

33 CFR	
207	2660, 2727

36 CFR

PROPOSED RULES:

7	2787
---	------

37 CFR	
1	2828
3	2828

38 CFR	
3	2827
17	2389

39 CFR

PROPOSED RULES:

261	2410
262	2410

41 CFR	
3-1	2992
5A-2	2399
5A-72	2400
5A-73	2400
5B-3	2585
9-5	2586
14-1	2523
60-2	2586

42 CFR	
73	2400

PROPOSED RULES:

73	2411
81	2411

43 CFR	
4110	2591

43 CFR—Continued	Page
PUBLIC LAND ORDERS:	
4755 (corrected)	2828
4762	2402
4763	2776

PROPOSED RULES:

23	2994
----	------

45 CFR	
1061	2402

PROPOSED RULES:

85	2791
----	------

46 CFR	
502	2523

47 CFR	
15	2405, 2660
63	2776
64	2776
73	2590, 2828
87	2829

PROPOSED RULES:

25	2671
73	2831, 2998
74	2672

49 CFR	
71	2667
371	2409
1023	2524
1033	2868
1043	2829
1048	2727, 2992
1084	2829

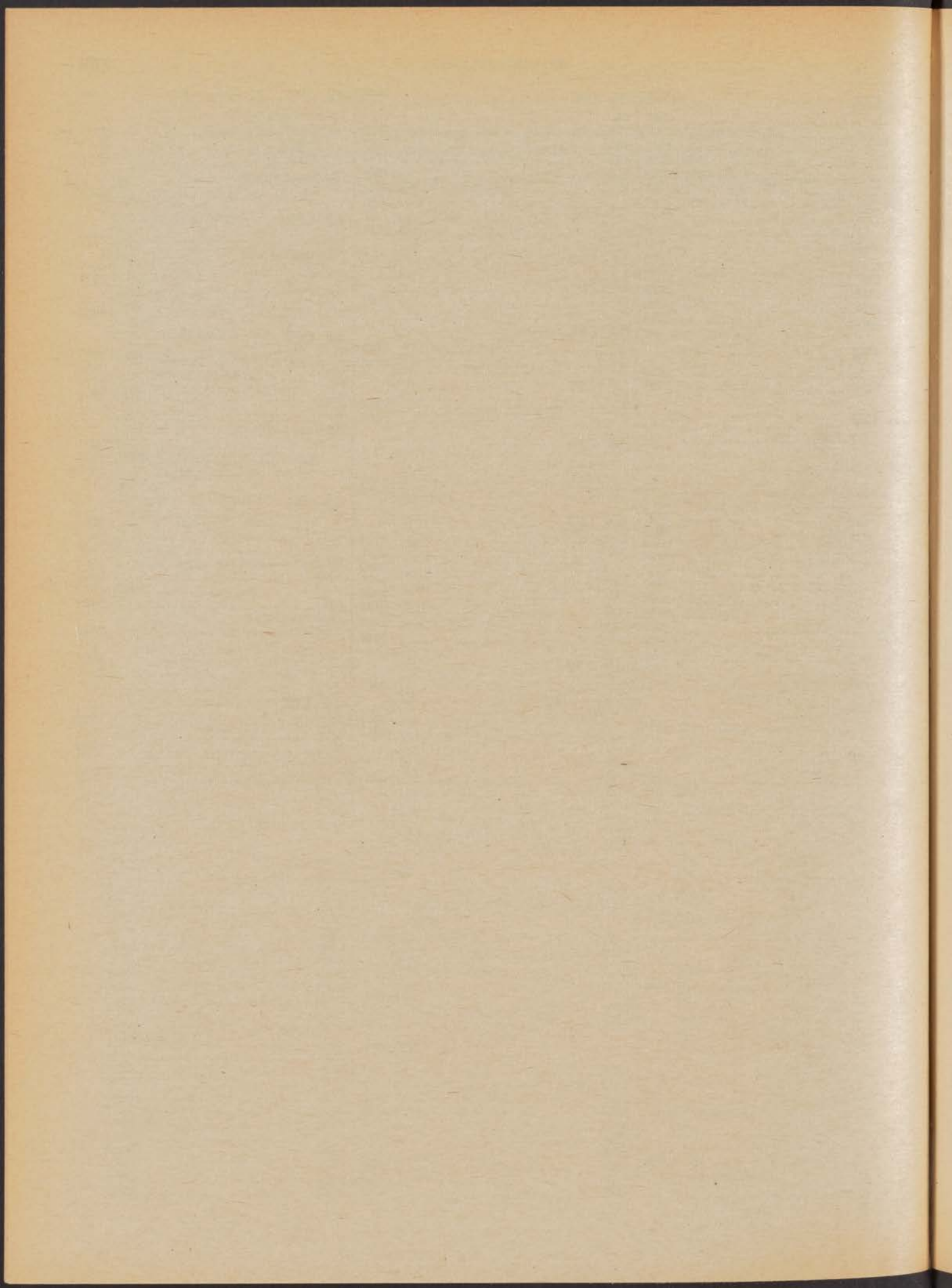
PROPOSED RULES:

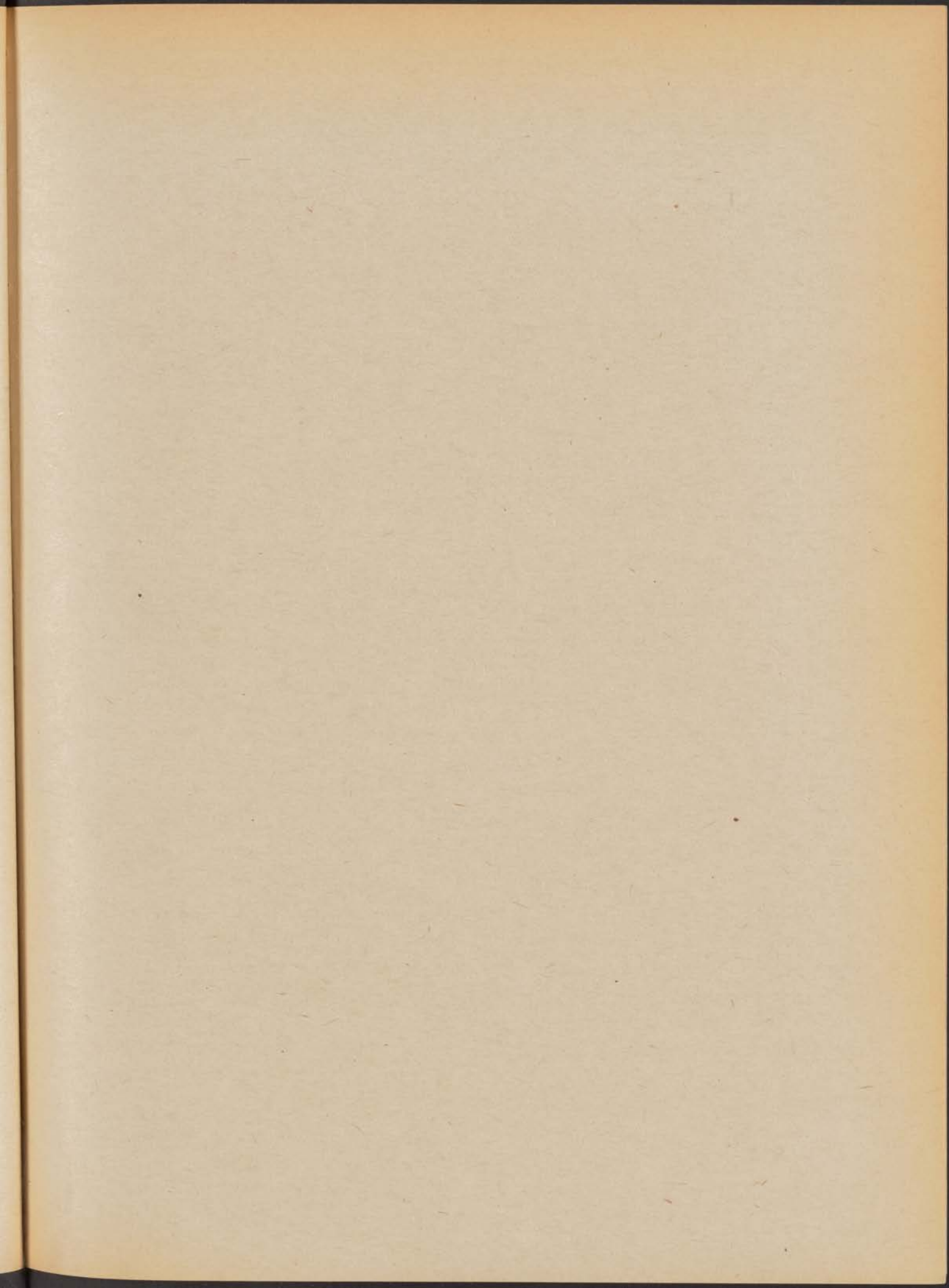
179	2794
236	2412
Ch. X	2890
1048	2995

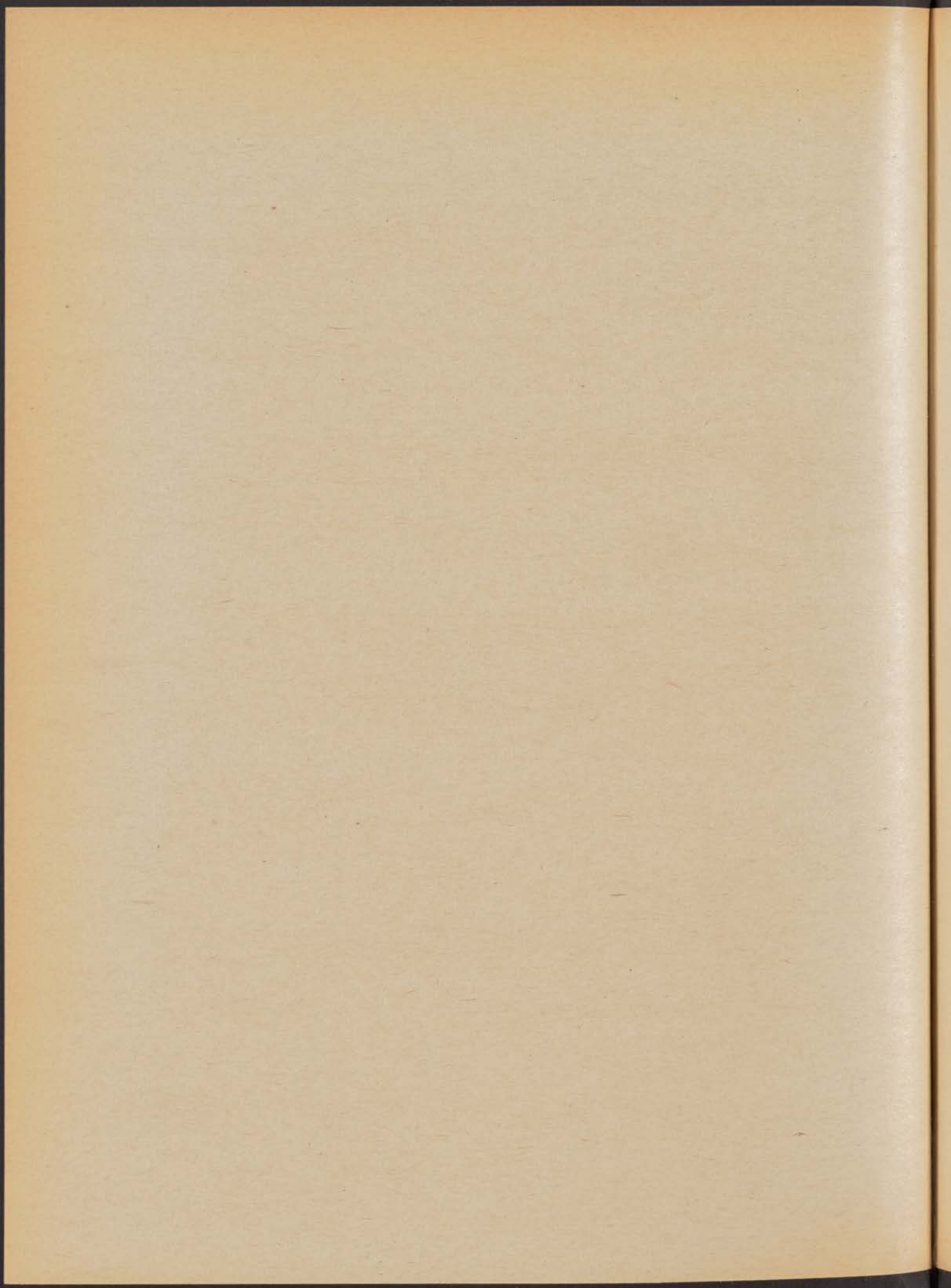
50 CFR	
32	2592
33	2592, 2992
279	2407

PROPOSED RULES:

280	2526
-----	------







THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

5300 S. DICKINSON DRIVE

CHICAGO, ILLINOIS 60637

TEL: 773-936-3700

FAX: 773-936-3701

WWW.PHYSICS.UCHICAGO.EDU

PHYSICS 101

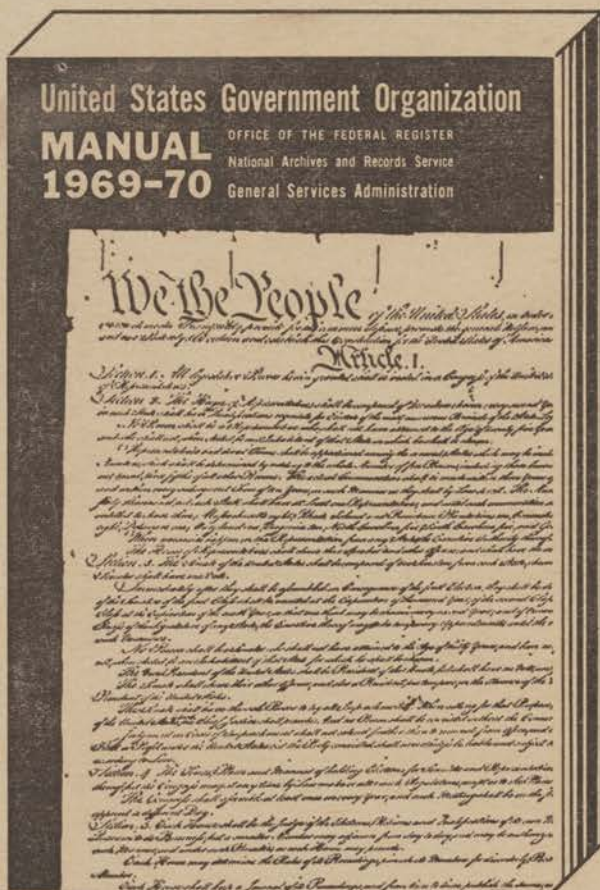
PHYSICS 102

PHYSICS 103

PHYSICS 104

PHYSICS 105

United States Government Organization MANUAL 1969-70



know
your
government



Presents essential information about Government agencies (updated and republished annually). Describes the creation and authority, organization, and functions of the agencies in the legislative, judicial, and executive branches. This handbook is an indispensable reference tool for teachers, students, librarians, researchers, businessmen, and lawyers who need current official information about the U.S. Government. The United States Government Organization Manual is the official guide to the functions of the Federal Government, published by the Office of the Federal Register, GSA.

\$300 per copy. Paperbound, with charts

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